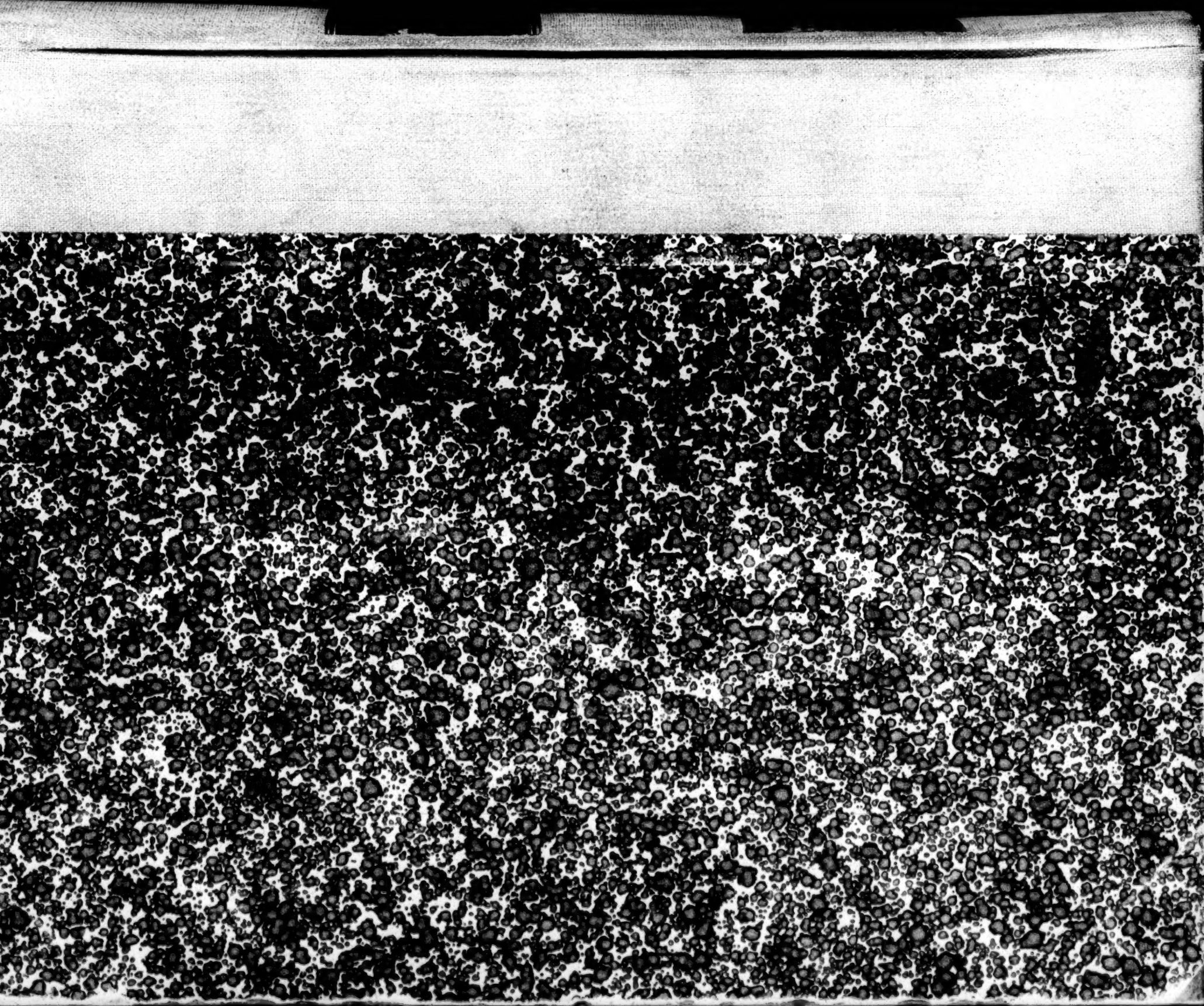
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American Railroad Journal.

New York Saturday, January 6, 1872.

EMIGRATION—PAST AND PRESENT.

Among the great improvements of the nineteenth century is the method for carrying emigrants across the ocean. In the past emigrants crossed the ocean in sailing ships, and were buffeted on the waves of the Atlantic ocean for sixty to ninety days, and finally settled in the West only after undergoing the hardships of the primitive mode of traveling on the Plains, and the danger of being attacked by the Indians. Steam has worked a wonderful revolution in the method of transportation, both on sea and land. Emigrants now cross the ocean in large and commodious steam-ships, and the passage occupies only ten to twelve days, and when they reach our shores, railroads carry them to their destination. It is a noteworthy fact that corporations to furnish increased facilities to emigrants are multiplying very fast, and the new year promises a large addition to the population of the West by the influence of emigrants from Europe. Emigrants in settling land now keep close to the line of railroads, especially those which form what are called trunk lines, and run through a fertile country. Previous to the construction of the Pacific Railroads, the route from St. Joseph to Fort Kearney was a favorite wagon road, and many emigrants settled permanently along this route. The evidences of this are plainly seen in the thriving and populous cities, towns and villages which dot this line, and also the many cultivated fields of grain which meet the eye in all directions. It is along this very route that the ST. JOSEPH AND DENVER CITY RAILROAD is now steadily approaching completion. The greater part of the road is built, and only a comparatively small portion of the Western Division remains to be constructed in order to materially shorten the distance between San Francisco and the East. The ST. JOSEPH AND DENVER CITY RAILROAD COMPANY has a land grant of 1,500,000 acres of land located in what is known as the GARDEN SPOT of the West. This land is being sold to actual settlers on easy terms of payment, and every encouragement is extended to emigrants to settle along the line of the road, which is destined to become one of the great trunk lines of the country. We are now offering the remainder of the FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY Western Division, at 97½ and accrued interest in currency, from Aug. 15, 1871. The earnings of that portion of the road in active operation have more than equaled the expectations of the projectors of the enterprise, which, of itself, is a sufficient guaranty for the safety of the investment; but the land grant of the Company is estimated to be worth $18,000,000, and the money derived from land sales is devoted exclusively to the retirement of the bonds by the FARMERS' LOAN AND TRUST COMPANY, as trustees for the bondholders. The bonds have thirty years to run, bear interest at the rate of 8 per cent. per annum, payable in February and August of each year, and both interest and principal are payable in gold.

Our firm deal in the St. Joseph and Denver City Railroad Company's bonds the same as all other first-class securities; and those of the Eastern Division, which were placed by us at 97½, are now quoted at 101½ to 102½ and accrued interest. *These bonds have never sold as low as the subscription price since the loan was all taken. Thus investors in them have always been enabled to realize a handsome premium on the price originally paid, while receiving their interest-money, punctually. To parties about to reinvest their January interest, or who may desire to fund their 5-20 and other high-priced bonds, we recommend the above facts to their calm consideration.*

TANNER & CO.,
BANKERS, No. 11 WALL-ST.

Cincinnati and Terre Haute Railway.

General Hunter, of Indiana, recently addressed a meeting in the room of the Chamber of Commerce, in favor of the Cincinnati and Terre Haute Railway, a road which we have noticed as having just been begun. The object of this road is to pass from Terre Haute, through Clay, Greene, Monroe, and other counties, nearly or quite fifty miles south of the present road through Indianapolis, and especially through the iron and coal districts of Indiana. Probably no road of equal length can be devised from Cincinnati which will be equally beneficial to the trade of this city. The reasons are quite obvious; 1. There is no road through a large district of country in which this road will lie. All its trade should come to Cincinnati, but Gen. Hunter says only a small part really does. But it is a region so new and so closely connected with Cincinnati, that its whole trade ought to reach this city. As a local road through these counties, the Cincinnati and Terre Haute railway would bring all the business of that country. 2. It is a section containing very superior beds of iron ore. This fact was known half a century ago. The ore beds of Greene county were worked a short time about fifty years ago; but mining could not be carried on successfully for the very reason which has arrested the rapid increase of Cincinnati, the want of railroads (properly constructed) to the best iron and coal beds; and it is plain that Cincinnati can not have its former rapid progress till it does have such roads. 3 The road lies on one of the best coal beds in this country, the beds of block coal, and which are partially mined in Clay county. Now it is true, that about the same distance there are coal beds in Ohio, Kentucky and West Virginia as in Indiana, but there are great differences in the value of these coal beds as to quality and ease of transportation. The best coal beds which may be reached from Cincinnati by easy railroad transportation are those of Sunday creek (Perry county), of the Kanawha (West Virginia), and Clay county (Indiana), granting that the former may be reached as easily; yet it is plain that as Cincinnati extends over a great area, and is fast extending west beyond Mill creek, there will be a great advantage and probably greater cheapness, in supplying the

west side of the city from Indiana. Taking into view the obvious increase of trade, and the excellency of iron and coal beds, we are justified in our remark, that probably no local road can be made from Cincinnati which will be more profitable to the city. *Cincinnati—Railroad Record.*

Railroads in the United States.

The following tabulation shows the distribution of mileage and cost of railroads and equipments to the several geographical Sections, States and Territories of the Union:

Sections, States & Territories.	L'gth in Miles. Total.	Complete.	Cost of road & equipment.
Maine	923.86	872.86	$31,561,691
New Hampshire	1,021.75	797.32	26,750,817
Vermont	881.31	711.31	38,493,213
Massachusetts	1,810.96	1,641.96	90,822,022
Rhode Island	139.46	139.46	6,526,693
Connecticut	986.48	821.74	39,477,800
	5,763.82	4,984.65	$233,632,236
New York	6,196.28	4,252.93	$262,435,839
New Jersey	1,354.61	1,049.31	101,322,908
Pennsylvania	6,682 80	5,520.92	336,656,887
Delaware	227.69	207.69	6,280,771
Maryland (D. of Col.)	1,203.53	813.18	43,548,806
West Virginia	725.34	477.91	32,816,298
	16,390.25	12,321.94	$783,061,509
Virginia	2,167.49	1,478.29	$52,552,914
North Carolina	1,740.88	1,260.50	33,509,378
South Carolina	1,594.69	1,209.69	34,801,786
Georgia	3,087.89	2,157.39	53,475,352
Florida	764.20	461.20	15,245,000
	9,355.15	6,567.07	$189,584,430
Alabama	3,452.60	1,697.60	$60,856,392
Mississippi	1,900.90	984.90	31,993,737
Louisiana	806.50	522.50	21,789,560
Texas	3,797.50	797.00	25,090,000
Arkansas	1 810.00	490.50	16,122,000
Tennessee	2,057.84	1,520.84	50,841,781
Kentucky	2,021.42	1,018.18	39,043,964
	15,846.76	7,031.52	$245,737,434
Ohio	5,491.85	3,859.52	$196,649,930
Michigan	4,177.88	2,638.38	109,668,803
Indiana	5,542.60	3,709.10	164,407,549
Illinois	9,017.74	6,304.44	275,661,279
Wisconsin	3,513.70	1,652.70	67,263,207
	27,743.77	18,164.14	$813,650,768
Minnesota	3,443.50	1,553.00	$62,614,255
Dakota Ter.	930.00	61.00	2,800,000
Montana & Idaho Territories.	700.00	.....	.....
Iowa	4,201.77	3,162.27	128,315,291
Nebraska	1,801.50	906.00	49,580,000
Wyoming Ter.	498.00	498 00	47,000,000
Missouri	5,103.50	2,864.50	136,100,513
Kansas	3,271.40	1,703.40	66,310,000
Colorado	616.00	442.00	17,250,000
Indian Ter	1,400.00	148.00	5,500,000
	21,965.67	11,338.17	$515,470,059
California	2,685.30	1,111.30	$76,902,000
Nevada	1,467.00	567.00	51,500,000
Utah	336,00	312.00	30,400,000
Oregon	2,779.50	199.00	7,900,000
Washington	655.00	50.00	2,620,000
	7,922.80	2,239.30	$169,322,000

General Recapitulation.

N. E. States	5,763.82	4,984 65	$233,632,236
Middle States	16.390.25	12,321.94	783,061,509
S. E. States	9,355.15	6,567.07	189,584,430
Gulf and S. W. States	15,846.76	7,031.52	245,737,434
Interior, East	27,743.77	18,164.14	813,650,768
Interior, West	21,965.67	11,338.17	515,470,059
Pacific slope	7,922.80	2,239 20	169,322,000
Grand total	104,988.22	62,646.79	$2,950,458,486

In the following exhibit is given a statement of the increase of mileage and cost in the several sections as deduced from a comparison of the statistics of the previous with the present year:

Sections.	L'gth in Miles. Total.	Complete.	Cost of road & equipment.
N. E. States	293.42	478.56	$33,974,146
Middle States	1,311.52	1,021.32	102,471,533
S. E. States	1,168.60	411.37	14,964,848
Gulf and S. W. States	3,147.47	830.27	28,388,748
Interior, East	3,129.69	2,616 79	111,950,739
Interior, West	2,303.00	2,726.79	101,684,895
Pacific slope	1,663.70	226.20	13,598,000
Total increase	11,017.40	8,188.80	$376,932,327

No previous annual period has been so active in construction, or so successful in bringing into use long lines of track, as the year 1871. At the commencement of that year there were in the whole Union 54,435.49 miles of track, and at the close 62,646.79 miles, showing an increase in the year of 8,211.30 miles. This length is exclusive of City Passenger Railroads, and also of a second track, sidings, &c. As great a mileage was built in 1871 as existed in all the Union in 1851.

By reference to the tables, herewith presented, it will be seen what sections of the country have been most active in construction. The great interior as far as the Rocky Mountains has increased 5,343.58 miles, or 65 per cent. of the total increase.

In the Eastern Seaboard States construction activity has been less marked, but there are several important works which were largely forwarded or brought to completion during the year. In Maine, the European and North American Railroad was opened through. In Maine, New Hampshire and Vermont, the Portland and Ogdensburg Railroad was almost completed and awaites the Spring to have it brought into use. In the lower New England States considerable has been accomplished, chiefly in short roads and new connections.

In New York the New York, and Oswego Midland Railroad has been pressed forward and will soon find its New Jersey connections, forming together a new and valuable short line between Lake Ontario and New York Harbor. The other accessions in this State are of minor importance.

The principal work in Pennsylvania has been the completion of the Pittsburg and Connellsville Railroad, an extension of the Baltimore and Ohio Railroad from Cumberland to Pittsburg. This road will eventually be carried west from Pittsburg to Chicago, the work having been organized under subsidy of the Baltimore and Ohio Company.

The several new roads pointing west towards or to the Pacific coast are in rapid progress. The Northern Pacific Company recently opened their main line in Minnesota and are now extending their works through Dakota. The have also commenced work on the Pacific terminus, anticipating to open 60 or 70 miles as soon as the snows disappear. The St. Paul Division of this road is now complete from St. Paul to Breckenridge. The St. Joseph and Denver City Railroad from St. Joseph to Fort Kearney will also be completed in early spring and give a supplementary line to the Pacific. Then further south, and with the ulterior design of carrying their road to the Pacific coast, we have the Atlantic and Pacific road completed some 40 miles into the Indian Territory, and in the same neighborhood, three lines penetrate from Kansas into the same territory and which at no distant day will connect with Texas lines reaching to the gulf ports and to the confines of Mexico. The Texas Pacific (International) Railroad also deserves mention in this notice. The company having it in charge have already opened 60 or 70 miles west from Hearne, and are working rapidly eastward and westward. Fine land-grants and a State subsidy in money are stimulating all concerned to carry the line (of which this is the S.W. portion) from the Mississippi River to the Gulf of Cortez. The line under control of this company will extend from Fulton, on the Red River, to Laredo on the Rio Grande, 600 miles.

Thus it appears that there is plenty of work cut out for the current year, and we may venture to assert that the close of 1872 (when the final statistics of that year are collected) will show at least 70,000 miles of completed road. We should not be surprised, indeed, if the mileage at that date should exceed that count. But much depends on circumstances—a money panic might insue, and in that case (as many of our great roads pass through sparsely populated territory, and especially those now under construction) more than ordinary disaster would overtake our rail interest. As farms are opened, and towns founded, however, all fear of such results will disappear. Let us be satisfied with the present, and the prospects it hold out without discounting the future.

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated, to the present time is shown in the following table:

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827	3		1850	7,475	1,125
1828	3		1851	8,589	1,114
1829	28	25	1852	11,027	2,438
1830	41	13	1853	13,497	2,470
1831	54	13	1854	15,672	2,175
1832	131	77	1855	17,398	1,726
1833	576	445	1856	19,251	1,853
1834	762	186	1857	22,625	3,374
1835	918	156	1858	25,090	2,465
1836	1,102	184	1859	26,755	1,665
1837	1,431	329	1860	28,771	2,016
1838	1,843	412	1861	30,593	1,822
1839	2,220	477	1862	31,769	1,176
1840	2,797	577	1863	32,471	702
1841	3,319	522	1864	33,860	1,389
1842	3,877	558	1865	34,442	582
1843	4,174	297	1866	35,351	909
1844	4,311	137	1867	36,896	1,545
1845	4,522	211	1868	38,822	1,926
1846	4,870	348	1869	42,272	3,450
1847	5,336	466	1870	48,860	6,588
1848	5 682	346	1871	54,535	5,575
1849	6,350	668	1872	62,647	7,212

☞ From the Department of Agriculture we learn that the cotton returns received in December are similar in tenor to the November reports. A fair rendering of the recent local estimates have been unusually numerous and complete, gives a total aggregate of 3,400,000 bales as the present expectation of the cotton yield of 1871. The area in corn has been greater than in any former year. The estimate for 1870 was 1,094,000,000 bushels, being 220,000,000 more than that of the small crop of 1869; while a calculation of the local estimates of the present year gives a total product of 1,092,000,000.

Through Route from the Mississippi via Kentucky and Virginia.

There have been rumors of negotiations and consolidations touching the Louisville, Cincinnati and Lexington, one of the oldest roads in Kentucky, and one of the best-paying roads in the West, some of which have only a slight foundation in fact. This road, like many of the Southern roads, had a five-foot gauge, and was, therefore, cut off from such through traffic as could not be diverted from it by a change of cars. Nevertheless, in its capacity of a local road, its earnings for ten years back averaged $1,709 per mile; the gross receipts for the whole line of 171 miles being $948,748 for the fiscal year 1870, and for 1871 $995,425. Following the example of the Ohio and Mississippi and other roads, the company determined to change the gauge a few months since, which was accomplished in a single day, without interruption of traffic. This will enable the Cincinnati arm of the line to become a shorter and important link in a through line between Eastern cities and Louisville and points in the Southwest, by means of the new bridge at Cincinnati, which is to be ready in a short time.

The Louisville, Cincinnati and Lexington road spreads out in two arms, having their converging point near Louisville, and connecting the chief cities of Kentucky with the commercial metropolis of Ohio. The central arm passes through Frankfort, the State capital, to Lexington, in the central part of the State, through the famous blue-grass grazing region of Kentucky. This portion of the line is, in like manner, about to be made part of an important through line, connecting Louisville and all points West with the seaboard by a new and more favored route to the seaboard. The Lexington and Big Sandy Railroad Co. are pushing the construction of the incomplete gap, so as to be ready to take the through traffic from the Chesapeake and Ohio Railroad at their Big Sandy terminus and convey it by their very direct line to Louisville, as well as the very heavy return business bound eastward from Kentucky.

The Chesapeake and Ohio Company, it will be remembered, contains in its direction some of the most eminent names in American railroad management, among them Mr. C. P. Huntington, to whose exertions the great success of the Central Pacific is mainly due. This company have already made the bulk of their expenditures on the main line of the Chesapeake and Ohio, and are now awaiting the completion of two tunnels and some minor points of grading to complete their track from tide water to the Kentucky border. The Lexington and Big Sandy line is in substantially the same hands, and is part of the great enterprise, which will extend between Louisville and the Chesapeake Bay. The negotiations with the Louisville, Cincinnati and Lexington have resulted in securing to the Chesapeake and Ohio Company a controlling interest in the road, and hereafter the roads will be operated in harmonious co-operation. By means of the new bridge at Louisville, two lines of railroad (one of them still incomplete) will furnish the desired connections to St. Louis.

The grades, proximity of fuel, and equable climate are so favorable to economy of operation along this route that it must prove a very profitable line, as the vast quantities of tobacco, hemp, cotton, live-stock, provisions and the like, which now cross the Ohio river into Indiana and Ohio, on their way East will naturally be attracted to the Chesapeake and Ohio route, whereon the crossing of the Alleghanies is much easier, as well as more direct. For example, the distance from New York to St. Louis by this route is 1,150 miles, against 1,200 miles by the Erie and Atlantic and Great Western route, and 1,260 via the Lake Shore and Chicago route. To Nashville, Memphis and New Orleans the saving in linear distance is considerable and, if grades and curves be considered, the Chesapeake and Ohio route is the most direct of all. The cities of Cincinnati, Covington, Louisville and towns along these Kentucky extensions have an aggregate population of nearly half a million, together with one of the most fruitful territories in the world, and back and beyond them are the great valleys of the Mississippi and its tributaries. Eastward of the Kentucky line is the largest and one of the most valuable known deposits of coal and iron in the world, in the Kanawha Valley. The demand for these minerals at the West, alone may be reasonably expected to furnish a large traffic for these lines, East and West.—*N. Y. Daily Bulletin.*

Extension of Trade at Barrow-in-Furness.

It is rumored that the Duke of Devonshire and several capitalists who have vested interests in the prosperity of the new port of Barrow-in Furness have made arrangements to purchase the entire fleet of an old-established firm connected with Liverpool and Glasgow, whose steamers have for several years been engaged in the North American trade, chiefly with Canada. It seems that the communications, so far as they have gone, include the entire purchase of the present fleet, comprising some twenty steamers, and transferring them and all the establishment connected with them to Barrow-in Furness, the present owners being engaged for a certain number of years as managers. Barrow-in-Furness is the centre of the hematite ore district, and enormous docks, warehouses &c., have been constructed there for the purpose of making it the chief port of North Lancashire. Whether it will be possible to divert so suddenly an enormous trade in the face of the probable constant competition from both Liverpool and Glasgow remains to be seen. There is, however, plenty of money in the scheme, and as Barrow-in-Furness is connected by railways with all the chief towns and ports in the kingdom, it is just possible that if the capital is large enough to thoroughly develop the new port it will succeed. There are certain circumstances in connection with both Liverpool and Glasgow which have doubtless been considered by those interested in pushing the fortunes of Barrow. In Liverpool, owing to the enormous and rapid increase of the steam trade, the owners of steamers are constantly crying out for increased accommodation, and however willing the Mersey Docks and Harbor Board may be to increase the trade of the port, and with it their revenues, they are already at their wits' end to keep pace with the constant and often angry demands of the large companies who sail the enormous fleet of sea-going and coasting vessels from the Mersey. There are certain disadvantages connected with Glasgow as a port, including the dangerous navigation up the Channel and down the Clyde, and it is just possible that these disadvantages will serve the wishes of the Duke of Devonshire and his commercial partners interested in this Barrow-in-Furness scheme.—*Leeds Mercury.*

The above paragraph points to an enterprize which affords a significant indication of the advance of ideas in this age of progress. Twenty years ago not one person in a thousand in England could have said where Barrow or Furness was. Some very few antiquaries and archeoligists knew of Furness Abbey as a magnificent ruin of great extent. Some few, also, were aware that the region abounded with Iron, and that traces of very ancient smeltings of it were to be found in the vicinity. So far back as the tenth century the records of iron workings extended, and even the Romans were said to have smelted Iron there.

Something less than twenty years ago this industry had become a feature of the neighborhood; but even then was not of great importance or extent. When Mr. Bessemer found that the red Hematite of the region was precisely *the material* of which he had several years been in search to make his new method of steel-making a perfect success, from that moment the place sprung *into* notice with unexampled rapidity, and in a few years the desolate sandy waste has given place to a handsome flourishing town of over twenty thousand people, engaged not so much in the mining as in the smelting of the Iron, and its manufacture into Steel by the Bessemer process, the present year's production of which at the works of the Barrow Hematite Steel Company approximate closely 100,000 tons, while their Iron production will not be less than 350,000 tons of Pig Iron.

In 1868 the parties engaged in these industries formed, in conjunction with others of the landed proprietors, a company which has constructed spacious tidal docks, of which over 205 acres are completed; and a still larger extent is under way. The place is situated on Morecamb Bay—after Milford Haven, the finest Harbor in the West Coast of England—and already it has become a port of commercial importance; and it is not improbable, taking into account the enterprise, wealth, and energy of the several corporations, known as the Iron and Steel and Dock Companies—at whose heads are the Dukes of Devonshire and Buccleugh, that ere many years shall have passed, Barrow-in-Furness may take rank as competing with Liverpool for the carrying trade of England with the Western World.

Memphis and Little Rock Railroad.

We learn that the work of raising the embankment of the Memphis and Little Rock Railroad so as to protect the track entirely from overflow in the bottom lands, progresses rapidly; and the road bed from Hopefield to Madison will be completed in a few weeks.

The necessary repairs involved by the alteration of the guage have been completed, and the new rolling stock is arriving at Memphis.

By the first of March the Memphis and Little Rock Railroad will be among the best roads in every respect to be found in the Southwest.

Notwithstanding the delays which have been occasioned by the change of gauge, and these repairs, the trains have been run with astonishing regularity, and the traffic of the road is rapidly increasing.

The gross earnings from April 1st to Nov. 1st 1871, a period of seven months, amounted to $205,800, against $91,400, for a corresponding period in 1870.

Notwithstanding the fact that the freight transportation has rapidly increased, the amount transported does not represent one eighth of that which has been offered, and when it is understood that this business has been done with only four engines and thirty freight cars over a road 130 miles in length, and 40 miles of which have been in a miserable condition for over three months, the merchants in Little Rock and Memphis will be able to appreciate the difficulties that are being contended with by some of the best railroad men in the South.

President Tate probably has few superiors as a practical railroad man, and he has exerted every possible means to put his road in first-class order.

☞ The Shepaug Valley Railroad has been accepted by the commissioners, and trains are now running regularly between Litchfield and Hawleyville, making connections with trains both up and down the Housatonic Railroad.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1872.

(Not including City Passenger Railroads.)

State of Maine.

Area....31,776 sq. M. Population....626,915. Valuation....$202,990,319.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	26.50	26 50	$860,000
Lewiston Branch	15.00	5.00	
2. Atlantic and St. Lawrence (N. H. & Vt.)	79.00	79.00	4,975,160
3. Bangor and Piscataquis	40.00	40.00	1,200,000
4. Belfast and Moosehead Lake	33.00	33.00	1,000,000
5. Belfast and Piscataquis	21.00	....	210,000
6. Boston and Maine (N. H. & Mass.)	2.50	2.50	144,742
Portland Extension	42.00	....	420,000
7. Dexter and Newport	14.00	14.00	300,000
8. European and North American	112 00	112 00	3,527,000
Orono Branch	6.00	6.00	
9. Houlton Branch (N. B. & Can. R. R.)	6.00	6.00	150,000
10. Knox and Lincoln	46.50	46.50	2,800,000
11. Leeds and Farmington	36.50	36.50	915 000
12. Machiasport (private)	7.50	7.50	120,000
13. Maine Central	109.81	109.81	4,121,694
Portland Extension	18.75	18.75	400,000
14. Portland and Kennebec	63.00	63.00	3,000,000
Bath Branch	9.50	9 50	
15. Portland and Ogdensburg (N. H.)	50.00	50.00	1,500,000
16. Portland and Oxford Central	27 50	27.50	600,000
17. Portland and Rochester	52.50	52.50	1,800,000
18. Portland and Rutland (N. H.)	48.00	.....	48,000
19. Portland, Saco and Portsmouth	51.30	51.30	1,841,095
20. Portsmouth, Great Falls and Conway (N. H.)	3.50	3.50	70,000
21. St. Croix and Penobscot	22.00	22.00	609,000
22. Somerset	33.50	13.50	250,000
23. Somerset and Kennebec	37.00	37.00	800,000
Total	923.86	672.86	$31,561,691

State of New Hampshire.

Area.....9,280 sq. M. Population....318,300. Valuation....$128,468,539.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (Maine & Vt.)	54.00	54.00	3,358,530
3. Boston, Concord and Montreal	93.54	93.54	2,850,000
4. Boston and Maine (Mass. & Maine.)	35.00	35.00	2,185,611
Great Falls Branch	2.75	2.75	
5. Cheshire (Mass.)	42.92	42.92	2,150,951
6. Concord	34.53	34.53	1,500,000
Hooksett Branch	7.00	7.00	
7. Concord and Claremont	27.16	27.16	698,258
8. Cohtocook River	14.64	14.64	257,000
9. Dover and Winnepiseogee	28.50	28.50	480,000
10. Eastern	16.55	16.55	525,605
11. Fitchburg (Mason Branch, Mass.)	9.50	9.50	368,657
12. Franklin and Portland	35.00	....	.....
13. Manchester and Keene	38.00	....	.....
14. Manchester and Lawrence	23.28	23 28	1,072,123
15. Manchester and North Weare	19.43	19.43	600 000
16. Monadnock (Mass.)	13.75	13.75	336,000
17. Mount Washington	2.75	2.75	100,000
18. Nashua and Lowell (Mass.)	5.86	5.86	296,692
19. Nashua and Rochester	33.00	33.00	1,000,000
20. New Hampshire Central	70.00	.....	.....
21. Northern New Hampshire	69.16	69.16	3,069,400
Bristol Branch	13.41	13.41	
22. Portland and Ogdensburg	54.00	12.00	360,000
23. Portsmouth and Concord	41.00	41.00	350,000
24. Portsmouth and Dover	13.00	....	.....
25. Portsmouth, Great Falls and Conway (Me.)	52.00	40.25	750,000
26. Sugar River Valley	28.00	28.00	850,000
27. Sullivan	24.70	24.70	1,622,250
28. Suncook Valley	22.82	17.50	400,000
29. White Mountains	50.00	41.00	600,000
30. Wilton	15.43	15.43	233,000
31. Worcester and Nashua (Mass.)	6.63	6.63	231,740
Total	1,021.75	797.32	$26,750,817

State of Vermont.

Area.....10,212 sq. M. Population.....330,551 Valuation.....$93,204,120

1. Addison County	13.00	13 00	$260,000
2. Atlantic and St. Lawrence (Me. & N. H.)	16.00	16.00	995,120
3. Connecticut and Passumpsic Rivers	110.30	110.30	3,145,380
4. Grand Trunk of Canada	16.50	16.50	1,000,000
5. Harlem Extension (New York)	58.00	58.00	4,395,736
State Line Branch	2.00	2.00	
6. Missisquoi	31.00	31.00	1,200,000
7. Missisquoi and Clyde River	22.00	.....	110,000
8. Montpelier and Wells River	40.00	.....	400,000
9. Northern Vermont & L. Champlain	.....	.....	.....
10. Rensselaer and Saratoga	35.00	35.00	1,877,400
Rutland Branch	7.00	7.00	
11. Portland and Ogdensburg (Ver. Div.) viz:			
Essex County	15.00	15.00	$375,000
Montpelier and St. Johnsbury R. R.	48.00	21.00	525,000
Lamoille Valley R. R.	83.00	19.00	500,000
12. Rutland	120.00	120.00	8,000,000
13. Southern Vermont	8.00	8.00	200,000
14. Vermont and Canada	47 00	47·00	3,000,000
Burlington Branch	8.50	8.50	
St. Armand Branch	17.00	17.00	
15. Vermont Central	117.00	117.00	10,500,000
Montpelier Branch	2.00	2.00	
16. Vermont and Massachusetts (Mass.)	10.32	10.32	447,691
17. Vermont Valley	23.69	23.69	1,221,886
18. Woodstock	31.00	14.00	350,000
Total	881.31	711.31	$38,493,213

State of Massachusetts.

Area....7,800 sq. M. Population ...1,457,351 Valuation....$1,341,169.403.

1. Attleborough Branch	4.00	4.00	$125,000
2. Athol and Enfield	30.00	30.00	1 000,000
3. Berkshire	21.14	21.14	600,000
4. Boston and Albany (New York)	162.55	162.55	19,324,536
Hudson City Branch (New York)	....	....	
Brookline Branch	1.55	1.55	
Newton Lower Falls Branch	1.25	1.25	
Saxonville Branch	3.87	3.87	
Milford Branch	11.97	11.97	
Framingham Branch	2.06	2.06	
Millbury Branch	3.07	3.07	
Grand Junction R. R.	8.55	8.55	
5. Boston, Barre and Gardner	23.33	23.33	1,000,000
6. Boston, Clinton and Fitchburg	41.07	41.07	1,601,018
Marlboro' Branch	1.81	1.81	
7. Boston, Hartford and Erie (Conn.)	112.50	112.50	16,200,000
Woonsocket Division	50.00	50.00	
8. Boston and Lowell	26.75	26.75	2,653,300
Woburn Branch	1.98	1.98	
Lexington Branch	6.63	6.63	
Stoneham Branch	2.37	2.37	
9. Boston and Maine (N. H. & Me.)	36.75	36.75	2,460,622
Medford Branch	2.00	2.00	
Methuen Branch (leased to M. & Law.)	3.75	3.75	
10. Boston and Providence (R. I.)	40 50	40.50	2,906,624
Dedham Branch	7 66	7.66	
11. Cape Cod	64.81	64.81	1,454,779
Wareham Branch	1.04	1.04	
12. Cheshire (N. H.)	10.73	10.73	538,629
13. Connecticut River	50.00	50.00	2,100,430
Chicopee Branch	3.35	3.35	
14. Danvers	9.21	9.21	244,456
15. Dorchester and Milton	3.28	3.28	136,372
16. Duxbury and Cohasset	17.50	17.50	375,000
17. Eastern	44.10	44.10	6,783,262
Marblehead Branch	3.50	3.50	
Gloucester Branch	16 56	16 56	
Salisbury Branch	3.41	3.41	
Saugus Branch	10.10	10.10	
Lawrence Branch	19.87	19.87	
Asbury Grove Branch	1.00	1.00	
18. Easton Branch	3.76	3.76	56,144
19. Fairhaven Branch	15.11	15.11	234,659
20. Fall River, Warren and Providence (R. I.)	3.66	3.66	208,679
21. Fitchburg	51.00	51 00	3,271,343
Watertown Branch	7.85	7.85	
Sterling Branch	9 00	9 00	
Marlboro' Branch	3.90	3.90	
Mason Branch (N.H.)	12.50	12.50	
22. Framingham and Lowell	26.00	26.00	1,000,000
23. Grafton and Millbury	.....	.....	.....
24. Hanover Branch	7.88	7.88	201,040
25. Hartford and New Haven (Conn.)	5.88	5.88	265,018
26. Horn Pond Branch	0.66	0.66	15,248
27. Lancaster	.....	.....	.....
28. Lowell and Lawrence	12.35	12.35	378,291
29. Mansfield and Framingham	22 11	22.11	633,185
30. Massachusetts Central	98.00	....	200,000
31. Middleboro' and Taunton	8.54	8.54	159,819
32. Milford and Woonsocket	3.88	3.88	116,628
33. Monadnock (N. Hamp.)	2.04	2.04	48,000
34. Nashua and Lowell (N. H.)	8.69	8.69	441,014
35. New Bedford and Middleboro'	.....	.....	.....
36. New Bedford and Taunton	20.13	20.13	500,000
Harbor Branch	1.46	1.46	
37. Newburyport	26 97	26 97	597,386
38. New Haven and Northampton (Conn.)	32.62	32 62	1,110,813
39. New London Northern (Conn.)	43.75	43.75	649,785
40. Norwich and Worcester (Conn.)	17.40	17.40	564,916
41. Old Colony and Newport (R. I.)	114.25	114.25	6,981,768
Neponset and Mattapan	4.92	4.92	
Bridgewater and Abingdon	7.25	7.25	
42. Pittsfield and North Adams	18.65	18.65	443,677
43. Providence and Worcester (R. I.)	25.51	25.51	1,269,103
Branch	1.00	1.00	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't
44. Salem and Lowell	16.88	16 88	$471,492
45. Shawmut	2.50	2.50	100,000
46. South Reading Branch	8.15	8 15	299,468
Branch	0.22	0.22	
47. South Shore	11.50	11.50	501,592
48. Stockbridge and Palmer	....	....	.....
49. Stockbridge and Pittsfield	21.93	21.93	448,700
50. Stony Brook	13.16	13.16	267,383
51. Stoughton Branch	4.04	4.04	121,941
52. Taunton Branch	11.10	11.10	392,971
Taunton River Branch	0.59	0.59	
53. Troy and Greenfield (tunnel)	42.55	42.55	3,750,000
54. Vermont and Massachusetts (Vt.)	59.00	59.00	3,465,943
Greenfield Branch	8.00	8.00	
Turner's Falls Branch	2.80	2.80	
55. Ware River	48.50	15.50	600,000
56. West Stockbridge	2.75	2.75	39,600
57. Williamsburg and North Adams	38.00	.....	38,000
58. Worcester and Nashua (N. H.)	39.60	39.60	1,574,388
Total	1,810.96	1,641.96	$90,822,022

STATE OF RHODE ISLAND.

Area.....1,306 sq. M. Population.....217,353 Valuation.....$213,880,492

1. Boston and Providence (Mass.)	11.00	11.00	$793,388
2. Fall River, Warren and Providence	2 18	2.18	121,411
3. Hartford, Providence and Fishkill (Ct.)	26.32	26.32	1,187,265
Dorrance Street (Prov.) Branch	0.81	0.81	
4. New York, Providence and Boston (Ct.)	45.00	45.00	1,863,900
5. Old Colony and Newport	16.25	16 25	897,211
6. Providence, Warren and Bristol	15.00	15.00	704,336
7. Providence and Worcester (Mass.)	17.90	17.90	859.182
8. Westerly (Quarry) Branch	1.50	1.50	30,000
9. Wickford Branch	3.50	3.50	70,000
Total	139.46	139.46	$6,526,693

STATE OF CONNECTICUT.

Area.....4,674 sq. M. Population.....537,454 Valuation.....$322,553,488

1. Boston, Hartford and Erie (Mass.)	26.00	26.00	$960,000
2. Connecticut Valley	44.00	44 00	1,500,000
3. Connecticut Western	67.50	67.50	2,000.000
4. Danbury and Norwalk	23.80	23.80	668,863
5. Erie and New England (N. Y.)	23.00	.....	23,000
6. Fairhaven and Westville	6.00	6.00	150,000
7. Hartford and New Haven (Mass.)	56.13	56.13	5,278,942
Hartford Branch	0.25	0.25	
New Britain and Middletown Branch	2.50	2.50	
Middletown Branch	10.00	10.00	
8. Hartford, Providence & Fishkill (R. I.)	96.04	96.04	4,329,431
9. Hartford and Wethersfield	9.00	9.00	210,000
10. Housatonic	74.00	74 00	2,105,558
11. Naugatuck	57.00	57 00	1,041,452
12. New Canaan	8.03	8.03	245,983
13. New Haven and Derby	10.33	10.33	1,408,128
14. New Haven, Middletown and Willamantic	52.00	22.00	4,229,206
Norwich Branch	22.00	.....	
15. New Haven and Northampton (Mass.)	51.26	51.26	2,313,394
New Hartford Branch	14.09	14.09	
Tariffville Branch	1.04	1.04	
16. New London Northern (Mass.)	56.25	56.25	835,438
17. New York, Housatonic and Northern	39.75	5.11	394,088
18. New York and New Haven (N. Y.)	46.96	46.96	6,314,121
Branch connection at New Haven	3 00	3 00	
19. New York, Providence and Boston (R. I.)	17.00	17.00	704,100
20. Norwich and Worcester (Mass.)	42.00	42.00	2.048,778
Allyn's Point Extension	7.00	7.00	
21. Ridgefield and New York	23.00	.....	230,000
22. Rockville	4.80	4.80	144,150
23. Shepaug Valley	32.10	.....	321,000
24. Shore Line (N. Hav. and N. Lond.)	50.00	50.00	765,435
25. South Manchester	2.50	2.20	50,000
26. Windsor Locks and Suffield	3.75	3.75	75,000
27. Watertown and Waterbury	4.40	4.40	130,733
Total	986.48	821 74	$39,477,800

STATE OF NEW YORK.

Area....47,000 sq. M. Population....4,382,759 Valuation....$1,849,070,379

1. Adirondac	182.00	49.00	$2,220 003
2. Albany and Susquehanna	142.00	142.00	4,763.572
3. Albany and Vermont	12.00	12.00	600,000
4. Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	4,914.000
5. Avon, Genesco and Mount Morris	15.50	15.50	217,612
6. Batavia, Attica and Salamanca	80.00	....	.....
7. Black River and Morristown	37.00	.....	.....
8. Black River and St. Lawrence (wood rail)	38.00	38.00	123,694
9. Black River and Woodhull (wood rail)	13.00	13.00	50,000
10 Blossburg and Corning	15.64	15.64	250,000
11. Boston and Albany (Mass.)	38.10	38 10	2.411,056
Hudson City Branch	17.33	17.33	203,036
12. Boston, Hartford and Erie (Mass. & Ct.)	42.00	.....	1,000,000
13. Buffalo, Bradford and Pittsburg (Pa.)	8.00	8.00	$882,920
14. Buffalo, Corry and Pittsburg (Pa.)	37.20	37.20	1,286,179
15. Buffalo Creek (Buffalo)	4.00	4.00	160,000
16. Buffalo, New York and Erie	142.00	142.00	3,330,000
17. Buffalo, New York and Philadelphia (Pa.)	85.00	29.00	1,200,000
18. Carthage, Watertown and Sackett's Harbor	28.00	.....	280,000
19. Cayuga and Susquehanna	34.61	34.61	569,110
20. Canenovia and Canastota	15.00	15.00	437,769
21. Central Valley	12.00	.....	1,200
22. Chemung (3 rails)	17.36	17.36	380,000
23. Cherry Valley, Sharon and Albany	20.91	20.91	600,000
24. Clove Branch	4.25	4.25	150,000
25. Cooperstown and Susquehanna Valley	16.00	16.00	447,528
Branch	1.00	1.00	
26. Dunkirk, Warren and Pittsburg (Pa.)	42.00	42.00	1,250,000
27. Dutchess and Columbia	58.00	58.00	3,300,000
Branch to Hillsdale	17.00	.....	.....
28. Elmira, Jefferson and Canandaigua	46.84	46.84	500,000
29. Elmira and Williamsport (Pa.)	9.00	9.00	305,198
30. Erie Railway (Pa.)	403 75	403.75	73,945,587
Union (Ramapo) R. R.	0 25	0 25	
Newburg Branch	19.00	19.00	
Newburg Cut-off	12.50	12.50	
Buffalo Branch	60.00	60 00	
Suspension Bridge Extension	22.50	22.50	
31. Erie and Genesee Valley	24.00	.....	100,000
32. Far Rockaway Branch	6.00	6.00	75,000
33. Flushing and North Side	28.00	11.85	957 800
34. Fonda, Johnstown and Gloverville	10.00	10.00	383,425
35. Gallupville	4.50	.....	.....
36. Geneva and Ithaca	40.00	.....	.....
37. Glen's Falls	5.76	5.76	225,000
38. Goshen and Deckertown	14.77	14.77	300 000
39. Greenwich and Johnsonville	14.00	14.00	252,484
40. Harlem Extension (Vt.)	50.00	50.00	3,654,773
41. Hempstead and Rockaway	5.50	5.50	150,000
42. Hudson Suspension Bridge and New England Railway	37.00	.....	37,000
43. Hudson Valley	....	.....	.....
44. Ithaca and Athens	35.00	.....	700,000
45. Ithaca and Courtland	22.00	22.00	440,000
46. Junction (Buffalo)	8.50	.....	.....
47. Lake Champlain and Moriah	7.18	7.18	296.464
48. Lake Ontario Shore	142 80	.....	142,800
Rochester Branch	6.00	.....	
49. Lake Shore & Michigan Southern (Pa., O., Ind., Mich. & Ill.)	68.34	68.34	5,403,595
50. Long Island	94 00	94.00	5,016,402
Jamaica to East New York	6.50	6.50	
Hempstead Branch	2.50	2.50	
Glen Cove, Roslyn and Mineola	6.50	6.50	
Northport Branch	4.50	4 50	
Sag Harbor Branch	23.00	23.00	
51. Middleburg and Schoharie	5.75	5.75	101,500
52. Middletown and Crawford	13.00	13.00	260,000
53. Middletown, Unionville and Water Gap	13.00	13.00	351,883
54. Montgomery and Erie	10.26	10.26	288,565
55. Monticello and Port Jervis	23.75	23.75	1,000,000
56. Montreal and Plattsburg and Whitehall and Plattsburg	43.00	43.00	1,000,000
57. Newburg and Midland	25.00	.....	25,000
58. New York and Albany (west side)	150.00	.....	150,000
59. New York and Boston	58.00	29.00	2,000,000
60. New York Central and Hudson River	297.75	297.75	59,765,684
Albany and New York (H. R. R. R.)	144.00	144 00	
Troy and Schenectady	21.00	21.00	
Schenectady and Athens	37.87	37.87	
Syracuse, Auburn and Rochester	104.00	104 00	
Batavia and Attica	11.00	11 00	
Rochester and Suspension Br.	74.75	74.75	
Lockport and Tonawanda	12 25	12.25	
Rochester and Charlotte	6.88	6.88	
Buffalo and Lewiston	28.25	28.25	
61. New York and Harlem	130.75	130.75	12,224,665
Port Morris Branch	4.12	4.12	
62. New York, Housatonic & Northern (Conn.)	15.00	.....	15,000
63. New York and New Haven (Conn.)	15.29	15.29	2,048,811
64. New York and Oswego Midland	245.00	200.00	10,600,000
New Berlin Branch (Guilford & N. Berlin)	22.00	22.00	
Auburn Branch (Norwich and Auburn)	75.00	.....	
Delhi Branch (Walton and Delhi)	16.50	.....	
Ellenville Branch (Summitsv. & Ellenv.)	7.50	7.50	
65. New York, Utica and Ogdensburg	.....	.....	.....
66. Niagara Bridge and Canandaigua	99.00	99.00	1,000,000
67. Northern Air Line	36.30	.....	36,300
68. Northern, of New Jersey (N. J.)	1.25	1.25	27,452
69. North Shore (L. I.)	8.00	6.25	300,548
70. North Side (L. I.)	20.00	.....	.....
71. Nyack and Northern	4.33	4.33	143,674
72. Ogdensburg and Lake Champlain	118.00	118.00	5,708,218
Branches	4.00	4 00	
73. Oswego and Rome	28.58	28.58	950,953
74. Oswego and Syracuse (3 rails)	43.93	43.93	1,641,313
75. Pennsylvania and Sodus Bay	100.00	.....	.....

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
76. Poughkeepsie and Eastern	45.25	45.25	1,600,000
77. Rensselaer and Saratoga	25.22	25.22	
Saratoga and Whitehall	47.52	47.52	6,224,496
Rutland and Whitehall (Vt.)	27.00	27.00	
Troy, Salem and Rutland (Vt.)	.....	.....	
78. Rochester and Genesee Valley	18.45	18.45	671,303
79. Rochester, Nunda and Pennsylvania	43.00	.....	.....
80. Rochester and Pine Creek	27.00	6.00	120,000
81. Rockland Central	14.00	.....	.....
82. Rome and Clinton	13.00	13.00	260,000
83. Rome, Watertown and Ogdensburg	141.11	141 11	
Potsdam Branch	24 28	24.28	4,524,178
Cape Vincent Branch	24.24	24.24	
84. Rondout and Oswego	90.00	51.00	2,500,000
85. Saratoga and Schenectady (R. & Sar.	21.00	21.00	484,684
86. Saratoga, Schuylerville and Hoosac Tunnel	18.00	.....	.....
87. Schenectady and Susquehanna	15.75	15.75	350,000
88. Schenectady and Utica	78.00	.....	.....
89. Schoharie Valley	4.38	4.38	90,143
90. Schuylerville and Fort Edward	12.00	.....	.....
91. Schuylerville and Moreau	10.00	.....	.....
92. Schuylerville and Upper Hudson	16.00	.....	.....
93. Seneca Lake Branch	2.10	.....	.....
94. Silver Lake	6.00	.....	.....
95. Skaneateles and Branch (0.5)	5.00	5.00	133,095
96. Smithtown and Port Jefferson (L. I.)	16.00	.....	.....
97. Sodus Bay, Corning and New York	.....	.....	.....
98. Sodus Point and Southern	35.00	.....	70,000
99. Southern Central	116 00	68.00	2,709,434
100. Southfield Branch (Furnace)	1.00	1.00	17,952
101. South Side (L. I.)	57.00	57.00	2,617,183
Branch	1.25	1.25	
102. Spuyten Duyvil and Port Morris	14.00	14.00	500,000
103. Staten Island	13.00	13 00	370,386
104. Sterling Mountain	7.60	7 60	502 468
105. Syracuse, Binghamton and N. Y	81.00	81.00	3,707,684
106. Syracuse and Chenango Valley	42.00	.....	500,000
107. Syracuse Northern	44.00	.....	1,000,000
108. Troy and Bennington	5.38	5.38	236,953
109. Troy and Boston	34.91	34.91	2,307,907
110. Troy and Greenbush	6.00	6.00	294,908
111. Troy Union (and Depot)	2 14	2.14	783,984
112. Utica and Black River	86.25	59.00	1,835,315
113 Utica, Chenango and Susquehanna Valley	82 50	46.25	2,153,905
Richfield Springs Branch	21.00	21.00	
114. Utica, Georgetown and Elmira	18.00	.....	.....
115. Utica, Horseheads and Elmira	25 00	.....	250,000
116. Valley (Binghamton to State Line)	11.00	11.00	797,287
117. Wallkill Valley	85 25	18 50	695,465
118. Warwick Valley	10.16	10.16	199,162
119. Waverly and State Line (Pa. & N.Y. R. R.)	0.25	0.25	24,974
120. West Shore Hudson River	93.00	.....	930,000
	6,196.28	4,252.93	$262,435,839

State of New Jersey.

Area....8,320 sq. M. Population....906,096. Valuation....$624,868,971.

1. Belvidere Delaware	67.00	67.00	$4,125,365
2. Camden and Amboy	61 28	61.28	
Trenton Branch	6.19	6.19	12,527,160
Trenton and Dean's Pond	17.00	17.00	
New Brunswick Line	26.11	26 11	
3. Camden and Atlantic	60 23	60 23	2,062,162
4. Camden and Burlington County	23.00	23.00	
Burlington County	7.13	7.13	715,362
5. Cape May and Millville	41.25	41 25	818,448
6. Central of New Jersey (3 rails)	74 00	74.00	12,993,818
7. Chester	2.25	2.25	136,597
8. Deckertown and State Line	11.00	.....	.....
9. Flemington	12.00	12.00	375,000
10. Freehold and Farmingdale	.....	.....	.....
11. Freehold and Jamesburg Agricultural	17 00	17.00	383,011
12. Freehold and Squankum	8.00	8.00	100,000
13. Hackensack and New York	4 88	4.88	191,246
14. Hackensack Extension	28 00	6.50	217,581
15. Hibernia Mine	5.00	5 00	118,638
16. High Bridge (private)	1 24	1.24	33,000
17. Jersey City and Bergen Point	6.00	6 00	486,920
18. Lodi Branch (private)	0.78	0.78	20,000
19. Long Branch and Sea Shore	9.00	9 00	398,863
20. Long Dock and Tunnel	2.88	2.88	2,880,000
21. Millstone and New Brunswick	6.63	6 63	113,404
22. Morris and Essex	84 00	84.00	23,300,000
Danville Branch	24.55	24.55	
23. Mount Hope Mineral	4.10	4.10	194,004
24. Newark and Bloomfield	6 00	6 00	103,850
25. Newark and New York	8.00	8.00	2,279,793
26. New Jersey	33.80	33 80	8,955,994
27. New Jersey Midland	68.00	68.00	5,532,800
28. New Jersey Southern	73 80	73.80	5,000,000
Branches to Long Branch and Tom's River	12 00	12.00	
29. New Jersey West Line	66.00	24 00	2,000,000
30. New York and Fort Lee	21.00	2.00	300,806
31. New York and Oswego Midland (Montclair)	40.00	.....	$2,000,000
32. Northern New Jersey (N. Y.)	20.25	20.25	500,452
33. Ogden Mine	10.00	10.00	452,084
34. Orange and Newark	9.00	9.00	898,022
35. Paterson and Hudson	14 50	14.50	630,000
36. Paterson and Newark	12.00	12.00	1,000,000
37. Paterson and Ramapo	15.12	15.12	350,000
38 Pemberton and Hightstown	22.00	22.00	528,492
39. Pemberton and New York	18.00	18.00	875,000
40. Pequest and Wallkill	46 00	.....	460,000
41. Perth Amboy and Woodbridge	6.50	6.50	214,584
42. Rocky Hill	3.60	3.60	45,006
43. Salem	16.58	16.58	278,828
44. Swedesboro'	8.25	8.25	290,200
45. South Branch	16.00	16.00	439,694
46. Sussex	26.00	12.00	521,724
47. Tom's River and Ware Town	13.00	13.00	180,000
48. Tuckerton	28.80	17.00	400,000
49. Vincentown Branch	4.50	4.50	45,256
50. Vineland	47.50	47.50	1,700,000
51. Warren	18.25	18.25	1,311,400
52. West Jersey	37.36	37.36	1,840,304
Millville and Glassboro'	22.30	22.30	
Total	1,354.61	1,049.31	$101,322,908

State of Pennsylvania.

Area...46,000 sq. M. Population....3,521,791. Valuation...$1,171,557,009.

1. Allegheny Valley	176.60	132.00	$10,234,814
Eastern Extension	112.00	.....	.....
2. Atlantic & Great Western (N. Y. & O.)	92.16	92.16	17,277,918
Oil City Branch	32.20	32.20	
3. Bald Eagle Valley	51.19	51.19	1,050,000
Bellefonte Branch	2.00	2.00	
4. Barclay Coal	16.00	16.00	1,134,000
5. Bedford and Bridgeport (project)	30.90	30.90	620,000
Extension to Maryland Line	9.30	.....	.....
6. Bellefonte and Snow Shoe	21.20	21.20	442,059
Branch	1.50	1.50	
7. Bloss (leased to Tioga)	4 00	4.00	120,000
8. Buffalo, Bradford and Pittsburg (N.Y.)	18 00	18.00	1,986,580
9. Buffalo, Corry and Pittsburg (N.Y.)	6.00	6.00	207,450
10. Buffalo and Washington (N. Y.)	28.00	.....	.....
11. Catasauqua and Fogelsville	36.00	20.00	742,157
Farmington Branch	4.15	4.15	
12. Catawissa	65 00	65.00	3,826,500
Summit Branch	2.50	2.50	
13. Chartiers Valley	22.80	22.80	1,000,000
14. Chester Creek	7.25	7.25	352,200
15. Chester Valley	21.50	21.50	1,371,909
16. Chestnut Hill	4.13	4.13	120,650
17. Cleveland and Pittsburg (O.)	15.00	15 00	848,312
18. Colebrookdale	18.80	18.80	661,002
19. Columbia and Port Deposit	34 53	0.25	300,000
20. Connecting (Phila.)	6 78	6.78	2,278,300
21. Cornwall	7.47	7.47	384,228
22 Cumberland Valley (Md.)	68.00	68.00	1,272,149
23. Danville, Hazleton and Wilkesbarre	47.00	47.00	2,760,000
Black Creek Branch	22.00	22.00	
24. Delaware and Hudson	72.00	72.00	3,245 880
Baltimore Coal and Union (leased)	17.00	17.00	340,000
25. Delaware, Lackawanna and Western	115.00	115.00	16,825,000
Keyser's Valley Branch	2.80	2 80	
26. East Brandywine and Waynesburg	17.50	17 50	264,800
27. East Mahanoy	7.54	7 54	391,603
28. East Pennsylvania	36.00	36.00	1,484,290
29. Ebensburg and Cresson	11.00	11.00	122,000
30. Elmira and Williamsport	69.20	69.20	2,351,300
31. Erie Railway (N. Y.)	42.50	42.50	6,000,000
32. Erie and Pittsburg	82.69	82.69	4,518,978
Erie Harbor Branch	3.16	3.16	
Newcastle Bridge to Iron Works	0.50	0.50	
33. Fayette County	12.66	12.66	130,000
34. Frankford and Holmesburg	4.15	4.15	159,427
35. Hanover Branch	12.20	12 20	257,890
36. Harrisburg and Lancaster	36.00	36.00	1,882,550
Columbia Branch	18 00	18 00	
37. Hempfield (W. Va.)	61 00	17.00	880,708
38. Huntingdon and Broad Top Mountain	44.03	44.03	2,738,811
Shoup's River Branch	9.25	9.25	
Six Mile Run Branch	4.50	4.50	
Sandy Run Branch	1.00	1.00	
39. Ironton	11.00	11.00	268,080
40. Jamestown and Franklin	51.00	51.00	2,414,316
Stonesboro' Mines Branch	1.50	1.50	
41. Jefferson (Susq. Depot to Hawley)	47 50	47.50	3,950,000
Branch Lanesboro' to Carbondale	13.50	13.50	
42. Junction (Phila.)	4.62	4.62	898,324
43. Lackawanna and Bloomsburg (22 m. 3 rails)	80.00	80.00	4,395,700
Pittston Branch (2 m. 3 rails)	2.00	2.00	
44. Lake Shore and Michigan Southern (N. Y. O., Mich., Ind. and Ill.)	44.03	44.03	3,479,388
45. Lancaster and Reading (narrow gauge)	.....	.....	.....

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
46. Lawrence (Ohio)	8.10	8.10	308,122
47. Lehigh and Lackawanna	36.00	15.00	715,000
48. Lehigh and Susquehanna	105.00	105.00	
Nescopec Branch	9.00	9.00	
Nanticoke Railroad	20.25	20.25	14,397,581
Coplay Branch	1.00	1.00	
Back Track	13.00	13.00	
Mine Branch	52.00	52.00	
49. Lehigh Valley	101.00	101.00	
Penn Haven Junction to Audenried	17.56	17.56	
Black Creek Junction to Mt. Carmel	42.62	42.62	18,338,238
Penn Haven to Hazleton and Branches	21.21	31.21	
Hazleton to Milnesville and Branches	17.06	17.06	
50. Lewisburg Centre and Spruce Creek	90.00	10.00	450,000
51. Little Saw Mill Run (Ohio River)	3.00	3.00	100,657
52. Littlestown	7.25	7.25	86,240
53. Little Schuylkill	28.25	28.25	1,466,283
Branches	6.35	6.35	
54. Lorberry Creek	13.00	13.00	235,454
55. Locust Gap	4.88	4.88	100,000
56. Lykens Valley (leased to Summit Branch)	21.00	21.00	998,902
Summit Branch (owned by Lessees)	0.50	0.50	
57. Mahanoy and Shamokin	47.73	47.73	
Shenandoah Branch	4.70	4.70	
Mahanoy City Branch	5.96	5.96	
Waste House Run Branch	1.97	1.97	
Mt. Carmel Branch	4.28	4.28	
Raven Run Branch	1.65	1.65	3,420,045
Ashland Branch	1.35	1.35	
Mahanoy Valley Branch	6.85	6.85	
Coal Ridge Branch	3.20	3.20	
Franklin Branch	1.96	1.96	
Enterprise Branch	0.60	0.60	
Carbon Run Branch	2.00	2.00	
58. Mifflin and Centre Counties	12.50	12.50	254,115
59. Mill Creek and Mine Hill	3.78	3.78	323,375
Branches	8.02	8.02	
60. Mine Hill and Schuylkill Haven	37.47	37.47	3,814,957
Extension and Branches	74.63	74.63	
61. Monongahela Valley	90.00	.....	.....
62. Mount Carbon	7.00	7.00	203,260
63. Mount Carbon and Port Carbon	4.76	4.76	282,815
Branches and laterals	9.26	9.26	
64. Muncy Creek	43.00	14.00	420,000
65. Nesquehoning Valley	16.50	16.50	1,004,624
Panther Creek Valley Branch	1.00	1.00	
66. Newcastle and Beaver Valley	14.92	14.92	730,249
67. Newry	1.01	1.01	22,283
68. Northern Central	102.00	102.00	10,419,589
69. North Pennsylvania	55.60	55.60	
Doylestown Branch	10.30	10.30	7,258,861
Allentown Branch	8.80	8.80	
70. Oil Creek and Allegheny River	95.00	95.00	8,126,996
Cherry Run Branch	3.50	3.50	
71. Oil City and Pit Hole Branch	7.00	7.00	675,000
72. Pennsylvania	318.90	318.90	
Holidaysburg Branch	7.60	7.60	
Indiana Branch	19.00	19.00	
Delaware Extension	5.30	5.30	33,806,907
Steubenville Extension	1.20	1.20	
Tyrone Branch	3.10	3.10	
York Branch	13.00	13.00	
73. Pennsylvania Coal	47.00	47.00	
Back Track	47.00	47.00	2,000,000
Lackawaxen and Hawley (Erie)	15.87	15.87	
74. Pennsylvania and Delaware	21.00	.....	100,625
75. Pennsylvania and New York	105.00	105.00	5,811,700
Barclay Branch	1.57	1.57	
76. Pennsylvania Cannel Coal	12.00	12.00	400,000
77. Perkiomen	36.50	36.50	876,579
78. Philadelphia and Baltimore Central (Md.)	36.75	36.75	1,420,284
79. Philadelphia and Erie	287.60	287.60	20,368,736
80. Phila., Germantown and Norristown	17.08	17.08	1,502,043
Germantown Branch	3.14	3.14	
81. Philadelphia and New Hope	37.50	.....	.....
82. Philadelphia and Reading	93.00	93.00	
Reading and Harrisburg (Leb. Val. R.R.)	54.00	54.00	
N. Liberties and Penn. Township Br	1.40	1.40	
Union Branch	3.40	3.40	31,776,473
Good Spring Branch	20.50	20.50	
West Reading Branch	1.70	1.70	
Lebanon and Pine Grove R. R.	16.70	16.70	
83. Philadelphia and Trenton	26.60	26.60	1,497,604
84. Phila., Wilmington and Balt. (Del. & Md.)	18.21	18.21	1,981,030
85. Pine Grove and Lebanon	5.80	4.80	159,207
86. Pittsburg, Cincinnati & St. Louis (W.Va. & O.)	35.00	35.00	2,827,090
87. Pittsburg and Connellsville	149.00	149.00	10,000,000
Mount Pleasant and Bradford	14.00	14.00	280,000
Bedford Branch	10.00	.....	100,000
Allegheny Valley "Cut-Off"	6.00	.....	.....
88. Pittsburg, Virginia and Charleston	85.00	13.00	300,000
89. Pittsb'g, Ft. Wayne & Chicago (O.Ind. & Ills.)	49.00	49.00	2,582,911
90. Plymouth	9.25	9.25	267,272
91. Port Kennedy	1.20	1.20	27,803
92. Reading and Columbia	40.00	40.00	
Lancaster Branch	8.00	8.00	$2,243,124
Lebanon Branch	8.20	.....	
Mount Hope Branch	2.50	.....	
93. Schuylkill and Susquehanna	54.00	54.00	1,288,539
94. Schuylkill Valley	11.00	11.00	576,841
Branches and laterals	20.65	20.65	
95. Shamokin Valley and Pottsville	28.00	28.00	1,569,450
96. Shamokin and Treverton	6.80	6.80	195,869
Carbon Run Branch	2.80	2.80	
97. Shenango and Allegheny	21.00	21.00	702,495
98. Somerset and Mineral Point	8.75	8.75	200,000
99. South Mountain Iron	17.78	17.78	385,464
100. South Pennsylvania	209.00	.....	209,000
101. Southern Pennsylvania	60.00	21.50	1,000,000
102. Southwark (P. W. & B. R. R.)	2.12	2.12	58,468
103. Strasburg	4.28	4.28	100,000
104. Swatara (Cold Spring)	6.00	6.00	120,000
105. Sullivan and Erie	29.00	10.00	1,500,000
106. Summit Branch (Lessees of Lykens Valley)	.....	.....	.....
107. Tioga	30.60	30.60	1,230,792
108. Treackow	6.00	6.00	166,081
109. Tyrone and Clearfield	37.50	37.50	
Branches—Moshannan 3, Maders 1.5, Philipsburg 2.5 and Decatur 1	8.00	8.00	989,330
110. Union Canal Co's Railroad	3.50	3.50	
Branches	2.50	2.50	130,000
111. Union Coal Company's Railroad	19.00	19.00	500,000
112. Union and Titusville	25.00	25.00	1,000,000
113. Wellsboro' and Lawrenceville	28.00	28.00	1,000,000
114. Westchester	9.00	9.00	202,887
115. Westchester and Philadelphia	26.30	26.30	1,498,807
116. Western Pennsylvania	57.00	57.00	3,671,185
Freeport to Allegheny City	27.60	27.60	
117. Wilmington and Reading (Del.)	52.00	52.00	1,882,452
Sundry mineral and other roads not specifically accounted for estimated at	1000.00	700.00	14,000,000
Total	6,682.80	5,530.92	$336,656,887

State of Delaware.

Area.....2,120 sq. M. Population.....125,015. Valuation.....$64,787,223.

1. Delaware	84 50	84 50	
Townsend Branch	9.00	9.00	$2,141,299
Branch—Seaford to Maryland Line	6.00	6.00	
Branch—Clayton to Maryland Line	11.00	11.00	
2. Delaware and Pennsylvania	.....	.....	.....
3. Junction and Breakwater	42.00	42.00	706,000
4. Newcastle and Frenchtown	6.00	6.00	150,000
5. Newcastle and Wilmington	5 50	5.50	150,000
6. Phila., Wilmington and Balt. (Pa. & Md.)	23.09	23.09	2,503,550
7. Queenstown and Harrington (Md.)	8.00	.....	.....
8. Symrna and Delaware Bay	9.00	9.00	200,000
9. Wilmington and Reading (Pa.)	11.60	11.60	429,922
10. Wilmington and Western	12.00	.....	.....
Total	227.69	207.69	$6,280,771

State of Maryland.

Area....11,184 sq. M. Population....780,804. Valuation....$423,834,918.

1. Annapolis and Elkridge	20.50	20.50	$445,000
2 Baltimore and Eastern Shore	66.50	.....	.....
3. Baltimore and Ohio (W. Va.)	139.00	139.00	10,983,780
Washington Line	30.00	30.00	1,650,000
Metropolitan Branch	42.00	42.00	2,500,000
4. Baltimore and Pikesville	9.50	.....	.....
5. Baltimore and Potomac	73.00	73.00	4,400,000
Washington Branch	15.00	15.00	
6. Columbia and Port Deposit (Pa.)	10.87	4.77	89,764
7. Cumberland Coal and Iron and Branches	11.97	11.97	1,000,000
Astor Mine Branch	4.60	4.60	
8. Cumberland and Pennsylvania	34.00	34.00	3,300,000
Branches &c.	19.00	19.00	
9. Cumberland Valley (Pa.)	13.00	13.00	300,000
10. Dorchester and Delaware	33.50	33.50	670,000
11. Eastern Shore	40.00	40.00	875,000
12. Emmittsburg	7.00	7.00	90,000
13. Frederick and Pennsylvania Line	30.00	30.00	600,000
14. Kent County	18.00	18.00	700,000
Chestertown Branch	4.00	4.00	
15. Maryland Central	12.00	.....	.....
16. Maryland and Delaware	43.00	43.00	1,200,000
17. Miramar (Pa.)	85.00	.....	.....
18. Mount Savage (iron)	4.00	4.00	120,000
19. Northern Central (Pa.)	36.00	36.00	3,677,508
20. Oakington Branch	2.52	2.52	75.000
21. Philadelphia and Baltimore Central (Pa.)	9.25	9.25	357,366
22. Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.01	54.01	5,869,888
Port Deposit Branch	3.81	3.81	
23. Pittsburg and Connellsville (8 m. in Md.)	.....	.....	.....
24. Pocomoke and Wicomico	23.00	23.00	375,000
25. Queen Anne and Kent (Del.)	30.00	10.00	230,000
26. Queenstown and Harrington (Del.)	20.00	.....	.....
27. Southern Maryland	78.00	.....	78,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
28. Washington County	24.00	24.00	$600,000
29. Western Maryland	121.00	50.25	3,000,000
30. Worcester	14.00	14.00	280,000
31. Worthington Valley	22.50	.....	22,500
Total	1,203.53	813.18	$43,508,806

District of Columbia.

Area....68 sq. M. Population....131,706. Valuation....$74,271,693.

Included in Maryland and Virginia; chiefly termini of railroads in those States.

State of West Virginia.

Area....23,000 sq. M. Population....442,014. Valuation.....$124,555,412.

1. Baltimore and Ohio	241.00	241.00	$19,034,041
2. Chesapeake and Ohio (Va.)	7.00	7.00	6,000,000
Western Division	207.43	95.00	
3. Hempfield (Pa.)	15.00	15.00	777,090
4. Iron Valley (B. & O. R. R.)	3.25	3.25	100,000
5. Laurel Fork and Sand Hill	5.16	5.16	123,972
6. Northwestern Virginia (Parkersburg Br.)	103.50	103.50	6,000,000
7. Pittsburg, Cin. and St. Louis (Pa. & O.)	8.00	8.00	646,192
8. West Virginia Central	135.00	.....	135,000
Total	725.34	477.91	$32,816,298

State of Virginia.

Area....40,904 sq. M. Population....1,225,163 Valuation....$356,244,825.

1. Alexandria and Fredericksburg (Potomac)	40.00	.....	$1,000,000
2. Alexandria and Georgetown (*via* Aqueduct)	4.00	.....	.....
3. Alexandria, Georgetown and Washington	7.00	7.00	250,000
4. Atlantic, Mississippi and Ohio	508.00	408.00	15,718,666
City Point Branch	10.00	10.00	
Salt Works Branch	10.00	10.00	
5. Chesapeake and Ohio (W. Va.)	220.44	220.44	6,380,299
6. Clover Hill	21.50	21.50	430,000
7. Fredericksburg and Gordonsville	62.00	....	1,500,000
8. Georgetown and Leesburg	.....	.....	.....
9. Lynchburg and Danville	80.00	....	200,000
10. Norfolk and Great Western	100.00	.....	100,000
11. Orange, Alexandria and Manassas Gap, viz:			
Alexandria to Gordonsville	84.00	84.00	
Charlottesville to Lynchburg	60.00	60.00	
Manassas Junction to Harrisonburg	112.00	112.00	9,500,000
Branch to Warrenton	9.00	9.00	
Branch to Front Royal	1.00	1.00	
12. Petersburg (N. Car.)	52.50	52.50	1,322,796
Gaston Branch (N. Car.)	12.30	12.30	
13. Richmond and Danville (N. Car.)	140.50	140.50	4,964,971
Midlothian Branch	1.14	1.14	
Manchester Branch	1.56	1.56	
14. Richmond, Fredericksburg and Potomac	75.50	75.50	2,621,973
Springfield Branch	3.50	3.50	
Quantico Branch	11.41	11.41	
15. Richmond and Petersburg	22.14	22.14	1,270,522
Port Walthall Branch	2.75	2.75	
16. Richmond and York River	64.50	38.30	1,440,321
17. Roanoke Valley (N. Car.)	6.00	6.00	175,494
18. Saltville and Coal Mine	17.00	.....	.....
19. Seaboard and Roanoke (N. Car.)	53.25	53.25	1,487,372
20. Virginia Valley	113.00	.....	226,000
21. Washington and East Alexandria	4.50	4.50	4,500
22. Washington and Ohio	170.00	59.00	2,500,000
23. Washington and Richmond	36.00	.....	360,000
24. Winchester and Potomac	32.00	32.00	600,000
25. Winchester and Strasburg	19.00	19.00	500,000
Total	2,167.49	1,478.29	$52,552,914

State of North Carolina.

Area ...50,704 sq. M. Population....1,071,361. Valuation....$132,096,391.

1. Atlanta and Richmond Air Line	12.00	.....	$240,000
2. Atlantic and North Carolina	94.92	94.92	2,177,028
31. Atlantic, Tennessee and Ohio	46.50	.....	46,500
4. Charlotte, Columbia and Augusta (S Car)	10.96	10.96	266,717
5. Chatham (stock and bonds, twice as charged)	46.00	30.00	2,300,000
6. Cheraw and Salisbury (S. Car.)	17.00	.....	.....
7. French Broad	80.00	30.00	1,000,000
8. North Carolina	223.00	223.00	4,948,754
9. Petersburg, (Va.)	8.50	8.50	329,217
Gaston Branch (Va.)	9.00	9.00	
10. Piedmont	48.50	48.50	1,705,004
11. Raleigh and Gaston	97.00	97.00	2,000,000
12. Roanoke Valley, (Va.)	47.00	16.00	307,118
13. Seaboard and Roanoke (Va.)	26.75	26.75	586,009
14. Western (Coal)	43.00	43.00	1,429,871
15. Western North Carolina	142.75	142.75	3,500,000
Branches to Newton and Lime Bed	8.00	8.00	
Western Division	131.00	.....	2,500,000
16. Williamston and Tarboro'	32.50	32.50	620,000
17. Wilmington, Charlotte and Rutherford	186.50	136.50	5,200,000
Western Division	185.50	43.00	
18. Wilmington, Columbia and Augusta (S.Car.)	63.50	63.50	1,270,000
19. Wilmington and Weldon	162.00	162.00	3,083,166
Tarboro' Branch	19.00	19.00	
Total	1,740.88	1,260.50	$33,509,378

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.

State of South Carolina.

Area....29,385 sq. M. Population.....705,606. Valuation.....$174,409,491.

1. Atlanta and Richmond Air Line	160.00	.....	$1,000,000
2. Blue Ridge	53.50	45.00	4,000,000
Branch	1.50	1.50	
3. Charlotte, Columbia and Augusta (N. Car.)	98.64	98.64	4,827,922
Columbia to Augusta	85.00	85.00	
4. Cheraw and Darlington	40.30	40.30	800,000
5. Cheraw and Salisbury (N. Car.)	63.00	.....	63,000
6. Greenville and Columbia	143.25	143.25	3,080,963
Abbeville Branch	11.50	11.50	
Anderson Branch	9.50	9.50	
7. King's Mountain	22.50	22.50	249,000
8. Laurens	32.00	32.00	640,000
9. North Eastern	102.00	102.00	2,148,131
10. Port Royal	110.00	44.00	1,400,000
11. Savannah and Charleston (Ga.)	89.00	89.00	1,851,200
12. South Carolina	137.00	137.00	9,500,688
Columbia Branch	68.00	68.00	
Camden Branch	38.00	36.00	
13. South Carolina Central	40.00	20.00	500,000
14. Spartanburg and Union	68.00	68.00	1,340,882
15. Wilmington, Columbia & Augusta (N. Car.)	108.00	108.00	3,400,000
Sumterville to Columbia	48.00	48.00	
Columbia to Augusta	66.00	.....	
Total	1,594.69	1,299.69	$35,801,786

State of Georgia.

Area....58,000 sq. M. Population....1,184,109. Valuation....$202,563,557.

1. Alabama & Chattanooga (Miss., Ala. & Tenn.)	23.00	23.00	$816,500
2. Alabama and Georgia (Ala)	20.00	.....	40,000
3. Atlanta & Richmond Air Line (S. C. & N. C.)	95.00	53.00	2,000,000
4. Atlanta and West Point	86.74	86.74	1,200,261
5. Atlantic and Gulf	237.00	237.00	5,385,288
Florida Branch (Fla.)	28.75	28.75	
6. Augusta and Hartwell	165.00	10.00	250,000
7. Augusta and Savannah	53.00	53.00	1,032,200
8. Bainbridge, Cuthbert and Columbus	140.00	20.00	500,000
9. Brunswick and Albany	242.00	192.00	4,500,000
10. Central of Georgia	192.00	192.00	4,680,940
11. Cherokee	45.00	15.00	250,000
12. East Tennessee, Virginia & Georgia (Tenn.)	14.08	14.08	375,268
13. Etowah	8.87	8.87	175,000
14. Georgia	171.00	171.00	4,156,000
Athens Branch	39.00	39.00	
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
15. Macon and Augusta	77.00	77.00	2,500,000
16. Macon and Brunswick	185.00	185.00	7,087,425
Hawkinsville Branch	10.00	10.00	
17. Macon and Western	102.50	102.50	2,500,000
18. Milledgeville and Eatonton	39.00	39.00	766,200
19. North Eastern (Athens to Clayton)	88.00	.....	8,800
20. North and South of Georgia (Rome to Col.)	112.00	.....	11,100
21. Ocmulgee and North Georgia	223.00	.....	22,300
22. Rome	20.00	20.00	235,235
23. Savannah and Charleston (S. Car.)	15.00	15.00	369,722
24. Savannah, Griffin & North Alabama (Ala.)	78.00	44.00	520,000
25. Savannah, Skiddaway and Seaboard	8.50	8.50	200,000
26. Selma, Rome and Dalton (Ala.)	55.00	55.00	3,392,500
27. South Georgia and Florida	58.25	58.25	1,213,100
28. Southwestern (Macon to Eufala)	143.60	143.00	4,587,313
Fort Valley to Columbus	71.00	71.00	
Smithville to Albany	23.50	23.50	
Cuthbert to Fort Gaines	20.00	20.00	
Albany to Newton	26.50	.....	
29. Upson County (Barnesville to Thomaston)	16.00	16.00	200,000
30. Western and Atlantic (Tenn.)	124.20	124.20	4,500,000
Total	3,087.89	2,157.39	$53,475,352

State of Florida.

Area....59,268 sq. M. Population.....187,748. Valuation.....$31,167,464.

1. Atlantic and Gulf (Ga.)	20.00	20.00	$475,000
2. Florida (Fernandina to Cedar Keys)	154.00	154.00	5,300,000
3. Florida, Atlantic and Gulf Central	60.00	60.00	2,000,000
4. Jackson, Pensacola and Mobile	130.00	130.00	6,000,000
Extension (Quincy westward)	224.00	21.00	
Station No. 3 to Monticello	4.00	4.00	
Tallahassee to St. Mark's	21.00	21.00	
5. Pensacola and Louisville	45.20	45.20	1,250,000
6. South Florida	100.00	.....	100,000
7. Perdido and Junction	6.00	6.00	120,000
Total	764.20	461.20	$15,245,000

State of Alabama.

Area....50,722 sq. M. Population.....996,992. Valuation.....$230,199,201.

1. Alabama Central	81.30	81.30	$1,796,830
2. Alabama & Chattanooga (Miss. Ga. & Tenn.)	266.00	266.00	8,741,500
2. Alabama and Georgia (Ga.)	90.00	.....	230,000
Gadsden Branch	25.00	.....	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
4. Columbus and Decatur	140.00	.....	$140,000
5. E. Alabama & Cincinnati (Eufala to Gunter)	221.00	22.00	550,000
6. Marion and Cahawba	32.00	32.00	1,000,000
7. Memphis and Charleston (Tenn. & Miss.)	146.80	146.80	
Florence Branch	6.00	6.00	4,954,809
Tuscumbia Branch	2.00	2.00	
8. Mobile and Alabama Grand Trunk	248.00	40.00	
Selma Branch	40.00	.....	1,200,000
9. Mobile and Girard	228.00	87.00	1,982,769
10. Mobile and Montgomery	186.00	164.00	4,340,081
11. Mobile and North-western (Miss.)	42.00	.....	42,000
12. Mobile and Ohio (Miss., Tenn. and Ky.)	63.00	63.00	
Gainesville Branch	16.00	16.00	2,683,788
13. Montgomery and Eufala	80.00	80.00	2,400,000
14. Nashville and Decatur (Tenn.)	26.00	26.00	950,615
15. Nashville and Chattanooga (Tenn.)	27 00	27.00	653,940
16. New Orleans, Mobile & Texas (M. L. & T.)	30.00	30.00	1,071,560
17. New Orleans and Selma (Miss. & La.)	100.00	21.00	525,000
18. North Western	11.50	11.50	230,000
19. Savannah, Griffin & North Alabama (Ga.)	72.00	.....	.....
20. Savannah and Memphis	235.00	20.00	600,000
21. Selma and Gulf	100.00	40.00	1,400,000
22. Selma, Marion and Memphis (Miss.)	100.00	50.00	2,000,000
23. Selma, Rome and Dalton (Ga.)	181.00	181.00	11,493,500
24. South and North Alabama	183.00	116.00	4,500,000
25. South Alabama (Columbia to Pollard)	120.00	.....	120,000
26. Vicksburg and Brunswick (Miss.)	206.00	21.00	1,250,000
27. Western (Selma to West Point)	138.00	138.00	
Opelika to Columbus	30.00	30.00	6,000,000
Total	3,452.60	1,697.60	$60,856,392

State of Mississippi.

Area....47,156 sq. M. Population....827,922. Valuation....$232,927,806.

1. Alabama and Chattanooga (Ala. Ga. & Tenn.)	21.00	21.00	$745 500
2. Grand Gulf and Port Gibson	8.00	8.00	200.000
3. Grenada, Houston and Eastern	110.00	.....	110,000
4. Memphis and Charleston (Tenn. & Ala.)	35.50	35.50	1,149.596
5. Mississippi Central (Tenn.)	188.60	188.60	6,053,114
6. Mississippi and Tennessee (Tenn.)	89.20	89.20	2,062,318
7. Mobile and North-western (Ala.)	305 00	.....	.....
8. Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	
Gainesville Branch (Ala.)	5.50	5.50	
Columbus Branch	14.50	14.50	10,124,585
Aberdeen Branch	9.60	9.60	
9. N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	5,350,000
Extension (Canton to Tenn. Line)	202.00	.....	202,000
10. New Orleans, Mobile & Texas (Ala.,La.&Tex.)	70.00	70.00	2,499,980
11. New Orleans and Selma (Ala. & La.)	100.00	.....	.....
12. Raymond	7.00	7.00	100.000
13. Selma, Marion and Memphis (Ala.)	180.00	.....	180,000
14. Vicksburg and Brunswick (Ala.)	10 00	.....	.....
15. Vicksburg and Meridian	1.. .00	140.00	3,036,644
16. West Feliciana (La.)	9.00	9.00	180,000
Total	1,900.90	984.90	$31,993,737

State of Louisiana.

Area....41,346 sq. M. Population....726,915. Valuation....$250,588,510.

1. Baton-Rouge, Gros-Tete and Opelousas	28.00	28.00	$560,000
2. Clinton and Port Hudson	22.00	22.00	450,000
3. Louisiana and Texas (Morgan's)	80.20	80.20	
Lapruche Branch	2.80	2.80	6,250,000
4. Mexican Gulf	27.00	27.00	665,000
5. Milnburg and Lake Pontchartrain	6.00	6.00	220,000
6. New Orleans and Carrollton Branches	15.50	15.50	656 000
7. New Orleans, Mobile and Texas(Miss.& Ala.)	40.00	40.00	1,428,560
Middle Division (N. O. to Texas Line)	227.00	85.00	3,450,000
8. New Orleans, Jackson & Gt.Northern (Miss.)	89.00	89.00	4,450,000
9. New Orleans and Selma (Miss.)	40 00	.....	.....
10. North Louisiana and Texas	192.00	90.00	2,700,060
11. Southern Pacific (Shreveport to Texas Line)	19.00	19.00	600 000
12. West Feliciana (Miss.)	18.00	18.00	360,000
Total	806.50	522.50	$21,789,560

State of Texas.

Area....237,504 sq. M. Population....818,579. Valuation....$200,000,000.

1. Eastern Texas	210.00	31.00	$1,000,000
2. Galveston, Harrisburg and San Antonio	290.00	85.50	2,500,000
3. Galveston, Houston and Henderson	50.25	50.25	
Connecting Branch at Houston	1.75	1.75	2,000,000
4. Gulf, Western Texas and Pacific	160.00	28 00	550,000
5. Houston and Great Northern	350.00	30.00	1,200,000
6. Houston Tap and Brazoria	80.00	80.00	2,400,000
7. Houston and Texas Central	356.00	200.00	
Austin Branch	110.00	50.00	7,500,000
8. Indianola	16.00	16.00	320,000
9. International	550.00	60.00	2,000,000
10. Memphis, El Paso and Pacific	800.00	....	80,000
11. New Orleans, Mobile &Texas (La.Miss.& Ala.)	103.00	108.00	3,240,000
12. Southern Pacific	800.00	51.00	1,500,000
13. Texas Transportation	5.50	5.50	200,000
Total	3,797.50	797.00	$25,090,000

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.

State of Arkansas.

Area....52,198 sq. M. Population....484,471. Valuation....$120,000,000.

1 Arkansas Central	100.00	50.00	$600,000
2. Arkansas Midland (Helena to Little Rock)	98.00	.....	98,000
3. Arkansas Western	170.00	.....	170,000
4. Cairo and Fulton	301.00	52.00	2,000,000
5. Camden and Red River	86.00	.....	86,000
6. Iron Mountain and Helena	.....	.....	.....
7. Jonesboro' and St. Francis River	90.00	.....	.....
8. Little Rock and Fort Smith	155.00	155.00	5,000,000
8. Little Rock, Pine Bluff and New Orleans	110.00	62.00	1,800,000
10. Memphis and Little Rock	131.00	131.00	4,620,000
11. Memphis and St. Louis (Mo.)	148.00	.....	148,000
12. Memphis and Vicksburg	.....	.....	.....
13. Mississippi, Ouachita and Red River	155.00	40.50	1,600,000
14. St. James and Little Rock	140.00	.....	.....
15. Springfield and Little Rock (Mo.)	126.00	.....	.....
16. Trenton and Fulton	.....	.....	.....
17. White Run Valley Texas	.....	.....	.....
Total	1,810.00	490.50	$16,122,000

State of Tennessee.

Area....45,000 sq. M. Population....1,258,520. Valuation....$313,746,771.

1. Alabama and Chattanooga (Miss. & Ala.)	6.00	6.00	$213,000
2. Cincinnati, Cumberland Gap and Charleston	94.00	40.00	1,732,208
3. Cincinnati Southern (Ky.)	140.00	.....	140,000
4. Cumberland and Ohio (Ky.)	.....	.....	.....
5. East Tennessee, Virginia and Georgia (Ga.)	227.92	227.92	
Chattanooga Branch	28.00	28.00	8,790,632
6. Edgefield and Kentucky	48.00	48.00	1,673,804
7. Knoxville and Charleston	53.00	16.00	816,000
8. Knoxville and Kentucky	65.00	31.00	2,500,000
9. Louisville and Nashville (Ky.)	45.00	45.00	1,643,441
10. McMinnville and Manchester	34.20	34.20	1,091,576
11. Memphis & Charleston (Miss. & Ala.)	86.50	86.50	
Somerville Branch	16.00	16.00	3,319,257
12. Memphis, Clarksville and Louisville	82.60	82.60	3,200,000
13. Memphis and Ohio	130.30	130.30	3,880,500
14. Mineral Home	10.00	10.00	250,000
15. Mississippi Central (Miss.)	47.40	47.40	1,521,542
16. Mississippi River (Memphis to Cairo)	110.00	.....	
Branch to Troy	6.00	.....	116,000
17. Mississippi and Tennessee (Miss.)	10.00	10.00	279,582
18. Mobile and Ohio (Ky. Miss. & Ala.)	118.50	116.50	4 024,782
19. Nashville and Chattanooga (Ala.)	124.00	124.00	
Shelbyville Branch	8.00	8.00	
Tracy City Branch	11.00	11.00	3,802,499
Jasper Branch	14.00	14.00	
20. Nashville and Decatur (Ala.)	94.00	94.00	
Mount Pleasant Branch	12.50	12.50	3,523,325
21. Nashville and Northwestern (Ky.)	165.00	165.00	4,610 911
22. Paducah and Gulf (Ky.)	16.50	16.50	382,470
23. Rogersville and Jefferson	15.50	15.50	376,250
24. Southwestern	.....	.....	.....
25. Tennessee and Pacific	187.00	31.00	1,204,000
26. Western and Atlantic (Ga.)	13.80	13.80	500,000
27. Winchester and Alabama (Ala.)	38.12	38.12	1,250 000
Total	2,057.84	1,520.84	$50,841,781

State of Kentucky.

Area....37,600 sq. M. Population....1,321,011. Valuation....$423,746,771.

1. Breckenridge Coal	8.50	8.50	$370,000
2. Cincinnati and Chesapeake	140.00	.....	140 000
3. Cincinnati, Lexington and East Tennessee	13.00	13.00	1,000,000
4. Cincinnati Southern (Tenn.)	200.00	.....	200,000
5. Eastern Kentucky	23.00	23.00	
Branches	5.40	5.40	1,000,000
6. Elizabeth, Lexington and Big Sandy	122.00	33.00	1,000,000
7. Elizabethtown and Paducah	185.00	93.00	4,000,000
8. Evansville, Henderson and Nashville	110.00	90.00	3,000,000
9. Frankfort, Paris and Big Sandy	65.00	.....	.....
10. Kentucky Central (Cov. and Lex.)	80.00	80.00	
Lexington Extension (Mays. & Lex.)	18.80	18.80	4,500,000
11. Kentucky and Great Eastern	130.00	.....	.....
12. Louisville, Cincinnati and Lexington	93.50	93.50	2,186,910
Cincinnati Branch	77.60	77.60	4,633,440
13. Louisville, Harrodsburg and Virginia	.....	.....	.....
12. Louisville and Nashville (Tenn.)	140.00	140.00	
Bardstown Branch	17.30	17.30	
Lebanon Branch	37.30	37.30	
Memphis Branch	46.41	46.41	12,307,471
Lebanon Branch Extension	135.00	62.16	
Richmond Branch	33.46	33.46	
15. Maysville and Lexington (No. Div.)	49.40	.....	745,849
16. Mississippi River (Tenn.)	41.00	.....	41,000
17. Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50	696 426
18. Nashville and Decatur (Tenn.)	26.00	26.00	748,188
19. Nashville and Northwestern (Tenn.)	7.50	7.50	210,917
20. Ohio and Cumberland (Tenn)	.....	.....	.....
21. Owensboro' and Russellville	102.00	21.00	650,000
22. Paducah and Gulf (Tenn.)	47.00	47.00	1,099,780

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
23. Portland and Louisville	5.00	5.00	100,000
24. Shelby	41.75	18.75	423,983
Total	2,021.42	1,018.18	$39,043,964

STATE OF OHIO.

Area...39,964 sq. M. Population ...2,665,260. Valuation...$1,512,437,886.

1. Ashtabula, Youngstown and Pittsburg	62.00	21.00	$600,000
2. Atlantic and Great Western (Penn. & N. Y.)	246.02	246.02	$35,000,000
Silver Creek Branch	4.98	4.98	
Cleveland Branch (wide track)	51.00	51.00	
3. Atlantic and Lake Erie	235.00	.....	235 000
4. Baltimore, Pittsburg and Chicago (Ind.& Ill.)	220.00	.....	110,000
5. Baltimore Short Line (Mar. & Cin.)	18.00	.....	18,000
6. Carrollton and Oneida	12.00	12.00	101,000
7. Central Ohio (Balt. & Ohio)	104.00	104.00	5,500,000
Newark to Columbus (⅓ of 33 m.)	16.50	16.50	
8. Cincinnati and Baltimore	23.50	7.00	525,000
9 Cincinnati, Hamilton and Dayton	60.13	60.13	5,530,671
Atlantic and Great Western (wide gauge)	60.13	60.13	
10. Cincinnati and Indiana	20.50	20.50	1,894,478
Harrison Branch	6.70	6.70	167,500
11. Cin. and Indianapolis Junction (Ind.)	20.00	20.00	745,499
12. Cincinnati and Muskingum Valley	162.83	132.12	2,969,849
13. Cincinnati, Richmond and Chicago	36.00	36.00	1,029,995
14. Cincinnati, Sandusky and Cleveland	155.00	155.00	5,840,623
Findlay Branch	16.00	16.00	
15. Cleveland, Columbus, Cin. & Indianap's (Ind.)	257.00	257.00	9,548,351
Springfield Branch	50.00	50.00	
16. Cleveland and Mahoning	51.00	51.00	3,737,792
Mahoning Branch	17.00	17.00	
Hubbard Branch	12.00	12.00	
17. Cleveland, Mount Vernon and Delaware	132 00	63.75	1,643 000
Massillon and Clinton (leased)	13.00	13.00	260,000
18. Cleveland and Pittsburg	152.00	152.00	10,365,748
Tuscarawas Extension	32.00	32.00	
19. Col., Chicago & Indiana Central (Ill.)	117.40	117.40	7,644,401
Union City Branch	19.50	19.50	
20. Columbus and Hocking Valley	76 00	76.00	2,940,307
Straitsville Branch	13.00	13.00	
21. Columbus, Springfield and Cincinnati	40.00	20.00	346,000
22. Columbus and Xenia	54.69	54.69	1,493,146
23. Dayton and Michigan	142 00	142 00	6,530,925
24. Dayton and Union	31.80	31.80	600,746
25. Dayton and Western	37.50	37 50	850,000
26. Dayton, Xenia and Belpre	15.26	15.26	600,000
27. Erie and Louisville	100.00	37.00	1,275,910
28. Iron	13.00	13.00	332,743
29. Lake Shore & Mich. South. (N.Y., P. I.M.& Ill)	194.90	194.90	18,554,536
Sandusky Branch	34.93	34.93	
Graytown Branch	10.80	10.80	
Air Line (Ind.)	65.40	65.40	
Detroit Line (Mich.)	7.70	7.70	
30. Lake Shore and Tuscarawas Valley	120.00	42 00	1,250,000
31. Lawrence (Penn.)	9 00	9 00	331,287
32. Little Miami	84.20	84.20	4,105,250
33. Mahoning Coal	4.50	4.50	70,000
34. Mansfield, Coldwater & L. Michigan (Mich.)	140.00	.....	140,000
35 Mariotta and Cincinnati	190.80	190.80	20,622,750
Hillsboro Branch	21.00	21.00	
Union Branch	9.00	9.00	
Portsmouth Branch	56.00	56 00	
36. Mariotta and Pittsburg	105.00	45.00	1,350,000
37. Newark, Somerset and Straitsville	42.67	42.67	1,300,000
38. Niles and New Lisbon	53.00	38.00	568,044
39. Ohio and Mississippi	19.53	19.53	1,508,857
40. Pittsburg, Cincinnati and St. Louis (Pa.)	117.40	117.40	12,430,360
Cadiz Branch	7.50	7.50	
Newark and Columbus (⅓ of 33 m.)	16 50	16.50	
41. Pittsburg, Ft. Wayne & Chicago (P., I. & I.)	251.30	251.30	13,246,644
42. Pittsburg, Maysville and Cincinnati	225.00	.....	1,000,000
43. Rocky River	5.53	5.53	111,681
44. Sandusky, Mansfield and Newark	116.25	116.25	3,218.365
45. Toledo, Wabash and Western (Ind & Ill.)	75.50	75.50	3,405,470
Roads in progress and recently opened, mining roads &c., not specially accounted for	600.00	200.00	5,000,000
Total	5,491.85	3,859.52	$195,649,930

STATE OF MICHIGAN.

Area....56,451 sq. M. Population....1,184,059. Valuation....$292,908,809.

1. Bay City and East Saginaw	13.00	13.00	$300,000
2 Chicago and Canada Southern (Ill. & Mich.)	58.00	.....	.....
3. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,169,736
4. Chicago and Michigan Lake Shore	143.00	143.00	4,500,000
Holland and Grand Rapids	24.00	24.00	
5. Chicago and North-western Peninsula	73.80	73.80	4,498,405
Menominee Extension (Wisc.)	50.00	.....	.....
6. Detroit, Hillsdale and Indiana	60.00	60.00	2,000,000
7. Detroit, Lansing and Lake Michigan	240.00	180.00	5,400,000
8. Detroit and Milwaukee	189.00	189.00	11,648,091
9 East Saginaw and Ann Harbor	80.00	.....	80,000
10. Flint and Pere Marquette	189.50	137.00	4,500,000
11. Fort Wayne, Jackson & Saginaw (Ind.)	47.30	47.40	1,200,900
12. Grand Rapids and Indiana (Ind.)	300.00	168.00	6,500,000
Traverse City Branch	20.00	.....	
13. Grand River Valley	94.00	94.00	1,992,000
14. Hecla and Torch Light Lake	4.00	4.00	190,915
15. Holly, Wayne and Monroe	63.31	63.31	2,000,000
16. Jackson, Lansing and Saginaw	162.00	162.00	$3,750,000
17. Jonesville, Marshall and Grand River	105.00	.....	105,000
18. Kalamazoo and South Haven	32.00	32.00	1,000 000
19. Lake Shore & Mich. South. (N.Y.Pa.O.I. &I.)	115.00	115.00	27,364,642
Detroit and Toledo (Ohio)	57.09	57.09	
Adrian to Monroe	33.60	33.60	
Palmyra to Jackson	46.00	46.00	
White Pigeon and Grand Rapids	94.68	94.68	
20 Mansfield, Cold Water & Lake Mich. (Ohio)	102.00	.....	102 000
21. Marquette and Ontonagon	130.00	50.00	1,500,000
22. Michigan Air Line	110.00	20.00	500,000
Jackson and South Bend (Mich. Central)	111.00	111.00	3.330,000
23. Michigan Central (Ind. and Ill.)	221.00	221.00	12,604,114
24. Michigan Lake Shore	56 50	56.50	1,200,000
25. Michigan Northern	290.00	.....	29,000
26. Northern Central	80.00	.....	400,000
27. Paw-Paw	4.00	4.00	54,000
28. Peninsular (Ind. & Ill.)	110.00	110.00	4,250,000
29. Port Huron and Lake Michigan	90.00	70.00	3,000,000
Roads not specially named, being roads in progress and recently opened estimate	500.00	100.00	3,500,000
Total	4,177.88	2,638.38	$109,668,803

STATE OF INDIANA.

Area....33,809 sq. M. Population....1,680,637. Valuation....$663,455,044.

1. Baltimore, Pittsburg & Chicago (O. & Ill.)	160.00	.....	$160,000
2. Chicago, Cincinnati and Louisville	103.00	103.00	3,000,000
3. Chicago, Valparaiso and Southern	23.00	.....	23,000
4. Cincinnati & Indianapolis Junction (Ohio)	78.00	78.00	5,443,145
Louisville Branch (⅓ of 25 miles)	12.50	12.50	
5 Cincinnati, Lafayette and Chicago (Ill.)	40.50	20.00	600,000
6. Cincinnati and Martinsville	38.70	38.70	800,000
7. Cincinnati, Richmond and Fort Wayne	115.00	115.00	3,250,000
8. Cincinnati, Rockford and South-western	72.00	.....	72,000
9. Cleveland, Columbus, Cincinnati & Ind. (O.).	84.00	84.00	2,627,591
10. Columbus, Chicago & Indiana Cent. (O.& Ill.)	211.50	211.50	27,962,417
Indianapolis Line	72.50	72.50	
Logansport and State Line	169.50	169.50	
Louisville Branch (⅓ of 25 miles)	12.50	12.50	
11. Columbus and Shelbyville	24.00	24.00	480,000
12. Detroit, Eel River and Illinois	91.00	62.00	1,600,000
13. Evansville and Crawfordsville	109.00	109.00	2,800,028
Rockville Extension	23.00	23.00	
14. Evansville and Indianapolis	80.00	.....	80,000
15. Evansville, Terre Haute and Chicago (Ill.)	46.00	46.00	1,350,000
16. Fort Wayne, Jackson and Saginaw (Mich.)	52.60	52.60	1,499,100
17. Fort Wayne, Muncie and Cincinnati	109.00	109.00	2,800,000
18. Fort Wayne and Pacific	143.00	.....	14,300
19. Grand Rapids and Indiana (Michigan)	54.00	54.00	1,620,000
20. Indiana and Illinois Central (Ill.)	74.00	.....	740,000
21. Indianapolis, Bloomington & Western (Ill.)	78.00	78.00	4,428,620
22 Indianapolis, Cincinnati and Lafayette	159.50	159.50	8,000,000
23. Indianapolis, La Porte & Mich. City (progress)	13.00	13.00	360,000
24. Indianapolis, Peru and Chicago	75.00	75.00	2,500,000
25. Indianapolis and St Louis	72.00	72.00	3,710,619
26. Indianapolis and Vincennes	114.00	114.00	4,600,000
27. Jeffersonville, Madison and Indianapolis	110.00	110.00	6,027,342
Madison Division	45.00	45.00	
Madison-Jefferson Connection	6.00	6.00	
28. Joliet and Northern Indiana (Ill.)	15.00	15.00	433,334
29. Knightstown and Shelbyville	27.00	27.00	540,000
30. Lafayette, Muncie and Bloomington	115.00	23.00	1,000,000
31. Lake Shore & Mich. South. (N.Y., Pa., O.& Ill)	101.00	101.00	13,364,013
Goshen Air Line (Ohio)	67.80	67.80	
32. Logansport, Crawfordsville & S. W. Indiana.	92.00	47.00	1,500,000
33. Louisville, New Albany and Chicago	289.00	289.00	10,000,000
34. Louisville, New Albany and St. Louis	112.00	26.00	600,000
35. Michigan Central (Mich & Ill.)	51.00	51.00	3,422,040
36. Ohio and Mississippi (Ohio & Ill.)	173.00	173.00	16,000,000
Louisville Branch	53.00	53.00	
37. Peninsular (Mich. & Ill.)	82.00	12.00	500,000
38. Pitts., Ft. Wayne and Chicago (Pa., O. & Ill.)	151.00	151.00	7,959,584
39. Plymouth, Kankakee and Pacific	65.00	.....	65,000
40. Plymouth and Saginaw	38.00	.....	38,000
41. Racoon Valley	10.00	.....	10,000
42. Richmond and Miami (Dayton and Western)	6.00	6.00	200,000
Dayton and Western Branch	2.00	2.00	
43. St. Louis and South Eastern (Ill.)	33.00	33.00	1,000,000
44. Shelby and Rush	20.00	20.00	320,000
45. Terre Haute and Indianapolis	73.00	73.00	3,650,783
Terre Haute to Illinois Line	7.00	7.00	
Coal Branches	14.00	14.00	
46. Toledo, Wabash and Western (O. & Ill.)	167.00	167.00	9,185,219
47. Union (Indianapolis)	5.00	5.00	350,000
48. Warsaw, Goshen and White Pigeon	40.00	24.00	600,000
49. White Water Valley	63.00	63.00	2,000,000
Roads not specially named being roads in pro-			

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
gress and recently opened mining roads &c.			
estimate	1000.00	200.00	5,000,000
Total	5,542.60	3,709.10	$164,407,549
State of Illinois.			
Area....55,412 sq. M. Population....2,539,891. Valuation....$764,787,001.			
1. American Central (C. B. & Q.)	50.75	50.75	$1,600,000
Keithsburg Branch	6.00	6.00	
2. Baltimore, Pittsburg and Chicago (Pa.O.Ind.)	37.00	.....	37,000
3. Belleville and Southern Illinois	56.00	56.00	2,240,000
4. Cairo and Vincennes	150.60	.....	1,000,000
Paducah Branch	50.00	.....	
5. Carthage and Burlington (C. B. & Q.)	30.00	30.00	750,000
6. Champaign, Monticello and Decatur	49.00	20.00	400,000
7. Chester and Chicago Branch Junction	68.00	13 50	300,000
8. Chester and Tamaroa	44.00	10.00	200,000
9. Chicago and Alton	242.00	242.00	
Dwight and Wenona	35.00	35.00	
Wenona and Washington	35.00	35.00	17,500,000
Washington and Delavan	32.00	32.00	
Varna (9 m. S. Wenona) and Lacon	10.00	10.00	
Roodhouse and Louisiana	57.00	57.00	
10. Chicago, Burlington and Quincy	165.00	165.00	
Galesburg to Quincy	100.00	100.00	
Galesburg to Peoria	53.00	53.00	21,585,636
Galesburg to Burlington	42.00	42.00	
Aurora to Turner	13.00	13.00	
Yates City to Lewiston	30.00	30.00	
11. Chicago and Canada Southern (Ind. & Mich.)	27.00	.....	27,000
12. Chicago, Danville and Vincennes	135.00	115.00	3,500,000
13. Chicago and Illinois Southern	162.00	.....	162,000
14. Chicago and Iowa	62.50	62.50	2,000,000
15. Chicago and Northwestern (Wisc.)	74.00	74.00	
Milwaukee Division (Wisc.)	45.00	45.00	
Freeport Division	121.00	121.00	
Clinton Division	137.00	137.00	28,922,673
Richmond Line	33.00	33.00	
Madison Division (Wisc.)	19.60	19.60	
Rockford-Kenosha Division(Wisc.)	44.90	44.90	
St. Charles Branch	2.40	2.40	24,000
16. Chicago, Pekin and Southwestern	135.00	.....	135,000
17. Chicago, Rock Island and Pacific (Iowa)	182.00	182.00	8,622,310
Port Byron Branch	10.00	10.00	
18. Chicago and Rock River	110.00	.....	110,000
19. Cincinnati, Lafayette and Chicago (Ind.)	19.50	19.50	600,000
20. Columbus, Chicago & Indiana Cent. (O.& Ind.)	27.00	27.00	1,000,000
21. Danville, Paris and Vincennes	106.00	.....	106,000
22. Decatur and State Line	129.00	26.00	650,000
23. Decatur, Sullivan and Mattoon	40.00	40.00	1,200,000
24. Dixon, Peoria and Hannibal (C. B. & Q.)	40.00	40.00	1,200,000
25. Evansville, Terre Haute and Chicago (Ind.)	8.00	8.00	250,000
26. Gilman, Clinton and Springfield	111.00	111.00	3,330,000
27. Grand Towers and Carbondale	28.00	28.00	560,000
28. Hannibal and Naples	46.00	46.00	1,250,000
Pittsfield to Maysville	6.00	6.00	
29. Illinois Central	308.75	308.75	
Galena Branch	252.20	252.20	32,199,574
Chicago Branch	146.50	146.50	
30. Illinois Coal (Brooklyn)	4.00	4.00	100,000
31. Illinois Grand Trunk (C. B. & Q.)	64.00	64.00	2,000,000
32. Indiana and Illinois Central (Ind.)	77.00	77.00	770,000
33. Indianapolis, Bloomington & Western (Ind.)	124.50	124.50	7,043,200
34. Jacksonville, North Western & South Eastern	89.00	33.00	660,000
35. Joliet and Chicago (Chic. & Alton)	37.00	37.00	2,000,000
36. Joliet and Northern Indiana (Ind.)	30.00	30.00	866,668
37. Kankakee and Illinois River	.....	.....	.....
38. Lafayette, Bloomington and Mississippi	85.00	46.00	1,500,000
39. Lake Shore & Michigan So. (N.Y.P.O.I.M.)	16.64	16.64	1,304,771
40. Michigan Central (Mich. & Ind.)	12.00	12.00	684,408
41. Mound City	3.50	3.50	100,000
42. Muscatine, Kewannee and Eastern	200.00	.....	20,000
43. Ohio and Mississippi (Ohio & Ind.)	148.00	148.00	12,619,249
44. Ottawa, Oswego & Fox River Val. (C. B. & Q.)	70.00	70.00	2,000,000
45. Pana and Louisiana	101.00	.....	101,000
46. Paris and Decatur	75.00	20.00	800,000
47. Pana, Springfield and North-western	.....	.....	.....
48. Pekin, Lincoln and Decatur	67.00	67.00	2,500,000
49. Peninsular (Blue Island Line)	27.00	.....	27,000
50. Peoria, Atlanta and Decatur	70.00	.....	700,000
51. Peoria and Bureau Valley (C., R. I. & Pac.)	46.00	46.00	2,106,000
52. Peoria and Hannibal (C. B. & Q.)	122.00	32.00	800,000
53. Peoria, Pekin and Jacksonville	83.00	83.00	2,500,000
54. Peoria and Rock Island	91.00	91.00	3,500,000
55. Peoria and Springfield	68.00	.....	68,000
56. Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	17.00	17.00	896,113
57. Plymouth, Kankakee and Pacific	100.00	.....	200,000
58. Quincy, Alton and St. Louis	69.00	22.00	660,000
59. Quincy Bridge	2.00	2.00	1,750,000
60. Quincy and Warsaw (C. B. & Q.)	40.00	40.00	1,400,000
61. Rockford Central (Wisc.)	92.00	.....	72,000
62. Rockford, Rock Island and St. Louis	350.00	271.00	10,000,000
63. St. Louis, Alton and Terre Haute	175.00	175.00	10,700,000
St. Louis Branch	20.00	20.00	
Belleville Branch	14.00	14.00	
64. St. Louis, Jacksonville and Chicago (C.& A.)	151.00	151.00	$5,348,850
Hopedale to Peoria	23 00	.....	
65. St Louis and South Eastern	140.00	140.00	5,500,000
Evansville Branch (Ind.)	27.00	27.00	
66. St. Louis, Vandalia & Terre Haute	158.60	158.60	6,000,000
67. Springfield and Illinois South Eastern	180.00	180.00	6,750,000
Springfield to Beardstown	45.00	45.00	
68. Springfield and Mattoon	49.00	.....	49,000
69. Sycamore and Cortlandt	5.00	5.00	100,000
70. Toledo Peoria and Warsaw	228.00	228.00	12,500,000
La Harpe and Burlington	20.00	20.00	
71. Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	
Naples Branch	4.00	4.00	20,139,827
Keokuk Branch	41.20	41.20	
St. Louis Division (Decatur to St. L.)	109.00	109.00	
72. Western Union (Wisc.)	112.00	112.00	3,744,000
Roads not specially named, being roads in progress or recently opened, mineral roads, &c., &c., estimate	1000.00	400.00	12,000,000
Total	9,017.74	6,304.44	$275,661,279
State of Wisconsin.			
Area....53,924 sq. M. Population....1,054,670. Valuation....$333,445,568.			
1. Bayfield and St. Croix	98.00	.....	$98,000
2. Chicago and Northwestern (Ill.)	168.20	168.20	
Milwaukee Division (Ill.)	40.00	40.00	17,296,697
Rockford Kenosha Line (Ill.)	27.50	27.50	
Madison Division (Ill.)	48.00	48.00	
Lake Geneva Extension	10.00	10.00	200,000
Madison Extension	126.00	38.00	1,500,000
Tomah Branch	32.00	.....	.....
Menominee Extension (Mich.)	70.00	30.00	600,000
3. La Crosse, Trempoleau & Prescott (C.&N.W.)	28.00	28.00	1,302,422
4. Madison and Portage	39.00	39.00	1,000,000
5. Manitowoc Appleton and New London	220.00	20.00	600,000
6. Milwaukee and Northern (M. & St. P.)	96.00	14.00	400,000
7. Milwaukee and St. Paul	196.00	196.00	
Prairie du Chien Division	193.00	193.00	
Portage Division	95.00	95.00	23,597,624
Berlin, Omro and Winneconne Line	58.00	58.00	
Watertown and Madison Line	37.00	37.00	
Milton and Monroe	42.00	42.00	
8. Mineral Point	33.00	33.00	1,520,000
Belmont Branch	10.00	10.00	
Tomah Extension	102.00	.....	.....
9. Oshkosh and Mississippi	200.00	20.00	600,000
10. Platteville and Calamine	32.00	8.00	200,000
11. Rockford Central (Ill.)	22.00	.....	22,000
12. Sheboygan and Fond du Lac	45.50	45.50	2,000,964
13. West Wisconsin	154.00	154.00	6,000,000
14. Western Union (Ill.)	68.00	68.00	3,126,500
Elkhorn and Eagle Branch	16.50	16.50	
15. Wisconsin Central	207.00	64.00	2,000,000
Roads not specially named being roads in progress and recently opened estimate	1000 00	150.00	5,000,000
Total	3,513.70	1,652.70	$67,253,207
State of Minnesota.			
Area.....85,531 sq. M. Population....439,706. Valuation....$84,160,368.			
1. Hastings and Dakota	212.00	38.00	$1,250,000
2. Lake Superior and Mississippi	156.00	156.00	
White Beaver and Stillwater	12.00	12.00	6,500,000
White Bear and Minneapolis	13.00	13.00	
3. Milwaukee and St. Paul (Iowa)	131.00	131.00	
Mendota and Minneapolis	9.00	9.00	5,600,000
Austin to Iowa Line	11.00	11.00	
4. Northern Pacific	255.00	255.00	12,750,000
5. St. Paul and Chicago (C. & N. W.)	103.00	103.00	4,000,000
6. St. Paul and Pacific (St. P. to Breckenridge)	216.00	216.00	
Junction (9 M. N. St. P.) to Sunk Rapids	67.00	67.00	13,446,030
Sauk Rapids to Brainard	196 00	.....	
St. Cloud (74 M. N.st. P.) to Pembina	306.00	.....	
7. St. Paul and Sioux City (Minn. Valley)	121.50	121.50	4,347,817
8. Sioux City and St. Paul (St. James to Iowa)	75.00	60.00	2,000,000
9. Southern Minnesota	280.00	170.50	5,967,500
10. West Wisconsin (St. Paul to Hudson)	16.00	16.00	640,000
11. Winona and St. Peter (C. & N. W.)	140.00	140.00	5,112,906
Mankato Branch	4 00	4.00	
New Ulm Extension	120.00	30.00	1,000,000
Roads projected &c.	1000.00	.....	.....
Total	3,443.50	1,553.00	$62,614,255
Territory of Dakota.			
Area.....147,490 sq. M. Population.....14,181. Valuation.....$2,814,629.			
1. Dakota Central	100.00	.....	$.....
2. Dakota and Northwestern	500.00	61.00	1,800,000
3. Dakota Southern	.....	.....	.....
4. Northern Pacific	330.00	.....	1,000,000
Total	930.000	61.00	$2,800,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
TERRITORIES OF MONTANA AND IDAHO.			
Area....234,708 sq. M. Population.....35,594. Valuation.....$17,613,495.			
1. Northern Pacific	700.00	.....	$.....
Total	700.00	.....	$.....
TERRITORY OF WASHINGTON.			
Area.....69,994 sq. M. Population.....23,955. Valuation.....$10,187,816.			
1. Northern Pacific (Id. Mon. Dak. & Minn.)	435.00	50.00	$2,500,000
2. Seattle Branch	120.00	.....	120,000
Total	655.00	50.00	$2,620,000
STATE OF OREGON.			
Area.....95,244 sq. M. Population.....90,923. Valuation.....$31,798,510.			
1. Cascades Transit	6.00	6.00	$200,000
2. Dalles and Deschutes	13.50	13.50	500,000
3. Oregon and California	260.00	80.00	3,200,000
Roads not specially named, being roads projected, in progress or recently opened	2500.00	100.00	4,000,000
Total	2,779.50	199.00	$7,900,000
STATE OF IOWA.			
Area....55,045 sq. M. Population....1,191,792. Valuation....$308,098,165.			
1. Burlington, Cedar Rapids & Minn.	250.00	250.00	$9,500,000
2. Burlington and Missouri River.	279.14	279.14	
Red Oak to E. Nebraska City.	49.75	49.75	
Pacific Junction to East Plattsmouth	4.00	4.00	15,000,000
Chariton to Leon	30.00	30.00	
Creston to Hopkins	41.00	41.00	
3. Burlington and Southwestern (Mo.)	45.00	45.00	1,500,000
4. Cedar Falls and Minnesota	81.00	81.00	3,174,000
5. Cedar Rapids and Missouri Riv.	271.60	271.60	11,235,000
Clinton to Lyons	2.50	2.50	
6. Central of Iowa	238.00	238.00	12,500,000
Albia to Missouri State Line	27.00	.....	.....
7. Chicago, Dubuque and Minnesota	110.00	56.00	2,240,000
8. Chicago, Iowa and Nebraska	81.30	81.30	5,000,000
Clinton and Lyons	2.40	2.40	
9. Chicago, Rock Island and Pacific	310.50	310.50	15,000,000
Oskaloosa Branch	113.00	50.50	
10. Chicago and Southwestern (Mo.)	98.00	98.00	3,500,000
11. Chillicothe and Des Moines (Mo.)	80.00	.....	.....
12. Davenport and St. Paul	150.00	75.00	2,500,000
Branch to Wyoming	42.00	.....	
13. Des Moines Valley	249.00	249.00	12,000,000
14. Dubuque, Bellevue and Mississippi	50.00	20.00	650,000
15. Dubuque and Sioux City	143.50	143.50	5,880,000
16. Dubuque South Western	54.76	54.76	1,732,385
17. Fort Dodge and Minnesota	117.00	.....	117,000
18. Iowa Falls and Sioux City	183.70	183.70	6,585,000
19. Iowa Midland	350.00	73.00	2,200,000
20. Kansas City, St. Joseph & Council Bluffs (Mo.)	54.00	54.00	1,742,850
21. Keokuk, Iowa City and Minnesota	137.00	.....	137,000
22. Keokuk and St. Paul (C. B. & Q.)	42.75	42.75	1,240,000
23. Milwaukee and St. Paul (Minn.)	81.00	81.00	
Calmar to Mason City	126.00	126.00	9,426,056
Conover to Decorah	10.00	10.00	
Mason City to Minn. State Line	29.00	29.00	
24. St. Louis and Cedar Rapids	41.37	41.37	1,250,000
25. Sioux City and St. Paul	51.00	.....	51,000
26. Sioux City and Pacific (Nebr.)	82.00	82.00	2,659,000
Missouri Valley Branch	6.50	6.50	
27. Southern Iowa and Cedar Rapids	87.00	.....	500,000
Total	4,201.77	3,162.27	$128,315,291
STATE OF NEBRASKA.			
Area....75,995 sq. M. Population....122,993. Valuation....$55,719,432.			
1. Atchison and Nebraska	142.00	46.00	$1,380,000
2. Brownsville, Fort Kearney and Pacific	90.00	.....	90,000
3. Burlington and Missouri River	235.00	143.00	4,825,000
4. Fremont, Elkhorn and Missouri Valley	200.00	50.00	2,500,000
5. Kansas and Nebraska	65.00	.....	.....
6. Midland Pacific	158.00	58.00	1,700,000
7. Nemaha Valley and Loup Fork	120.00	.....	.....
8. Omaha and Northwestern	180.00	47.50	1,200,000
9. Omaha and Southwestern	85.00	65.00	2,000,000
10. Sioux City and Pacific (Iowa)	23.50	23.50	885,000
11. Union Pacific (Wyom. & Utah)	473.00	473.00	35,000,000
Total	1,801.50	906.00	$49,580,000
TERRITORY OF WYOMING.			
Area.....93,107 sq. M. Population.....9,118. Valuation.....$5,516,748			
1. Denver Pacific (Col.)	56.00	56.00	$2,800,000
2. Union Pacific (Kansas)	442.00	442.00	44,200,000
Total	498.00	498.00	$47,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
STATE OF MISSOURI.			
Area....65,350 sq. M. Population....1,721,295. Valuation....$552,728,032.			
1. Atlantic and Pacific (Ind. Ter.)	292.00	292.00	$15,250,000
2. Burlington and Southwestern	102.00	39.00	1,600,000
3. Boone County and Jefferson City	22.00	22.00	972,000
4. Cairo and Fulton	47.00	23.00	1,107,000
5. Cape Girardeau and State Line	87.00	20.00	600,000
6. Chillicothe and Brunswick	36.50	36.50	845,000
7. Chillicothe and Des Moines	28.00	28.00	1,200,000
8. Chillicothe and Southwestern	201.00	201.00	8,000,000
Atchison Branch	30.00	30.00	
9. Hannibal and Central Missouri	70.00	70.00	2,800,000
10. Hannibal and St. Joseph	207.00	207.00	21,309,722
Quincy Branch	15.00	15.00	
Kansas City Branch	53.00	53.00	
11. Hannibal, Rails and Mexico	49.00	.....	49,000
12. La Clede and Fort Scott	128.00	.....	1,000,000
Eastern Extension (Leb. to St. Genevieve	150.00	.....	
Western Extension (Bolivar to Baxter)	82.00	.....	
13. Jefferson City, Lebanon and Southwest	97.00	.....	79,000
14. Kansas City, St. Joseph & Coun. Bluffs (Ia.)	149.00	149.00	6,825,000
St. Joseph to Hopkins	61.00	61.00	
15. Lexington, Lake and Gulf	170.00	.....	170,000
16. Lexington and St. Louis	56.00	56.00	1,800,000
17. Louisiana and Missouri River	216.00	49.00	3,500,000
Mexico to Jefferson City	51.00	51.00	
18. Missouri, Kansas and Texas (Kansas)	107.50	107.50	4,500,000
Osage Division (Kansas)	35.00	35.00	
19. Missouri, Iowa and Nebraska	101.00	41.00	1,322,000
20. North Missouri	234.75	234.75	20,500,000
Moberly to Kansas City	126.00	126.00	
Columbia Branch	22.00	22.00	
21. Osage Valley and Southern Kansas	150.00	25.00	600 000
22. Pacific of Missouri	283.50	283.50	15,433,048
23. Quincy, Missouri and Pacific	230.00	45.00	1,500,000
24. St. Louis and Iron Mountain	195.00	195.00	10,043,643
Mineral Point to Potosi	4.00	4.00	
Bismark to Pilot Knob	11.00	11.00	
25. St. Louis and Keokuk	130.00	40.00	1,200,000
26. St. Louis, Lawrence and Denver	20.00	20.00	600,000
27. St. Louis and St. Joseph	72.25	72.25	2,600,000
Roads not named above being roads projected, in progress or recently completed	1000.00	200.00	6,000,000
Total	5,103.50	2,864.50	$136,100,513
STATE OF KANSAS.			
Area.....81,318 sq. M. Population.....364,399. Valuation.....$99,259,420.			
1. Atchison and Nebraska (Nebr.)	38.00	38.00	$1,600,000
2. Atchison, Topeka and Santa Fe	247.00	162.00	5,670 000
3. Kansas City and Santa Fe	101.00	32.00	1,000,000
4. Kansas Central (narrow)	420.00	.....	420,000
6. Kansas Pacific (Colo.)	421.00	421.00	21,000,000
Lawrence to Leavenworth	34.00	34.00	
6. Leavenworth Atchison and Northwestern	27.00	27.00	1,000,000
7. Leavenworth, Lawrence & Galveston (Ind. T.)	140.00	140.90	6,920,000
Ottawa to Olathe	32.00	32.00	
North Lawrence Branch	1.00	1.00	
8. Leavenworth and Topeka	50.00	.....	.....
9. Missouri Fort Scott and Allen County	45.00	45.00	1,200,000
10. Missouri, Kansas and Texas	156.00	156.00	10,000,000
Fort Scott Division (Ind. Ter.)	51.50	51.50	
Osage Division (Mo.)	19.00	19.00	
11. Missouri River, Fort Scott and Gulf	159.00	159.00	6,500,000
12. St. Louis and Denver (narrow)	.....	.....	.....
13. St. Louis, Lawrence & Denver	58.00	58.00	2,000,000
14. St. Joseph and Denver City	271.00	127.00	4,000,000
Roads not named above being roads in progress or recently completed estimate	1000.00	200.00	5,000,000
Total	3,271.40	1,703.40	$66,310,000
STATE OF COLORADO.			
Area.....104,500 sq. M. Population.....39,864. Valuation.....$17,022,686.			
1. Colorado Central	17.00	17.00	$500,000
2. Denver and Boulder Valley	15.00	15.00	500,000
3. Denver Pacific (Wyom. Ter.)	66.00	66.00	2,500,000
4. Denver and Rio Grande (narrow)	300.00	126.00	3,750,000
5. Kansas Pacific	218.00	218.00	10,000,000
Total	616.00	442.00	$17,250 000
INDIAN TERRITORY.			
1. Atlantic and Pacific (Mo.)	800.00	40.00	$1,500,000
2. Leavenworth, Lawrence & Galveston (Kan.)	300.00	.....	.....
3. Missouri, Kansas and Texas (Mo. & Kan.)	300.00	108.00	4,000,000
Total	1,400.00	148.00	$5,500,000
STATE OF CALIFORNIA.			
Area....188,981 sq. M. Population....560,247. Valuation....$296,644,088.			
1. California Central	21.80	21.80	$1,000,000
2. California Pacific	60.00	60.00	7,000,000
Marysville Branch	43.00	43.00	
Calestoga Branch	38.00	38.00	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
3. Central Pacific (Nev. & Utah)	138.00	138.00	
Western Branch	120.00	120.00	
San Jose Branch	65.00	65.00	
Visalia Branch	22.50	22.50	53,750,000
Oregon Division	274.00	149.00	
Oakland Branch	5.00	5.00	
Alameda Branch	15.00	15.00	
4. Los Angeles and San Pedro	21.00	21.00	1,000,000
5. Napa Valley	40.00	40.00	1,600,000
6. San Francisco and Washoe	92.00	.....	92,000
7. San Joaquin Valley (Central Pacific)	480.00	60.00	2,400,000
8. San Rafael and San Quentin	20.00	3.50	110,000
9. Santa Rosa and Petaluna	15.00	15.00	750,000
10. Southern Pacific	600.00	60.00	3,000,000
11. Stockton and Copperopolis	35.00	35.00	1,200,000
Roads not named specially being roads in progress or recently completed	600.00	200.00	6,000,000
Total	2,685.30	1,111.30	$76,902,000
State of Nevada.			
Area.....112,090 sq. M. Population....42,491. Valuation....$28,784,412.			
1. Central Pacific (Cal. & Utah)	467.00	467.00	$46,700,000
Roads not specially named being roads in progress or recently opened	1000.00	100.00	4,800,000
Total	1,467.00	567.00	$51,500,000
Territory of Utah.			
Area.....80,056 sq. M. Population.....86,786. Valuation.....$13,109,930.			
1. Central Pacific (Cal. & Nev.)	156.00	156.00	$17,000,000
2. Union Pacific (Neb. & Dak.)	119.00	119.00	11,900,000
3. Utah Central	61.00	37.00	1,500,000
Total	336.00	312.00	$30,400,000

Indebtedness of Southern Railroads.

The following abstract from the Report of the Quartermaster General will show the exact indebtedness of the companies named to the U. S. Government on the 30th of June, 1871:

Name of Company.	Entire indebtedness to June 30, 1871.	Entire payments to June 30, 1871.	Net indebtedness June 30, 1871.
Alexandria, Loudoun and Hampshire	$82,263 38	$70,304 18	$11,959 20
Atlantic and North Carolina	62,494 08	62,494 08	.....
Alabama and Florida	27,109 04	15,728 23	11,380 81
Alabama and Chattanooga	41,530 92	22,773 29	18,757 63
East Tennessee and Georgia	516,596 08	140,590 57	376,005 51
East Tennessee and Virginia	375,712 82	120,564 58	255,148 24
Edgefield and Kentucky	163,346 03	1,865 59	161,480 44
Indianola	20,000 00	5,000 00	15,000 00
Knoxville and Kentucky	16,060 06	5,918 40	10,141 66
McMinnville and Manchester	66,341 51	3 75	66,337 76
Mississippi, Gainesville and Tuscaloosa	47,475 35	9,856 09	37,619 26
Macon and Brunswick	31,743 24	31,743 24	.....
Mobile and Ohio	579,972 90	498,306 66	81,666 24
Mississippi and Tennessee	157,069 37	140,708 67	16,360 70
Memphis, Clarksville and Louisville	476,559 92	32,492 26	444,067 66
Memphis and Ohio	129,627 91	117,729 95	12,197 96
Memphis and Little Rock	194,764 73	114,203 14	80,561 59
Nashville and Chattanooga	2,184,417 55	327,085 14	1,857,332 41
Nashville and Northwestern	749,149 39	47,428 52	701,720 87
Nashville and Decatur	529,348 26	208,008 08	321,340 18
New Orleans and Ohio	48,820 14	13,781 83	35,038 31
Pacific Railroad of Missouri	125,433 65	113,718 08	11,715 57
S. W. Branch of do.	57,115 24	1,000 00	56,115 24
Selma and Meridian	170,832 71	170,832 71	.....
Selma, Rome and Dalton	249,792 51	106,606 83	142,185 68
San Antonio and Mexican Gulf	65,827 93	65,827 93	.....
Washington, Alexandria and Georgetown	324 06	106 45	217 61
Total	$7,170,028 78	$2,445,678 25	$4,724,350 53

The Atlantic and North Carolina discharged its debt July 31, 1870; Macon and Brunswick did the same January 25, 1871; Selma and Meridian June 13, 1871; San Antonio and Mexican Gulf June 14, 1871. The amount paid by these four companies during the past fiscal year to accomplish that result was $86,563 89. The Washington, Alexandria and Georgetown paid in full August 16, 1871. Ten companies, viz.: Alexandria, Loudoun and Hampshire, Alabama and Florida, Alabama and Chattanooga, East Tennessee and Virginia, Mississippi and Tennessee, Memphis and Ohio, Memphis and Little Rock, Pacific Railroad of Missouri, Southwest Branch do., and the Selma, Rome and Dalton, have reduced their indebtedness during the year by $39,333 48. They also paid, on account of interest, $39,205 22, making their total payments $78,538 10.

The indebtedness of eleven companies—the East Tennessee and Georgia, Edgefield and Kentucky, Knoxville and Kentucky, McMinnville and Manchester, Mississippi, Gainesville and Tuscaloosa, Mobile and Ohio, Memphis, Clarksville and Louisville, Nashville and Chattanooga, Nashville and Northwestern, and New Orleans and Ohio—has increased $200,403 17. They have paid during the year, $31,393 87. The principal increase was owing to the fact that the Nashville and Chattanooga, Nashville and Northwestern, Nashville and Decatur, and the Memphis, Clarksville and Louisville roads paid only $7,362 79, while their interest amounted to $182,514 72. But the Nashville and Chattanooga and the Nashville and Decatur have performed mail service. The former has turned in its orders on the Postoffice Department for pay, and the latter is expected to do so.

The claim of the United States against the Nashville and Chattanooga road was compromised for $1,000,000, payable one-half in ten and one-half in twenty years from June 1st, 1871.

The following named roads discharged their entire indebtedness to the government previous to June 30, 1870: Richmond, Fredericksburg and Potomac, Georgia Railroad and Banking Company, Southwestern, Macon and Western, South Carolina, Muscogee, Petersburg, Memphis and Charleston, Mobile and Great Northern, New Orleans, Jackson and Great Northern, Mississippi Central, Virginia and Tennessee, Montgomery and West Point, Virginia Central, Rome, Western and Atlantic, Orange and Alexandria, Manassas Gap, Wilmington and Weldon, Alabama and Florida, New Orleans, Opelousas and Great Western, Norfolk and Petersburg, and Western North Carolina. Their total payments were $2,381,489 09.

During the year 1871 the Department disallowed the following claims of the roads against the United States for damages claimed to have been sustained during the war: Nashville and Chattanooga, $4,557,092 62; Nashville and Northwestern, $848,140 69; East Tennessee and Virginia, $751,200 07; East Tennessee and Georgia, $765,912 33.

Suits are pending against the East Tennessee and Georgia, East Tennessee and Virginia, Edgefield and Kentucky, Memphis, Clarksville and Louisville, Nashville and Chattanooga, Nashville and Northwestern, and New Orleans and Ohio. The suits are not pressed, however, the Attorney General being empowered under an act of the last Congress to compromise with the roads wherever an equitable adjustment can be made in that way.

Marine Losses.

The whole number of vessels belonging to or trading to ports in the United States reported totally lost and missing during the year 1871, as compared with the previous year, with their estimated value, are given in the following:

	1870. Vessels.	1870. Value.	1871. Vessels.	1871. Value.
January	37	$1,016,000	53	$1,461,000
February	32	753,000	34	1,071,000
March	36	1,448,000	30	771,000
April	37	828,000	27	528,000
May	17	310,000	23	656,000
June	22	500,000	22	531,000
July	20	535,000	23	429,000
August	32	443,000	38	878,000
September	31	667,000	39	1,585,000
October	66	2,034,000	28	587,000
November	63	925,000	70	2,240,000
December	56	1,358,000	58	1,258,000
Total	449	$10,817,000	445	$11,985,000

Foreign Arrivals at the Port of New York.

The following table will show the number, classification and nationality of foreign arrivals at this port in 1871:

Nationality.	War vessels.	Steamers.	Ships.	Barks.	Brigs.	Schs.	Total.
American	..	183	253	871	533	875	2,205
British	1	498	207	536	693	422	2,357
North-German	1	124	44	129	29	8	339
Norwegian	..	2	10	187	42	1	242
Italian	..	...	2	108	45	1	156
French	1	22	1	12	10	8	54
Danish	..	..	..	10	32	3	45
Spanish	..	..	1	14	21	6	42
Swedish	1	..	..	28	9	1	39
Austrian	..	..	4	20	7	..	31
Dutch	..	..	1	4	19	6	30
Portuguese	..	..	6	5	10	2	23
Russian	3	..	1	13	..	..	17
Belgian	..	1	1	5	..	..	7
Brazilian	..	..	..	..	6	..	6
Mexican	..	..	..	..	2	3	5
Argentine	..	..	1	1	..	1	3
Haytien	..	..	..	..	..	3	3
Greek	..	..	..	1	..	..	1
Dominican	..	..	..	..	..	1	1
Total	7	830	532	1,444	1,458	1,335	5,606

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	.....	.....
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,658	360,223	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	261,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	535,842	529,278	505,904	459,576	463,056	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,257	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,994	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	2 0,169	274,021	249,355	319,012	317,887	339,289	319,573	284,156	3,273,719
1871	270,204	266,8 3	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	859,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,759	601,326	555,087	684,559	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	783,989	714,854	884,208	885,845	761,904	719,909	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	155,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,464	172,567	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,096	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258 634	2,650,702
1863	242,075	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30 .186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	389 671	4,569,261
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	393,569	473,546	490,772	448,419	374 042	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,747	427,096	422,515	529,890	628,660	562,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	360,400	420,951	460,288	660,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,063	7,256 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
1871	191,789	192,120	232,166	206,070	201,751	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	340,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,052	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,864	275,220	292,603	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,980	325,379	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,436,930
1871	212,005	217,947	319,765	285,416	284,732	275,351	287,540	329,270	364,128	339,887	385,103	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	443,994	463,873	466,557	454,826	4,088,837
1863	385,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,457	518,174	651,019	817,750	761,220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454.026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,854	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,892	149,164	155,388	130,515	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,061	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	116,016	131,484	141,165	175,792	154,427	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,633	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,348
1870	312,133	293.645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,762
1871	366,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528.529	500.139	539,238	706,603	802.686	746.450	643.058	664 051	728.521	719,698	570,168	505,053	7,654,094
1871	479,573	373,923	499,599	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,126	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	....
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	189,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Opened Oct. 1, 1870.)	—	—	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	....
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.8	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	284,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	....
Sept. 30,'70	3.25	28	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	15,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	....
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	....
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,755	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	....
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	....
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,190	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.06	30	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	....
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	....
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,264	f1.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	....
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	575,417	109,300	—	504,136	109,959	10.0	50	30	....
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	....
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. to Troy&	Lansb.	—	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	10,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany).....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	756	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport.....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3 400	3,010	4	100	100	....
Oct. 31, '70	3.55	40	12	Worcester.....Mass.	46,205	40,000	20,000	8,006	17,487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1892	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	126,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,600	6	J.& J	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1876	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J	1875	....
Real estate	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J.& J.	1882	....
West Hoboken. 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.& D.	1876	....
Worcester: 1st Mortgage	20,000	6	A.&O	1873	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,236 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb, pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov.'71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*..100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,389,000	J. & J.	Jan. '72 4
" " pref.100	1,683,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J A J.O.	Jan. '72 7
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....50	915,577	J & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref.....50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	880,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '71 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,729,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*.... 50	2,967,800	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Aug '71 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J.&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....50	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jna. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug.'71 3
Connecticut River.....50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland valley.....50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Dec. '70 6s
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	800,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	July '71 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,539,910	.....	Jan. '72 2½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia.....100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'71 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Aug.'71 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*.....50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	5,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '71 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.A.N	Nov.'71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck.....100	1,864,400	F. & A.	Aug.'71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605.000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	July '71 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nisq. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 6s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,384,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R.. 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626,250	M.J. S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	470,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2 040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'71 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,880,000	J. & J.	July '71 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800 000	J. & J.	July'71 4
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70 3
Brooklyn City.....100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..10	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '71 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '70 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '71 5
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,259,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'71 4
Delaware and Hudson....100	15 000,000	F. & A	Aug.'71 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 176,000	F. & A.	Sep. '71 3½
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug.71 35c
" " (pref.) 50	2 888,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal.....25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,663,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug.'66 4

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable	Market Price.
National Securities Jan. 1, 1872.					
Loan of June 14, 1858 ... registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ... registered	13,729,000	6	Jan. & July.	1880	114
.. .. .. coupon	4,656,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861 ... registered	124,985,150	6	Jan. & July	1881	114
.. .. .. coupon	64,336,050	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s) ... registered	68,377,650	6	May & Nov.	1882	109
.. .. (5-20s) ... coupon	352,651,300	6	" "	1882	109½
Loan of March 3, 1863 ... registered	53,368,750	6	Jan. & July.	1881	114
.. .. .. coupon	21,632,250	6	" "	1881	115
Loan of March 3, 1864 (5-20s) ... registered	2,492,500	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s) ... registered	40,924,350	6	May & Nov.	1884	109½
.. .. (5-20s) ... coupon	40,916,650	6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ... registered	43,062,800	6	May & Nov.	1885	110½
.. .. (5-20s) ... coupon	120,254,900	6	" "	1885	112
.. .. 2d series (5-20s) ... registered	63,463,050	6	Jan. & July.	1885	110½
.. .. (5-20s) ... coupon	166,226,050	6	" "	1885	111
.. .. 3d series (5-20s) ... registered	91,160,000	6	Jan. & July.	1887	111½
.. .. (5-20s) ... coupon	229,815,250	6	" "	1887	112
.. .. 4th series (5-20s) ... registered	12,866,500	6	Jan. & July.	1888	112½
.. .. (5-20s) ... coupon	26,659,550	6	" "	1888	113½
Loan of March 3, 1864, (10-40s) ... registered	138,635,050	5	Mar. & Sept.	1904	108½
.. .. (10-40s) ... coupon	56,532,250	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71. registered	88,684,400	5	F. M. A. & N.	1881	109½
.. .. .. coupon	8,313,250	5	" "	1881	110
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	...
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	...
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	23,025 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. ... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ... (currency)	64,618,832	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency ...	398,360,679	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original) ...	168,000	5	May & Nov.	1872	65
.. — .. .. (extended) ...	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling) ...	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new) ...	1,316,700	8	" "	'86-'88	98½
Arkansas—State Bonds (refunded) ...	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's) ...	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857 ...	2,138,000	7	Jan. & July.	1877	111½
.. .. .. 1860 ...	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863 ...	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864 ...	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	99½
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	"	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868 ...	300,000	6	Jan. & July.	1898	....
.. .. .. 1869 ...	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile ...	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844 ...	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848 ...	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1860 ...	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865) ...	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847 ...	980,696	6	" "	1877	100½
.. — " Stock of 1857 ...	134,311	6	" "	1877	....
.. —Refunded Stock Bonds ...	348,000	6	" "	Var.	....
.. —Normal University Bonds ...	45,000	6	" "	1879	....
.. —Thornton Loan Bonds ...	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds ...	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds ...	.....	5	" "	1866	....
.. —War Loan Bonds ...	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861 ...	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds ...	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military ...	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42 ...	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843 ...	160,000	5	" "	1873	....
.. — .. military ...	309,300	6	Various.	1895	....
Louisiana—Charity Hospital ...	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general ...	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds ...	561,000	5	Various.	73-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865 ...	1,000,000	6	Various.	1886	....
.. — .. .. 1867 ...	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870 ...	3,000,000	6	Mar. & Sept.	1875	85
.. —Funded coupons 1866 ...	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt ...	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869 ...	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869 ...	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds ...	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861 ...	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg ...	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted ...	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg ...	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans ...	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1885	....
.. — .. .. .. converted	215,622	5	" "	1885	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable	Market Price.
Maryland—Eastern Shore R. R. Loan ...	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds ...	3,651,398	6	" "	1883	102
.. —Southern Relief Bonds ...	100,000	6	" "	1873	....
Massachusetts—State Scrip ...	324,000	5	Jan. & July.	'74-'95	....
.. —	275,000	5	April & Oct.	'72-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861 ...	3,000,000	6	Jan. & July.	'71-'76	100
.. — .. .. of 1863 ...	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan ...	888,000	5	" "	1883	....
.. —Bounty Loan of 1863 ...	200,000	5	" "	1883	98½
.. — .. of 1864 ...	4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.) ...	4,000,744	5	" "	1894	....
.. —War Loan (cur. 6-20 yr.) ...	3,505,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'95	97½
.. —Southern Vermont R. R. ...	200,000	5	" "	1890	....
.. —Eastern R. R. ...	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester ...	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.) ...	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds ...	160,000	6	" "	1878	....
.. —Two Million Loan Bonds ...	1,921,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds ...	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds ...	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds ...	250.000	7	Jan. & July.	'77-'78	....
.. —Sioux War Loan Bonds ...	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds ...	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks) ...	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper ...	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868 ...	2,727,000	6	" "	1888	....
.. —Railroad Loans ...	13,112,000	6	" "	'74-'90	95
.. —South Pacific, guar ...	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph ...	3,000,000	6	" "	'73-'87	94
Nebraska—(No Debt) ...	.....	.....	.....	.....	....
Nevada—State Loan Bonds ...	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free) ...	1,299,900	6	Jan. & July.	'71-'84	100
.. .. of 1863 (free) ...	1,002,900	6	" "	'86-'96	....
.. — .. of 1864 ...	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks ...	1,478,000	7	" "	1877	....
.. — .. Bonds ...	21,089,000	7	" "	1877	106½
.. —General Fund Stocks ...	1,910,082	6	J. A. J. & O.	pleas.	103½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks ...	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	107½
.. —	473,000	6	" "	1875	107
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	31
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,759,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —Special Tax Bonds ...	11,407,000	6	" "	1899	24
Ohio—State Loan (New York) ...	1,284,317	6	Jan. & July.	1870	12½
.. — .. (") ...	1,000,000	6	" "	1875	....
.. — .. (") ...	4,095,300	8	" "	1881	111
.. — .. (") ...	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus) ...	368,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds ...	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867 ...	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	96
.. —	90,400	5	" "	1877	101
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	103½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan ...	400,000	6	April & Oct.	1879	106½
.. —Military Loan ...	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old) ...	384,000	5	Jan. & July.	1882	101½
.. — .. (old) ...	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old) ...	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862 ...	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863 ...	736,000	6	Jan. & July.	1893	100
.. — .. of 1863 ...	239,000	6	April & Oct.	1883	101
.. — .. of 1864 ...	541,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838 ...	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.) ...	484,445	6	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	50
.. —State Capitol bonds ...	1,997,738	6	" "	'77-'90	....
.. —Funded Debt of 1868 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869 ...	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper ...	1,398,640	5	April & Oct.	Var.	....
.. ..	239,166	6	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans ...	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements ...	2,172,000	6	" "	"	64
.. —*Funding Bonds ...	4,069,503	6	" "	"	63½
Texas—No legal debt ...	.....	.....	.....	.....	....
Vermont—War Loan Bonds ...	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates ...	201,000	6	" "	'71-'78	100
Virginia—State Stock ... registered	21,617,578	6	Jan. & July.	long.	63½
.. — .. Bonds ... coupon	11,108,000	6	" "	"	....
.. — .. .. stg ...	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 ... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ... coupon	1,473,000	6	" "	"	60
.. — .. .. (sterling) ...	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds ...	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	91
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1860	579,500	6	" "	"	1850	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	30½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga., gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	89½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	83½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,080,020	7	April & Oct.	New York.	1893	93½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	95
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	90½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	88½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	87
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free, gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	100½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 206 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	96
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1895	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1880	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	89½
Chicago and Illinois Southern:						
1st Mortgage, 102 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100½
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	92
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad. Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men. Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810.500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	92½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500.000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109.500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1889	...
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275.000	7	Jan. & July.	New York.	1905	....
1st Mortgage	432,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia	1875	...
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111.000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000.000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770.000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377.115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1846, 1852	1,916.689	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1848	300,000	6	March & Sept.	New York.	1886	....
Sterling (Gasl. & Ottawa R. R.)	150.867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1868	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	101
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	89
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	83
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd of B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1891	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	107
2d Mortgage	985,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510.	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	86

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,765	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	88
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,009,500	8	" "	"	1885	95
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1875	101
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	[416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ipd. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,060,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S. & M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1880	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr.R.(L.S&M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	92
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	92
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. (" ")	2,693,000	7	" "	" "	1877	98
1st Mort. (Jane. R.R. 40½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.182½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Atl.& Gr.R. R.R.)	840,000	8	" "	" "	1888	92
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	92
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	94½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	102
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'80-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	200,000	7	Jan. & July.	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1900	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,364,287	6	" "	" "	1900	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1863	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,000,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1863	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	67½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101½
2d Mortgage.....	2,693,000	7	" "	" "	1877	98
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	183,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guarnteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,316,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	.....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,316,000	7.3	" "	" "	1898	95½
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,600	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.U.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8		" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1880	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	300,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,750	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimam.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1883	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	103
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1880	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,496	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c.after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	82½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	96½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	93½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage guar. (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1880	102
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T W & W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	94½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1896	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89½
2d Mortgage	3,000,000	7	Jan. & July.	"	1883	86
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	108½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'73-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	96
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$350,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	77½
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	84
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,600,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	77
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,000,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1880	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar. by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	92½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	87
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	380,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	79½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	84
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	81
2d Mortgage preferred	600,000	6	" "	"	1890	67
Bonds endorsed by Balt	600,000	6	" "	"	1890	92½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	92
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	82
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	91
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	6	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage	282,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)		Δ				
Erie of Pennsylvania:						
Bonds (original)	748,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Mortgage Loan	2,000,000	6	" "	"	1897	96
Gold Loan	5,000,000	6*	June & Dec.	"	1897	....
Gold Loan	980,000	6*	" "	"	1894	90½
Convertible Loan	1,998,879	6	" "	"	1877	84
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1876	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	632,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1866	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1895	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Lns.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: B. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets.	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	...
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	91
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	...
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	...
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	...
Mar. 31, 1871	23.0	—	1.8	—	...	...	...	...	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	...
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	...
May 31, 1871	83.0	—	...	172.0	...	...	...	...	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	...
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	...
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	...
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	...
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	150.0	—	15.0	—	...	...	...	...	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	...
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	...
Nov. 30, 1870	51.2	2.0	4.1	—	...	...	...	...	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	...
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,693,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	...
May 31, 1871	73.0	—	2.5	—	...	...	...	...	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	...
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	...
May 31, 1871	56.0	—	4.0	—	...	...	...	...	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	...
Dec. 31, 1870	21.1	—	.....	.....	...	...	...	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	...
Dec. 31, 1870	15.6	—	5.4	—	...	...	...	...	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	...
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	...
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	41
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	137
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	149½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	147
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	26.0	—	2.0	—	...	...	...	...	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	...
Sept. 30, 1870	43.2	—	4.0	—	6	7	8	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	...
Jun. 30, 1871	161.0	—	16.0	—	...	...	...	...	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	...
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	...
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	...
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	279.0	58.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	102½
May 31, 1871	55.0	—	—	125.0	...	...	...	...	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	...
Apr. 30, 1871	45.0	—	—	302.0	3	...	...	...	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	42
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	...	Camden and Amboy.....New Jersey.	12,627,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	...
Dec 31	23.0	7.1	2.3	—	...	...	...	...	Camden and Burlington Co...New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	129
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,892	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	...
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	...
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	...
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	...	...	...	...	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela.,L	and W.)	54,000	9	100	...
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	76.0	—	3.8	—	...	...	...	...	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	...
Dec. 31, 1870	271.6	2.5	18.7	—	...	...	...	...	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	...
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	...
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,600	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	...
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109½
Dec. 31, 1870	137.0	—	17.2	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,966	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	...
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	...
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	...
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	...
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	...
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	...
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	822,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	...
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	...
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,298	10	100	118
Apr 30, 1871	400.0	—	107.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	N.589,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	129
Dec. 31, 1870	73.0	—	3.7	20.0	5	4	2	166	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	.....	78.0	(Re-organ	niza. of Chn. Per.n & Chic.)		.....	.....	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)	.....	.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)	.....	.....	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,824,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Wester	.....	.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	55½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	106
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	123.2	544,772	14,447,202	5,051,386	886,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000.000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,350	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	.....	.....	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	3½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	—	—	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	651,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	56.0	—	2.0	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)	140,672	49,235	.....	.....	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	—	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	—	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	700,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1.804,771	14,708,284	49,053,188	3,300,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	169,390,937	569,833,666	13,457,541	5,088,720	8	100	94½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	49.507	.....	.....	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	16,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	55.2	—	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	—	—	980,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,291	—	—	5,871,456	2,528,000	—	—	196.0	1.096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	—	—	6,000,000	5,000,000	—	—	—	(No returns—Is near completion.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	—	—	—	750,000	—	—	—	(Under cons. to be comp. to Pine Bl. 70 m. i	.....	.....	.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	.....	.....	—	100	94
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1.500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	—	—	3,000,000	775,000	—	—	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	64
Jnn. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472,183	2,859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	—	—	—	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	924	17	.....	.....	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	19.6	—	2.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by Summit Branch.)	.....	.....	62,500	10	20	....
Dec. 31, 1870	25.0	—	4.0	—	—	—	—	—	Lykens Valley Coal.....Pennsylvania.	1,931,000	.....	—	—	1,931,000	770,000	—	—	25.0	(Operated by Geo. Wis.)	.....	.....	59,410	7,849	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	31.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,374	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115						100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5							100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136			47.6							100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	78
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper.b	y Erie.)			8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.b	y Erie)				100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leased	and oper.b	y Erie.)		26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)				100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)		6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,981,734	1,524,392	601.6	10,185,233			17,531,707	6,271,222	10	50	118
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9				949,686	311,914		100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648						100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Peoria and Rock Island.....Illinois.	4,300,000				2,000,000	2,000,000			90.0	(Recentl	y complet	ed.)				100	....
Dec. 31, 1870	61.0	21.8	6.2	—	14	8	3	96	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167		100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3				260,113	117,898		100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390			251,576	6,001		100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683			3,144,045	366.316		50	50½
Nov. 30, 1870	98.4	55.0	301.3	42.1	154	145	*	11369	Philadelphia, Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			33.6	405,605			700,466	303,186	10	50	173
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	112
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phila, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,163	9,562,650	2,359,500	530,471	434,578	101.7	995,234			2,577,147	929,288	8	50	112½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5				2,821,124	726,115		50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		72.0	522,044			655,736	185,848		50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430			7,863,574	3,123,631	7	100	95½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.&Alb'y.)		27,000	6	100	95
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5							100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)			10	100	129½
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)				100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000										100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0				88,144	31,755	—	100	91
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329		100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465		(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Buri.	&Quinc.)			100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,159,879	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982			201,689	56,200		50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	102
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733		100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245		100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170.693	50,377		100	....
Sept. 30, 1870	22.0	—	0.6	31.0	....	....	....	....	Richmond and York River ¶....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3							100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0				86,052	24,916		100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000										100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	(Leased	& oper. by	Erie.)			6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	110
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378		100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	239.0		10,016,552	19,603,470	1,189,969	297,492		100	24½
Dec. 31, 1870	112.0	—	—	159.0	....	....	....	....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	22.0	45,657			83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)				100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000	.....	.....	209.0							100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)		100	18
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019			1,372,236	385,803		100	59½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000		100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	constructi	on.)				100	....
Dec. 31, 1870	158.9	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	*			1,000,000	1,000,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)				100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)			100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	st. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	constructi	on.)				100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775		100	....
Dec. 31, 1870	16.6	—	—	—	2	—	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410			390,513	175,529		100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180,550	100,000			—	(Leas. &	oper.by W	est Jer.)			6	100	50
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	287	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)			1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			116.3	433,006			480,173	180,245		100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684				300,000	40,000			—	(Leas.&	oper.by Re	nsselaer &	Saratog.)		3	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*		179,048	997,100	1,157,245	49,267	15,532	104.0						100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901		—	(Oper.te	mporarily	by Mac. &					100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	constructi	on.)	West'n.)				100	....
									Schuylkill Valley.....Pennsylvania.	576,050	*	.....	.....	576,050	320,000	.....	.....	—	(Leas. &	oper.by Ph	ila. & Read	ing.)	$128,803	5	50	....
Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna.....Penn.	1,238,539	*	.....	.....	1,269,150	97,000	118,985	.....	54.0	202,474			.....	.....		100	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,985			54.0	202,476			207,264	72,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000				80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000				40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*					800,000				50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						869,052	796,830				—	(Recently sold under foreclosure. No returns.)					—	100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000				—	(In a bad condition. No returns.)					—	100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000				28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000				45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000			21.0	22,240			37,096	9,626	—	100	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000				—	(Leas. & oper. by N. York & N. Haven.)			100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320				108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.9	—	0.6	—	—	—	*	—	South Branch	New Jersey	439,694					438,300					—	(Leas. & oper. by Central of New Jer.)					6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,030	353,009		243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000				—	(Only partially in operati'n.)					—	100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,426	2,419	1,642		259,685	150,000	24,807	71,162		11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000				72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75¼
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000				....	61,760	1,083,133	642,124			—	100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000				—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					30,000 p m				100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.											....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270			49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,468	651,500	95,000			—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,53			3,939,900	699,500				257.5	(Leased by Gen. of Georgia.)			1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	81	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000			68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000p m				—	(Under	ons. to be	finished by Dec. 1,				—	100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614			700,000	200,000	40,000			13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700				—	(Leased & oper. by Housat'c.)				31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,38					267,300			634		—	(Leased & oper. by Nash. & Lowell.)					6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000				—	(Leased & oper. by Ver. Cen.)					—	100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000				—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874			—				95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284			—	(Leased & oper. by W. N. Jer.)					6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783			81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235		400 000		23,557	45,843		11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742		—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523		72.0	578.258	9,988,392	35,490,358	1,087,526	459.465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000				34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000				228.0						—	100	
Dec. 31, 1870	464.8	154.2	69.2	—	130	62	32	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,830	572,619		16,000,000	18,387,000	81,710	858,744		631.0	3,473,960			4,544,641	1,308,376	—	100	73¾
Sept. 30, 1870	34.5	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055			55.3	174,320	4,631,950	4,521,682	478.263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400					—	(Leased & oper. by N.Y. Cen. & H. Riv.)					6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069			—	(Leased & oper. by Pennsylvania.)					—	55	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512				1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	30½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*				1,000,000	3,200,000				100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000				—	(Recen'ly opened for traffic.)					—	100	
Sept. 30, 1870	59.0	—	4.4	27.8	8	7	4	67	Utica and Black River	New York.	1,835,318	*				1,666,990	150,000				59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900					....	99,975	3,391,815	978,119	208.353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000					11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000					—	(Leased & oper. by Ver. Cen.)					8	100	98½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt. & Can.)			5,000.000	9,500,000				185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750 000	199,627	48,906		110.1	225,166		(10 mos.	456,651	loss.	—	100	82½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200				—	(Leased & oper. by Ver. Cen.)					—	100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000				—	(Recently completed.)					—	100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000				18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000				10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,908				1,467,670	86,896				44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,500	107,000			35.5	204,506			288,666	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,132,976		268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	16	10	573	Western and Atlantic	Georgia.	5,000,000	*									—	(Leas. for 20 y'rs at $25,000 monthly.)			3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000				46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000				105.0				112,625	13,200	—	5	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000				—	(Leased & oper. by Pennsylvania.)					—	50	
Dec. 31, 1870	59.7	—	4.1	—	18	60	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207		1,209,000	2,379,000	20,000	48,746		126.1	807,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427			—	(Under cons.—New burg to Albany.)					—	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000				—	(Under cons.—open to Menomenee.)					—	100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000				—	(Operated by Wil. & Wel.)					—	100	
Aug. 31, 1870	168.0	—	8.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*				1,200,000	4,000,000				168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	5	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000					171.0						—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	39	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711		1,463,775	1,484,665	180,021	154,570		181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400			—	(Leased & oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	8.4	—	14	6	3	338	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000				142.0		2,561,440	6,131,800	674,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100.000	300,000				—	(Under construction.)					—	100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	8	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555		3,801	553,777		45.7	260,726	4,701,816	7,193,226	462,547	156,860	10	100	137
									CANALS, &c.																							
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316		258,679	151,967		2,031,968	2,039,150	1,825			12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594					184.5						—	25	
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000				—	(Leased & oper. by Lehigh N					8	50	96¼
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899		13,245,880			15,000,000	5,000,000				108.0				107,947		10	100	123¼
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,383					5,847,400					65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	835,750	669,446			161.0	(Leased	1870 by Pennsylvani		67,252	lo-s.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003,500	110,000				83.0				220,216	130,187	10	100	78½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,947,779			8,739,800	15,662,979				108.0				344,308	181,042	—	100	
Dec. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110,570		2,200,000	1,021,965	197,815	82,206		103.0				891,650	183,076	—	50	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000				360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	264,140			4,797,185	7,678,387	1,042,143	117,900		(Leased	to Phila. &	Read. Co.)			655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,878			45.0				135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000			87.6				89,953	4,203	—	50	1½
ec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,200					1,100,000	748,200	63,000			....	(Leased	by Pennsylvania.)					—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	960,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	92
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	86½
Chicago and Alton, pref.	2,425,400	7	10	120½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	92¾
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	64
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	67
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22
" " 2d pref.	4,051,744	6	...	13½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigna,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	....
St. Louis, Alton and T. H., pref.	2,040,000	7	7	79½
Sandusky and Cincinnati, pref.	445,556	6	6	54
Schuylkill Valley,* guar.	576,660	5	5	36½
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122½
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	...	6	2
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 per ton	33 50 @ 38 —
Pig, American, No. 1	36 — @ — —
Pig, American, No. 2	34 — @ 35 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 86 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Store Prices.	
Bar, Swedes, ordinary sizes	107 50 @120 —
Bar, Refined	90 — @ — —
Bar, Common	95 — @ — —
Scroll	107 50 @137 50
Ovals and Half-round	107 50 @125 —
Band	— — @102 50
Horse Shoe	105 — @115 —
Rods, ⅜@3-16 inch	95 — @130 —
Hoop	112 50 @160 —
Nail Rod per lb.	— 6¾@ — —
Sheet, Russia, as to No.'s (gold)	— 15½@ — 16
Sheet, Single D. and T. Common	— 5½@ — 6
Rails, English (gold) per ton.	57 — @ 59 —
Rails, American, at Works in Penna. c'y.	70 — @ 71 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3¼ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality). per lb.	— 15 @ — 15
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d. per 100 lb.	— — @ 4 65
Cut Spikes, all sizes	— — @ 4 90
Clinch	5 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5). per lb.	— 19 @ — 33
Copper	— — @ — 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca (gold). per lb.	— 42½@ — 43
Straits (gold).	— — @ — 38½
English (gold).	— 37½@ — 28

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	9 50 @ 9 62½	10 25 @ 11 —
I. C. Coke	8 25 @ 9 —	9 25 @ 10 25
Coke Terne	7 25 @ 8 —	8 — @ 9 25
Charcoal Terne	8 37½@ 8 50	9 50 @ 10 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..per gall.	— 13½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 19½@ — —
Refined, Standard White (in ship'g order)	— 23½@ — —
Refined, prime White (in shipping order)	— — @ — —
Refined, S. W. (in jobbing lots)	— 25 @ — —
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 78 gravity)	— — @ — 12½
Residuum per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1¼; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
(Single Thick.)				
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
28 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2	W. 3
Canton Co. 72	....	....	....	....	....	76
Central Pacific 6s. 103½	103	103½	....	100½	100½	
Central of N. Jersey	....	....	....	....	....	109½
Chicago & Alton	118	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 106½	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	128	....	....	....	....	128½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern . 65½	67½	68½	....	69½	69½	
" pref. 90	90	92	....	92½	92½	
" 1st M.	100	100½	....	....	....	
" S. F.	....	....	....	....	....	....
" Consol. 92	92	....	....	....	92	....
Chic., Rock Isl. & Pac. 106½	107½	108	....	108½	108½	
Chi., R. I. & Pa. 7s, 1896	103½	....	....	....	....	....
Clev., Col., C. and Ind.	....	89½	....	90	89½	
Clev. and Pittsburg 128½	128½	128½	....	129	....	
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	84
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	19	19½	....	20½	20½	
" 1 M. 89½	90	90	....	....	....	
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	123	....	....	....	123
Del. Lack. & Western. 109½	109	....	....	104½	104½	
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway 31½	33½	33½	....	34½	35½	
" pref. 64	68½	....	....	64½	....	
" 1 M. 7s, 1897	....	....	....	101	....	
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	92	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	90
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph. 53½	53½	54½	....	55½	55½	
" pref. 65½	66	67	....	....	....	
" 8s, conv.	95	....	....	95	....	
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds 105	....	....	....	....	....	....
Lake Shore & Mich. S'th. 92½	92½	93½	....	94½	95	
Lake Shore Div. bonds	91½	....	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F. 101½	....	....	....	....	....	....
" 2 M.	98	....	....	98	98	
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	1½
Milw. and St. Paul	....	55½	....	57	57½	
" pref. 78½	78½	80½	....	81½	....	
" 1st mort.	95	....	....	....	....	
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.. 95	....	....	....	....	....	96½
Missouri 6s	98½	98½	....	95½	95	
" H. & St. J. 8s	94	....	....	....	....	....
Morris and Essex	....	....	....	92	92½	
" 1st mort.	....	....	....	....	....	....
" 2d mort.	99	99	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876. 103	103	....	....	....	....	....
" 6s, S.F. 1883 93	....	....	....	....	....	94½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv. 94½	95	95½	....	96	96½	
" certificates	....	90	91	91½	91½	
N. York and Harlem. 118	118	117½	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101½	....	....	....	....	100½
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss. 45½	46	46½	....	46½	....	
" pref.	74	....	....	....	....	75
" 1st M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	26	26	....	26½	26½	
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	100	....	....	....	....
" 2 M. pref.	....	86	....	....	....	86
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old. 64	64	....	....	....	....	....
" new. 64½	63½	63½	....	....	....	....
Tol., Wab. & Western. 70	71½	71½	....	72½	73½	
" pref.	....	....	....	....	....	....
" 1 M.	98	....	....	....	....	....
" 2 M.	....	....	....	....	....	92½
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	88½
Union Pacific. 28	28½	29½	....	30½	30	
" 1st mort. 93	93½	94	....	(1)	90½	
" L. Gt. 7s. 79½	79½	79½	....	80	80	
" Inc. 10s. 83	83	83½	....	84½	83½	
Virginia 6s, old	....	60	....	....	....	....
" new	....	....	....	....	....	....
" consol. 56½	56	56½	....	57½	57	
" def. cert. 21½	....	21	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅜	110	....	....	....	109⅞
U. S. 5s, 10-40s, reg	108⅛	....	....	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	109⅛	109⅞	....	110	....	....
U. S. 6s, 1881, reg	113⅞	114	....	....	....	114⅛
U. S. 6s, 1881, coup	118	....	....	115x	114⅛	
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	109⅛	109⅛	110	....	110⅛	110⅛
U. S. 6s, 5-20s, reg. '64	....	....	109⅛	....	....	....
U. S. 6s, 5-20s, c. 1864	109⅛	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	110⅜
U. S. 6s, 5-20s, c. 1865	111⅞	....	....	112⅜	112⅜	
U. S. 6s, 5-20s, r. n. '65	110⅛	111⅛	....	110⅛	....	....
U. S. 6s, 5-20s, c. n '65	114⅛	115	....	111⅛x	111⅜	
U. S. 6s, 5-20s, reg. '67	111⅜x	111⅞	....	....	111⅞	
U. S. 6s, 5-20s, c. 1867	115⅛	116	....	113x	112⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	112⅜x	....	
U. S. 6s, 5-20s, c. '68	116	....	....	113⅛x	....	
U. S. 6s, Pac.R.R.issue	114⅛	....	115⅛	....	115⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa	....	....	....	....	....	....
" preferred	45	45⅛	46	....	45⅜	
Camden and Amboy	129	....	128⅜	....	....	129
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	94⅛	91⅛	....	93⅜
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38⅛	39	39	39	....	39⅛
" 6s, 1884	....	....	....	....	....	....
" Gold L	90	....	90	90⅛	....	....
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	84	....	....	....
Lehigh Valley R. R	60⅛	60⅜	60⅛	....	....	....
" 6s new coup	....	....	....	94⅛	....	....
" 6s new reg	....	....	....	94⅛	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	54⅛	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	95⅛	....	....	95⅛	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38⅛	38⅜	....	38⅛	....	....
Oil Creek & Alleg. Riv	....	....	....	47⅛	....	48
" 7s	83	83⅛	83⅛	....	....	83⅛
Pennsylvania R. R	57⅞	58⅛	58⅛	58⅜	....	59
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	99⅛
" Gen. mort	94⅞	94⅛	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	104	103	....	....	....
" 6s, 2d series	106⅛	....	....	....	....	....
" 6s, 3d series	109⅛	....	109⅛	....	....	....
Philadelphia City, 6s	....	....	....	....	....	95⅛
" new	99	99⅛	99⅛	100⅛	....	100⅛
Philad., Germ. & Nor	....	86⅛	....	....	....	....
Phila. & Reading	55⅛	55⅞	56	56	...	56⅛
Philadelphia and Erie	24⅞	....	....	....	....	25
" 6s	....	....	....	....	....	....
" 7s	89⅛	89⅛	89⅛	....	....	86x
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	79	....	....	79
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	33	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	....	98⅛	98⅛	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	90	97⅛	....	....	97⅛
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	141⅛	141⅛	141⅛	142	....	142
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	96	96	....	....	....
" 2d M	85	85⅛	....	85⅛	....	85⅛
" 3d M. 8s	....	....	....	....	....	....
Northern Central	38⅛	38⅛	....	....	....	....
" bonds, 1885	....	93⅛	93⅛	....	....	91⅜
" " 1900	....	....	....	85⅛	....	....
Pittsb. & Connellsv. 7s	....	94	....	....	....	a91⅛
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55⅛	57	52⅛	....	....	58⅛
" Defer. Certif	....	20⅛	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 3.

	Th.28.	F.29	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany	148	....	149⅛	....	149	148⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	....	....
Boston and Providence	....	....	....	....	....	147
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	29⅛	30⅜	30⅛	....	31	30⅛
Cheshire, pref	....	....	....	....	....	86⅛
Concord	....	....	....	....	....	....
Connecticut River	134⅛	....	....	....	135	....
Eastern	104	103	102	....	102⅛	104
Fitchburg	....	....	133	....	....	133
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114⅛	....	114⅛	....	115⅛	115⅝
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	87	87	87	....	87	87
" pref	....	....	105⅜	....	....	....
Old Colony & Newport	104⅛	....	104⅛	....	....	105⅛
Ph., Wil. & Baltimore	55⅞	....	55⅞	....	....	56⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	28⅛	....	....	....
" " 6s	....	89⅛	....	....	90⅛	91
" " Land Grant 7s	....	....	....	....	78⅛	....
" " Income 10s	....	79⅜	80	....	....	81
Vermont & Canada	98⅛	98⅛	98⅛	....	98⅛	98⅛
Vermont & Mass	....	....	80⅛	....	82⅛	82⅛
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	72⅛x	....	....	73⅛
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	....	....	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Quincy "	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Dec. 8.	Dec. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	85 — 90	87 — 92
Do. do., 2d mort., 1881	78 — 82	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	87 — 92
Do. do., 2d mort., 1882	78 — 82	80 — 85
Do. Consol. 7 per cent. mort. 1890	34⅛ — 35⅛	38⅛ — 39⅛
Detroit and Milwaukee 1st mort. 7s	74 — 79	74 — 79
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	25⅜ — 26⅛	26 — 26⅛
Do. sterlg. 6 p. c. convertible bonds	75 — 77	76 — 78
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	109 —110	109⅛—110⅛
Marietta and Cincinnati 7s	84 — 86	84 — 86
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	79 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	97⅛ — 98⅛	97⅛ — 98⅛
Do. $50 shares	48⅛ — 49⅛	48⅛ — 49⅛
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 6, 1872.

Stock Exchange and Money Market.

The New Year opened, as the old year closed, on an active Money Market, on the basis of from 7 per cent. in currency to the prominent Government houses, to 7 per cent. in gold and $\frac{1}{32}$@$\frac{1}{16}$ commission, to borrowers for speculative use at the Stock and Gold Exchanges. On the opening days of the New Year, the Banks and Banking Offices and Trust Companies were busily engaged paying January Dividends, and a large amount, in the aggregate, was paid out, but the money thus disbursed has not yet returned to the market for employment in Wall-street, and it will probably be some days before the full effect is felt. Meanwhile, the available supply in the open market fall short of the urgent needs of speculative borrowers, who have to pay extreme rates for prompt accommodation. In the discount line there has been very little animation and the best grades of mercantile paper have been rated at from 9@12 per cent. per annum. The Treasury programme of Gold Sales and bond purchasers for January has not been deemed satisfactory, by street operators. Under the instructions from Washington, the U. S. Sub-Treasury proposes to sell, during the month, two millions of Gold, as follows: Thursday, January 11, $1,000,000; Thursday, January, 25, $1,000,000; and to buy in two million of U. S. bonds as follows: Thursday January 4, $1,000,000; Thursday January 18, $1,000,000.

The city banks, in their latest return, show a reduction of $935,000 of legal tender notes, with an increase of $2,284,800 of specie, and $1,054,100 of deposits; also a decrease of $849,000 in their loan and discount averages, and $32,800 in their item of circulation. The city bank exchanges, last week, averaged $112,360,593; and thus far, this week, 93⅛ millions daily. The banks now hold $8,096,400 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $25,049,500, against $20,828,846 same time last year. The city bank deposits are now $200,400,800, against $188,223,995 week ending Dec. 31st, 1870. The legal tender reserve amounts to $40,282,800, against $45,245,358 same time last year. The circulation now stands at $28,542,800 against $32,153,514, same time last year. The loans are now $270,534,000, against $263,147,418 at this date last year.

The U. S. Sub-Treasury reduced its currency balance $3,444,344 and increased its coin reserve $2,600,868 as the result of the week's business. The receipts of the office were $5,922,920 in coin, and $4,820,654 in currency; payments, $3,322,052 in coin, and $8,264,998 in currency. The office received $1,781,000 in coin or its equivalent, from customs; and disbursed $474,021 of coin interest.

The U. S. Sub-Treasurer retired, last week, $1,522,013 of coin certificates, received for customs.

The receipts of the United States Sub-Treasury in December were $79,670,979, including $8,394,333 from customs; payments, $78,582,288, including $2,237,576 of coin interest on the current account, while $5,850,000 prepaid for January were not charged off.

Government revenues have been on a restricted scale, since our last. The excises yielded last week about three millions, and thus far since July 1, about 68 millions. The customs at the port of New York, last week were $1,690,013; and at the outports, equal to about $550,000 more, all in coin, or coin certificates.

Gold has been more active, and quoted higher, with the chief dealings on speculative account, the customs export call having been rather limited. A few failures, among the short operators, on Wednesday, tended to stimulate the speculative movement. The range of the price during the week has been from 108⅜@109¾ and the closing quotation on Wednesday was 108½ against 108½ the preceding Wednesday. The specie outflow, last week, was $449,716. The Gold Exchange Bank clearances have averaged about 47⅞ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 30, 1871, $82,558,515, against $86,671,676 same time in 1870.

The customs demand for Gold last week, averaged $356,200 a day; thus far, this week, it has averaged $420,000 a day or equal to a

weekly aggregate of $2,520,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $35,611, and since Jan. 1, 1871, $8,618,290 against $11,581,771 same time in 1870. The total customs revenue of the Government, in coin, at this port, in 1871, were $153,814,406 against $139,703,539 in 1870.

The export drain of specie was $449,716 last week, against $464,303, same week preceding year. The shipments in 1871, were $64,212,415, against $58,191,475 in 1870.

The Assistant Treasurer at this port has paid paid out about 23 millions of gold on account of Five-Twenties redeemed altogether.

Foreign Exchange has been quoted firmer, but has not been remarkably active. Bankers' sixty day bills on London closed on Wednesday at 109¼@109½; sight bills on London, 109⅞@110⅛.

The produce exports from this port, week ending with Jan. 2, were to the currency value of $3,199,209.

Government securities have been in more demand and quoted strong and buoyant in price, with light offerings of the coin bearing issues reported. The U. S. Currency Sixes are now quoted with accrued interest included.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114¾@115; U. S. Five-Twenties of 1862, (other than the bonds called in) 110¼@110½; U. S. Five-Twenties of 1864 at 110¼@110¾; U. S. Five-Twenties of 1865, 112⅜@112¾; U. S. Five-Twenties of 1865 consolidated, 111⅜@111½; U. S. Five Twenties of 1867, 112⅝@112¾; U. S. Five-Twenties of 1868, 112¾@112⅞; U. S. Ten-forties at 109¾@110¼; U. S. Fives of 1881 (Funding Loan) 109½@109¾. Six per cent. currency bonds, 114⅞@115⅛.

The amount of the U. S. currency outstanding on the 1st of January was $399,274,171.

London telegrams report that the business at Stock Exchange there on January 2nd was the largest of any day in 46 years.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 20.	Dec. 27.	Jan. 3.
Consols	92½	92½	92¾
U.S. 5-20's of 1862..	92¼	92	92¼
U. S. 5-20s, 1865....	93½	93⅞	94⅜
" 1867	*93¾	93⅞	94⅜
" 10-40s	91⅞	91¾	92⅛
Erie.....	27½	27¾	30½

* Less the January coupon.

The new Funding Five per cent. Loan was quoted in London on Wednesday at 91½@91⅝

State bonds have been moderately sought after and have been irregular in price, though closing more steadily.

There has been a good inquiry for the better class of railway bonds, and values have been quoted buoyant. Of the older loans, the offerings have been quite limited both at the Stock Exchange and through the Commission-houses. There has been more call for the Central Pacific Sixes, which closed at 100¼@100½ ex the January coin coupon of three per cent. For the Chesapeake and Ohio Sixes there has been an improved demand from investment buyers on the basis of 94 per cent. and accrued interest.

In their annual report to the holders of the securities of the Central Pacific Railroad Company, Fisk & Hatch, the financial agents of the Company, show that the receipts of the road from passengers and transportation increased about 20 per cent. in 1871 over those of the preceding year. The increase in the through passenger travel westward and in the shipments of Asiatic and California products eastward has been so rapid and important, that notwithstanding an unprecedented drouth, and the consequent large reduction in the wheat harvest of California, the Gross Receipts of the road for the year 1871, amount to upwards of $9,500,000, thus substantially justifying the estimates made at the beginning of the year. The entire surplus Earnings of the road from the beginning to the present time, amounts to $7,858,865, which would be sufficent for a dividend of over Fourteen per cent. on the amount of Capital Stock issued.

Railway and miscellaneous share property has been fairly active, but variable as to price, closing with indications of renewed strength and buoyancy despite the activity in Money. A failure of a commission broker, on the short side occasioned considerable excitement early in the week.

General business has been comparatively dull. Breadstuffs and Provisions closed about steady. Middling upland cotton closed buoyantly on Wednesday at 20⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,437,942 bales, against 1,625,395 bales same time in the preceding year; exports 684,344 bales, against 909,663 bales in the previous year; stock at the ports at latest dates, 482,393 bales, against 520,884 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate demand and at from 8@14½ cts.; Veals at 5@11 cts.; Sheep at 4@8 cts. Lambs at 5@9 cts.; Swine, at 4¾@4¾ cts. per lb., all live weight. The week's receipts were 5,373 Beeves, 372 Veal Calves, 11,347 Sheep and Lambs; and 21,349 Swine.

Foreign goods have been in light request at about previous rates. The week's imports of foreign goods reached $4,912,151, including $1,097,279 of dry goods.

Ocean freights have been quiet with rates quoted somewhat irregular, closing heavily.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina Fund Act, 1868, 20; South Carolina 6s, old, 50; do. new, Jan. and July, 26; do., Apl. and Oct., 23; N. Y. State 7s, B. L., reg., 106½; Ohio 6s, 1875, 101; Long Dock bonds, 90½; Galena and Chicago 1st mort., 107; do. 2d mort., 96½; Ohio and Miss. 2d mort., 82⅞; St. Louis and Iron Mt. 1st mort., 96; Cedar Falls and Minnesota 1st mort., 81; St. Louis, Jacksonville and Chicago 1st mort., 93½; Belleville and Southern Illinois 1st mort., 98; Chicago and Milwaukee 1st mort., 93; Toledo, Wabash and Western consol., 87; Albany and Susq. 2d mort., 94; Long Island R. R., 64; Lake Shore and Michigan Southern scrip., 86¾; Central of New Jersey scrip, 104; Hartford and New Haven R. R., 161; Consol. Coal of Md., 41; Am. Coal, 44; Maryland Coal, 24½; Western Union Tel., 70¼; do. 7s, 92½; Quicksilver pref., 31½; Adams Exp., 91⅞; Wells Fargo Exp., 56½; Am. Mer. Union Exp., 59½; U. S. Exp., 66½; Brooklyn 6s, W. L., 93.

Philadelphia.—Penn. and New York Canal 7s, 94¼; Susquehanna Canal 6s, 73¼; Morris Canal 1st mort., 92; do., 2d mort., 91; West Jersey R. R. 6s, 91; do., 7s, 102; Belvidere Delaware 3d mort., 84; West Chester R. R. 7s, 96½; Camden and Atlantic pref., 27½. The latest quotations are: City 6s, 96@96¼; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, W. L. 102@102¾; do. 1st series, 100@103; do. 2d series 103@—; do. 3d series, 106@—; Reading, 56⅛@56⅛; do. 7s, 1893, —@101; do. mort. 6s, 1880, 90@—; Camden and Amboy, 128½@129; do. mort. 6s, 1889, 93¾@94; do. 1883, 90¾@91; do. 1889, 88@89; Pennsylvania R. R., 59@59⅛; do. 1st mort., 99@—; do. 2d mort., 99@99; do. General mort. coupon, 91¾@—; do. reg., 97@—; Little Schuylkill R. R., 46@47½; Morris Canal, 49¼@50; do. pref., 123@124; do. 6s, 92@92; Susquehanna Canal, 7@11; do. 6s, 73½@—; Schuylkill Nav., 8¼@8½; do. pref., 16⅜@17; do. 6s 1882, 79@79¼; Elmira and Williamsport pref., 40@40½; do. 7s, 1873, 90@—; do. 5s, 59@—; Lehigh Coal and Navigation, 39½@40; do. 6s, 1884, 84@—; do. R. R. Loan, 94@94¾; do. Gold Loan, 90@90½; North Pennsylvania 49@50; do. 6s, —@98½; do., 7s, 95@95; do. Chattle 10s, 110@112; Philadelphia and Erie, 24¾@25¼; do. 6s, 90@90; Minehill, 52@53; Catawissa, 16@16½; do. pref., 44@46¼; Lehigh Valley, 60@61; do. 6s, new coupon, 94@95; do. reg., 94¾@96; do. 7s, 101¾@102; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 65@66; Thirteenth and Fifteenth, 21½@23; Spruce and Pine, 33@33; Green and Coates, 45@—; Chestnut and Walnut, 55@—; Hestonville, 20@21; Union, 60@—; Germantown, 35@36.

Boston.—Boston and Albany 7s, 1892, 105⅞; Vermont Central 1st mort., 82¾; Agricultural Branch 1st mort. 6s, 1884, 85; Stanstead, Shefford and Chambly 7s, 84; Old Colony and Newport 7s, 1877, 102⅝; Maryland and Delaware R. R. 1st mort. 6s, 1885, 50; Kalamazoo, Allegan and Grand Rapids 8s, 92; Connecticut and Passumpsic Rivers R. R., 91½; Indianapolis, and Cincinnati R. R., 3⅜; Rutland R. R., 24⅞; do. pref., 79¾; do. 7s, 1880, 84; Chicago, Burlington and Quincy, 129; Cincinnati, Sandusky and Cleveland R. R., 20½; Portsmouth, Gt. Falls and Conway R. R., 91; Eastern (N. H.) R. R., 99¾; Norwich and Worcester R. R., 118; Boston Water Power Co., 42; Cary Imp. 14½; Massachusetts 6s, 1874, gold, 109; do. 5s, 1883, gold, 98½; do., 1891, gold, 97⅞; Maine 6s, 1889, 100⅜; New Hampshire 6s, 1884, 100⅜; do. 1878@1879, 100¼; Boston 6s, 1874, 100¾; do. 5s, 1877, gold, 98⅛; Salem 6s, 1877, 98½; Cambridge 6s, 1886, 98¾; Bath 6s, 1891, 91; Belfast 6s, 1898, 90½; Chicago 7s, 1874, 95¾; St. Louis 6s, 1880, 90; do. 1883, 89½; do. 1877, 91; Charlestown 6s, 1891, 99¾; Lowell 6s, 1890, 99; Minneapolis 8s, 1900, 95; Allouez Mining Co., 4⅜; Calumet and Hecla, 110; Hancock, 3¼.

Baltimore.—Central Ohio 1st mort., 85¾; Orange and Alexandria 4th mort., 8s, 83; Northern Central 6s, gold, 1900, 93½; Orange, Alexandria and Manassas 7s, 85; Maryland Defense Loan, 102; Memphis City 6s, 58. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½@91; Baltimore and Ohio, 141¾@142⅛; do., 6s, 1875, 93@—; do., 1880, 93@—; do., 1885, 94

@95; Northern Central, 38¾@38¾; do. 6s, 1885, 90@—; do., 1900, 85½@86½; do., 6s, 1900, gold, 90@91; N. W. Va 1st mort., 98@—; do., 2d mort., 96@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96¼@97; do., 2d mort., 85¼@85½; do., 3d mort., 75@76; Central Ohio, 28@30; do., 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 83@84; guar. by Baltimore City, 90@—; do., 3d mort., guar., 87@91; do., 2d mort. pref., 65@—; do., 6s, guar. by Washington Co., 85@86½; Richmond and Danville bonds, 77½@78; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 79¼@—; do., 3d mort. 8s, 89¾@90; do., 4th mort. 8s, 82½@82½; Orange, Alex. and Manassas 7s, 81@83; Virginia and Tennessee 8s, 84@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78½@80; Baltimore 6s, 1875, 98@98¼; do., 1884, 96@97½; do. 1886, 96@98½; do., 1890, 97@97½; do., 1893, exempt, 98@101; do., 1900, —@98½; Memphis City 6s, 58@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 102@102; City Passenger R. R., 24@25; George's Creek Coal, 78@85.

Proposed Consolidation of Arkansas Railways.

The Memphis *Appeal*, alluding to the proposed consolidation of Arkansas railways, says:

Why may not the Memphis and Little Rock road be consolidated with that connecting Little Rock and Fort Smith? If this were done the great and prosperous State of Arkansas, the Indian Territory and Northern Texas would be nearer New York, by way of Memphis, one hundred miles than by way of St. Louis.

The completion of fifty-four miles from Fort Smith to Fort Gibson, which will be finished within six months, places Tennessee, Mississippi, Alabama and Louisiana in direct connection with the Union Pacific road through Memphis.

By this means the States designated will have a shorter route to the Pacific than by way of St. Louis.

We will then have within the next few months a completed line from this city to the Pacific. With this and the branch to Camden, Jefferson and Shreveport finished, Memphis grasps two empires and two routes to the Pacific. There is no city that can compete with us for years to come.

Western Missouri and Eastern Kansas must come to the Mississippi below the confines of the ice-King's domains, and all these ends may be consummated simply by the consolidation of the railroads designated.

That the interest of stockholders in the Memphis and Little Rock and Little Rock and Fort Smith roads will be promoted by the proposed consolidation is as certainly true as that cities and towns along these lines will be aggrandized.

We understand that Mr. Josiah Caldwell, of Boston, Mass., the great railroad contractor and banker, has just returned to this city from Little Rock, where he has made arrangements for the immediate completion of the Little Rock and Fort Smith railroad. With him is ex-senator McDonald, of Little Rock, vice president of the road.

The two gentlemen are now at the Peabody Hotel, enroute to Boston, to perfect arrangements for the immediate completion of the road.

As soon as the Fort Smith road is finished there will be only seventy miles unfinished between Fort Smith and Fort Gibson, the latter place being the point of intersection with a branch of the Union Pacific connecting with the Kansas Pacific road at Junction City.

By this route passengers can reach San Francisco from Memphis, passing through Little Rock, Fort Smith, Junction City, Denver and Cheyenne over the Union Pacific to California.

Senator McDonald, having abandoned politics, becomes of necessity one of the most useful citizens of the South.

Worcester and Nashua Railroad.

The report of the directors of this company for the year ending September 30, 1871, makes the following exhibit of finances:—

Capital stock—Received for 17,050 shares issued, $1,425,400; construction, $2,041,171 42; earnings for the year ending September 30, 1871, $569,764 30; expenses, $993,054 60; net profits, $173,709 70; from which deduct dividends paid January and July, $162,750; surplus not divided, $10,959 70.

Liabilities of the company—Unpaid dividends, $2,744; bonds payable, $200,000; total liabilities, $202,744; assets, $140,261 08; liabilities over assets, $61,482 92. Since the last annual report of the directors of this company, the second track has been extended to Sterling Junction and put to use; another section ending at Clinton is in process of construction, and will be finished and open for business during the coming spring. The equipment of the road has been improved and increased by additions and renewals.

Agriculture and its Profits.

The ninth census reports gives an aggregate of $9,261,775,121 as the true value of the farms of the United States. Adding $336,890,871 for agricultural implements, and $1,524,271,714 for domestic animals, and we have a total agricultural capital of $11,122,937,706 in 1870 against $7,983,301,641, in 1860, an increase, in ten years, of $3,139,636,065, or about forty per cent. The total value of the agricultural production of 1869 was $2,445,602,379, or about 22 per cent. upon the entire capital. These figures indicate a fair margin of profits to agricultural industry in the United States. Our farming is becoming more intelligent each year, hence when the embarrassments of Southern agriculture are removed we may expect a still higher average profit.

☞ The Illinois Central Railroad Company has declared its usual Semi-annual Dividend of Five per cent., payable the 1st of February. The Transfer-books close on the 13th inst. The Company is prepared to pay its Seven per cent. Construction Bonds, maturing April 1, 1875; having placed at the disposal of the Trustees $1,077,500 more, making $2,630,000 in the Sinking Fund, which, with the accumulation of Interest, will pay the Three millions of outstanding Bonds; the fund being applicable at once to the payment of Bonds when presented.

☞ West of the Mississippi river the United States still own 973,475,563 acres, distributed as follows: Iowa, Missouri and Arkansas, 16,000,000; Dakota and Wyoming, 145,295,284; Montana, 86,904,605; Kansas, 43,148,076; Nebraska, 52,523,637; Colorado and Idaho, 117,800,000; New Mexico and Utah, 224,140,000; Nevada and Arizona, 136,000,000; Minnesota, 36,776,170; Indian Territory, 154,000.

☞ The Montpelier and Wells River Railroad is progressing satisfactorily. A large force is now at work in the wilderness between Groton and Marshfield. A contract has been made with Mr. W. H. Smith of New Hampshire to complete all the bridges along the line of the road.

REINVESTMENT OF DIVIDENDS, INTEREST, AND CALLED IN FIVE-TWENTIES.

During the first three months of 1872 there will be disbursed for the redemption of Five-Twenties, interest on the United States, Central Pacific, and other Bonds, dividends on stocks, &c., not far from $150,000,000, a considerable portion of which will seek reinvestment.

Government Bonds at present market prices (estimating the length of time for which they are likely to run) yield but little over 4 per cent on the investment, and it is now apparent that no higher rate of interest can hereafter be derived from investment in our National Securities.

The amount of really first-class and absolutely safe six per cent Gold Bonds which can now be had at anything less than par is very limited. Prominent among them are the SIX PER CENT GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, which we offer and recommend, *believing them to be as safe as the Bonds of the Government.* Less than $2,000,000 now remain unsold, and they will be rapidly taken up.

Present price 94 and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and Nov. 1. Denominations $1,000, $500 and $100—coupon or registered.

We buy and sell, as usual, GOVERNMENT and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE and OHIO BONDS. Accounts of Banks and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ On the Rondout and Oswego road 67 of the 100 miles are now completed, and the road for that distance is earning 10 per cent. net on its entire cost. The heaviest of the work is over in surmounting the Shawahgunk and another range of hills near the west of Rondout, the Hudson River terminus of the road. All rail connection with New York is had by the Wallkill Valley Railroad.

☞ Passenger and freight trains are now running regularly on the Portsmouth, Great Falls and Conway Railroad to Conway Corner. The intention is to land passengers from Boston to Conway in six and one half-hours: distance 134 miles. About four miles to North Conway remains unfinished, but it will be completed by next May, in season for travel to the White Mountains.

☞ The Chesapeake and Ohio Railroad Company will receive proposals until the 18th inst. for the graduation and masonry of a branch of their road, from Carrington Street to James River, including a tunnel through Church Hill about 3,400 feet long. For particulars apply to H. D. WHITCOMB, Chief Engineer, Richmond, Va.

☞ Proposals will be received until the 15th inst. for the graduation, masonry and ballasting of the first 26 sections of the Valley Railroad between Harrisonburg and Staunton, Va. Addres RICHARD RANDOLPH, Engineer, Camden Station, Baltimore, Md.

Journal of Railroad Law.

RAILROAD COMPANIES—ACT OF CONGRESS LIMITING LIABILITY OF SHIPOWNERS TO MERCHANDISE SHIPPED APPLIES ALSO TO PERSONAL BAGGAGE.

The late case of Chamberlain *vs.* The Western Transportation Company, (44 N. Y., 305,) was an action brought by Chamberlain as assignee of Hamilton Ward and wife to recover from the defendant, as a common carrier, the value of certain personal baggage, which was destroyed by fire on board the propeller Racine, owned by the defendant and employed by it in its general business of carrying passengers and freight between Detroit and Buffalo.

The following is the able opinion by the Court delivered by—

EARL, C.—The defendant was a common carrier of passengers and goods between Detroit and Buffalo, and the measure of its responsibility, as such, is the only question to be determined in this case.

The common law, for reasons of public policy, held carriers, both by land and water, to the same rigid responsibility. It made them answerable for all loss and damage to the goods entrusted to them to carry, except such as were caused by the act of God, or the public enemies. Loss by fire, unless caused by lightning, was not within the exception, and hence if a vessel was burned at sea and she and her cargo were involved in a common catastrophy, the carrier become liable to the freighter for the entire value of his goods. New Jersey Steam Navigation Co., *vs.* Merchants Bank, 6 How., U. S. 344; Miller *vs.* Steam Navigation Co., 6 Seld, 431.

This common law liability of carriers by water was at an early day limited, in England, by the statutes of 7 Geo. 2, C. 15; 26 Geo. 3, C. 68 and 53, Geo. 3, C. 159. The object of these statutes, as expressed in the preamble to one of them, was "to promote and increase the number of ships and vessels, and to prevent any discouragements to merchants and others from being interested and concerned therein." By these statutes the parliament exempted shipowners from liability in several cases of loss, and among them loss by fire. These statutes were doubtless passed to place English shipowners upon the same footing with the shipowners of the continental nations of Europe, where the extreme rigor of the common law had not applied to carriers by water, (Moore *vs.* American Transportation Company, 24 How., U. S. 1.)

The common law rule remained in force in this country until an act was passed by Congress, on the 3rd day of March, 1851, entitled "An act to limit the liability of shipowners and for other purposes," which embodies most of the provisions of the English statutes above referred to. This act is supposed to have been passed in consequence of the decision in 6 Howard, and *Supra*, holding the New Jersey Steam Navigation Company liable for goods lost by fire upon the Lexington, burned upon Long Island Sound. (Walker *vs.* The Transportation Co., 3 Wallace, 150.) The object of this statute, as stated by Justice Caton, in 24 Howard, *Supra*, and as appears from the debates in Congress at the time of its passage, (23 Congressional Globe, 713-718,) was to place our commercial marine on an equal footing with that of Great Britain, so that the increase of the number of ships and the navigation of them might be equally encouraged.

The first section of the Act of Congress referred to is as follows: "No owner or owners of any ship or vessel shall be subject or liable to answer for, or make to any one or more person or persons any loss or damage which may happen to any goods or merchandise whatsoever, which shall be shipped, taken in or put on board any such ship or vessel, by reason or by means of any fire happening to or on board, the said ship or vessel, unless such fire is caused by the design or neglect of such owner or owners."

The defendant claimed to be protected against any recovery in this action by virtue of this section, but the plaintiff claimed that the baggage in question was not "goods or merchandise" within the meaning of this section, and hence that the defendant was under the common law liability, and this was the view taken of the case by the General Term, and was the sole ground upon which the case was decided against the defendant.

This is not, in any sense, a penal statute, nor is it in any way derogatory to natural right, and hence I know of no rule of law that requires that it should be strictly construed. It is true that it changes the common law, but there can be no reason for applying the rule of strict construction to the vast body of statute law which change the common law. The prior law, whether it be statute or common law, is to prevail, unless the subsequent statute, by a fair construction, repeals or modifies it. This statute is rather a remedial statute. It was enacted to remedy the rigor of the common law, which it was deemed unwise, on grounds of public policy, to continue. It should, therefore, be construed, if not liberally, at least fairly, to carry out the policy which it was enacted to promote.

In construing this statute there are a few canons of construction which it is well to bear in mind. The popular or received import of words furnishes the general rule for the interpretation of the statutes. (Millard *vs.* Lawrence, 16 How., U. S. 25). Where general words are used the courts are not at liberty to insert limitations not called for by the sense or the objects or the mischiefs of the enactment. Whenever any words are obscure or doubtful the intention of the law makers must be resorted to in order to find their meaning; and when ascertained, it must be followed with reason and discretion in the construction of the statute. Though the intention is to be collected from the words, yet, when the words are not explicit, it is to be gathered from the occasion and necessity of the law, the defect of the former law, and the designed remedy. And sometimes the meaning of the legislature in a statute may be extended beyond the precise words used in the law, from the reason or motive upon which the legislature proceeded, from the end in view, or the purpose designed. The current of authority of the present day is in favor of reading statutes according to the most natural and obvious import of the language, without resorting to the settled and forced constructions, for the purposes of limiting their operations.

We come to the question whether the baggage in question is covered by the word "goods" in this section; and I entertain no doubt that it is. Webster defines "Goods" to mean personal or movable estate. In Jacob's Law Dictionary and also in Thomlin's it seems to be held synonymous with chattles. In Bovoier's Law Dictionary it is said that this term will sometimes include money, valuable securities and other mere personal effects, and that used in a will, it will pass the whole personal estate, including even stocks in the funds. And such is the common understanding of the meaning of this word. It is generally understood to mean personal estate, as distinguished from reality.

It sometimes has a restricted meaning, depending upon the circumstances under which it is used. I am not aware that in the business of commerce or among seafaring men this term has any signification different from that in common use. It is undoubtedly true that in some cases of marine insurance an insurance of goods and merchandise has been held to cover only such cargo as was laden on board of the vessel for the purpose of commerce. But in all these cases this result was reached, not so much from the force of the terms used as from the presumed intention of the parties, as gathered from the circumstances of the case. In all cases of insurance the courts seek diligently for the intention of the parties as to the extent of the risk assumed by the underwriters, and to do this it is necessary to go out of the written instrument to look at the course of the trade and technical use of terms, etc., more frequently than in most other contracts. And insurance upon the goods in a store would probably be held not to include the clothing and personal ornaments of the merchant, while the insurance upon the goods in a dwelling house would probably be held to include all the personal effects of the owner. In American Ins. Co. *vs.* Griswold, (14 Wend., 399,) a marine insurance upon "goods and merchandise" was held to include specie obtained upon a sale of part of the cargo. In Duplanty *vs.* Com. Ins. Co., (Anthon case at N. B., 114,) a curricle was held to come within the description of "goods, wares and merchandise." In (Phillips on Insurance, 173,) it is said that "Jewels, rings, etc., not designed for trade but belonging to the persons of those on board of a vessel have been said not to come under this description, but there appears to to be no reason why they should not if the policy was so intended."

What reasons have we, therefore, for supposing that Congress used this word in a restricted sense? It is not qualified in the statute, to indicate that it was used in the broadest sense, we have the language "any goods whatever" thus making it clear that the term was used to include everything that could come within it. After using such broad terms, which, according to ordinary usage, include baggage, if the law makers had intended to have excluded or excepted baggage, would they not have said so? Then, again, can there be any reason for excluding from the operation of this law, baggage? It seems to me that every reason for exempting the carrier from liability for the loss of a thousand dollars worth of other property applies equally for exempting him from the loss of the same amount of baggage; and hence to carry out the policy of the law, the terms used should be so construed as to include baggage. But if this term is to be used

in a restricted sense what is to be included and what is to be excluded? Does it include only goods shipped as articles of commerce, or would the furniture of a family moving from the East to a home in the West be included? Is it confined to such goods as are shipped as part of the vessel's cargo, ordinarily accompanied with the shipping bills? It seems to me that it is not thus confined. The language used, "any goods whatever" "shipped, taken in or put on board" forbids it.

But it is claimed that there is something in the subseqent sections of the statute, showing that the term was used in a restricted sense. It is true that it is proper to look at the statute to see what is meant by any part of it, but it is said by Chief Justice Marshall, in Faw *vs.* Marstellar, (2 Cranch, 10,) that in searching for the construction of an act, positive and explicit provisions, comprehending in terms a whole class of cases, are not to be restrained by applying to those cases an implication drawn from subsequent words, unless that implication be very clear, unnecessary and irresistible. I have looked with great care at these subsequent sections, as much stress was laid upon them by the learned judge who wrote the opinion of the General Term.

The second section provides that the owner of a vessel shall not in any case be liable to any shipper of "platina, gold, gold dust, silver, bullion or other precious metals, coins, jewelry, bills of any banks or public body, diamonds or other precious stones," unless the shipper gives the owner or his agent notice in writing of their character and value, and has the same entered on the bill of lading, and that the owners shal, not be liable for such "valuable goods" beyond the value thus given. Here the word "goods" is used to and include all the valuable articles before named.

The third section provides that the liability of the owner of the vessel for the embezzlement, loss or destruction, by the master, passengers or crew, of any "property, goods or merchandise" shall in no case exceed the amount of the interest of such owner in the vessel and the freight; and in section 4, the same property is referred to as "goods, wares or merchandise, or any property whatever," and also under the general designation of "property;" and in section 6, the same property is referred to as "goods, wares or merchandise or other property." It is conceded that the language used in these subsequent sections includes baggage; but it is claimed in the opinion at the General Term that because the word "property" is used in these sections in connection with the other terms, it must be inferred that the law makers used the terms "goods or merchandise" in the first section, in a restricted sense, and as not including all that is included in the terms subsequently used. This is upon the theory that the law makers must have had a purpose in the use of every word which they have inserted in a statute, and that a statute must be so construed as to give effect, if possible, to all the words used. However true and just this may be theoretically, as a rule of construction I apprehend that it will frequently be found in practice to lead to very absurd results. Under the rule of construction, why, in the first section, was the word "merchandise" used, as "goods" certainly, according to the construction adopted at the General Term, would include merchandise? In the third section, why are the words "any property, goods or merchandise" used, when all the things intended would clearly be covered by the words "any property?" And in the 4th and 6th sections, in speaking of precisely the same things, why are things called in the one "goods, wares and merchandise or any property whatever," and in the other "goods, wares, merchandise or other property?" What significance has the word "wares" and what is included in that that is not covered by the other terms used? It will thus be seen that language is used in this statute without much precision and that there is no reason for believing that the law makers meant, by the language used in the subsequent sections, to include baggage, and not to include it in the words "any goods or merchandise whatever" used in the first section.

This conclusion is made more clear when we consider that, according to the construction given to this statute by the courts below, while the common law liability is changed by the first section as to all property including baggage. What reason can there be for this distinction? Why limit the common law liability of the ship owner, for the embezzlement and destruction of baggage by his own servants, and have it in full force, in all its vigor, in case of destruction of the baggage by fire, without his fault? Such an effect can be given to the statute, it seems to me, only by "a subtile and forced construction" disregarding the plain and ordinary meaning of the language used, and losing sight of the object the law makers had in view in enacting the law.

This statute, in a case of loss of baggage by fire, has never come under discussion so far as I have observed, in any reported case, although the statute has existed in England for nearly a century. The elementary writers upon carriers, and shipping, while referring to these statutes and commenting upon them, do not allude to the distinction here contended for between baggage and other property. If such an important distinction existed, some of these able writers would probably have discovered and commented upon it; and it would not have escaped their notice and attention that the common law liability of ship owners as to property destroyed by fire remains in full force as to baggage, but is abrogated as to all other property.

As there was no proof that the fire was caused by the design or neglect of the owners of this vessel, I am therefore of the opinion that the defendant was not liable to the plaintiff; and the judgment of the General Term should be reversed, and judgment ordered for the defendant.

Judgment for defendant.

☞ The commercial statistics of Baltimore show that during the year 1871, 41 first-class steamers left that port for Europe, all carrying large cargoes, and in addition 701 sailing vessels cleared for foreign ports. The total number of arrivals from foreign ports during the year was 873. The customs receipts were $8,909,194, which is a falling off from last year of $282,810.

☞ Work is being bushed forward on the Woods' Hole (Mass.) Railroad, and it is stated that it will be ready for travel next season.

Railroad across the Isthmus of Costa Rica.

Information has reached Washington from an official source that the Government of Costa Rica has executed a contract with Henry Meiggs, an American citizen, known as the great railroad contractor of South America, to construct a railroad from the Port of Limon, on the Atlantic ocean, to the city of Aldjuela, about fifty miles distant from the Pacific, via Castago, San Jose and Heredia, the estimated distance being one hundred and twenty miles. Mr. Meiggs undertakes to construct the road within three years and equip it complete for the sum of 1,000,000 pounds sterling, 170,000 pounds of which was paid on signing the contract, the residue to be paid in monthly instalments as the work progresses. The Government has already obtained a loan in London for 500,000 pounds sterling. It is the purpose of the Government to put on the London market another loan at an early day for a sufficient amount to cover the entire cost of the construction of the road.

Our Minister to Costa Rica says that this long-talked-of and much desired enterprise will now be carried successfully through there can be no reasonable doubt. So far as the trade of Costa Rica is desirable the construction of this road is of interest to the people of the United States. At present almost the entire coffee crop of the country, which seldom falls below two hundred thousand quintals per annum, is hauled in ox-carts to the port of Punta Arenas, on the Pacific, at a cost of one dollar and twenty-five cents per quintal. Thence it is shipped in sailing vessels around the Horn, and finds a market in London and Hamburg, after a four months' voyage. Construct this road and the trade of Costa Rica will take a new departure. It will not cost more than forty or fifty cents, at most, to take a quintal of coffee to the port of Limon, on the Atlantic, and then, in nine days by steamer, it is in New York, at much less expense than by sailing vessels to the markets above mentioned, or to New York by way of Aspinwall, over the Panama Railroad.

Book Notices.

ALBUM OF DESIGNS—Phœnixville Bridge Works—Clarke, Reeves & Co., Philadelphia. This belongs to a class of literature deserving of a higher place than generally accorded it—the advertising circular. Our Patent Office has within a few years commenced to appreciate and to collect and cherish with due honor these valuable and instructive pages, teeming with the live, the practical; and the only faults of which are that they are published with a view to a reward through the appreciation by the public of the articles treated of, rather than through a purchase of the book. This is a collection of large lithographs with short descriptive text, showing iron bridges and combined iron and wood, from small road crossings to massive draw bridges.

PROFILE FIELD BOOK—Wm. J. Young & Sons, Philadelphia. A Pocket Field Book, with alternate pages, peculiarly ruled with close light and heavy lines—every 5th heavy broken, and 10th heavy continuous, with proper cross lines for longitudinal distances.

☞ The grading of that portion of the Bachman Valley railroad which lies in Maryland has been let to Michael McCabe, of Frederick, A. Favourite, of Emmittsburg, and Abraham Greider, residing at the Chestnut Hill ore banks. The line is to be completed by July next.

☞ The railroad from Swedesboro' to Woodstown (N. J.) will be put under contract early in the spring, and efforts are being made to extend the road from the latter place to the Salem Railroad, a distance of 3¼ miles.

☞ All new railroads are at once made postal routes, so that the Postoffice Department has most accurate knowledge of the development of railroad enterprises. During the last month the amount of such new service ordered exceeds any former month, and was almost double the average for the last year. The number of miles was nine hundred and sixty-eight upon twenty-nine new railroads, or more than one for each working day in the month. These new railroads were in fourteen different States in all parts of the Union.

☞ The town of Epping, N. H., has appropriated $15,000 towards the construction of the Rochester and Nashua Railroad. This sum, added to the private subscriptions in the town, nearly completes the million dollars required for the road, and consequently insures its success. An offer to lease the road to the Nashua and Worcester Railroad Company for twenty years at six per cent. upon its cost has been accepted by the directors of the proposed road.

☞ At a late meeting in Lancaster, Pa., of the Peachbottom Railway Company it was resolved to construct a branch from King's bridge, on the west branch of the Octorora, to Quarrysville. A committee was appointed to solicit subscriptions.

☞ The interest bearing debt of the State of Ohio is stated in the Governor's message of $8,956,211 05; and the non-interest bearing at $44,518 31.

☞ The total production of Anthracite coal for the year 1871 amounted to 17,454,728 tons, against 17,465,869 tons in 1870, showing a decrease of 11,138 tons.

☞ Work on Wolfborough (N. H.) Railroad was commenced on the 27th ult. It is expected the road will be completed by mid-summer.

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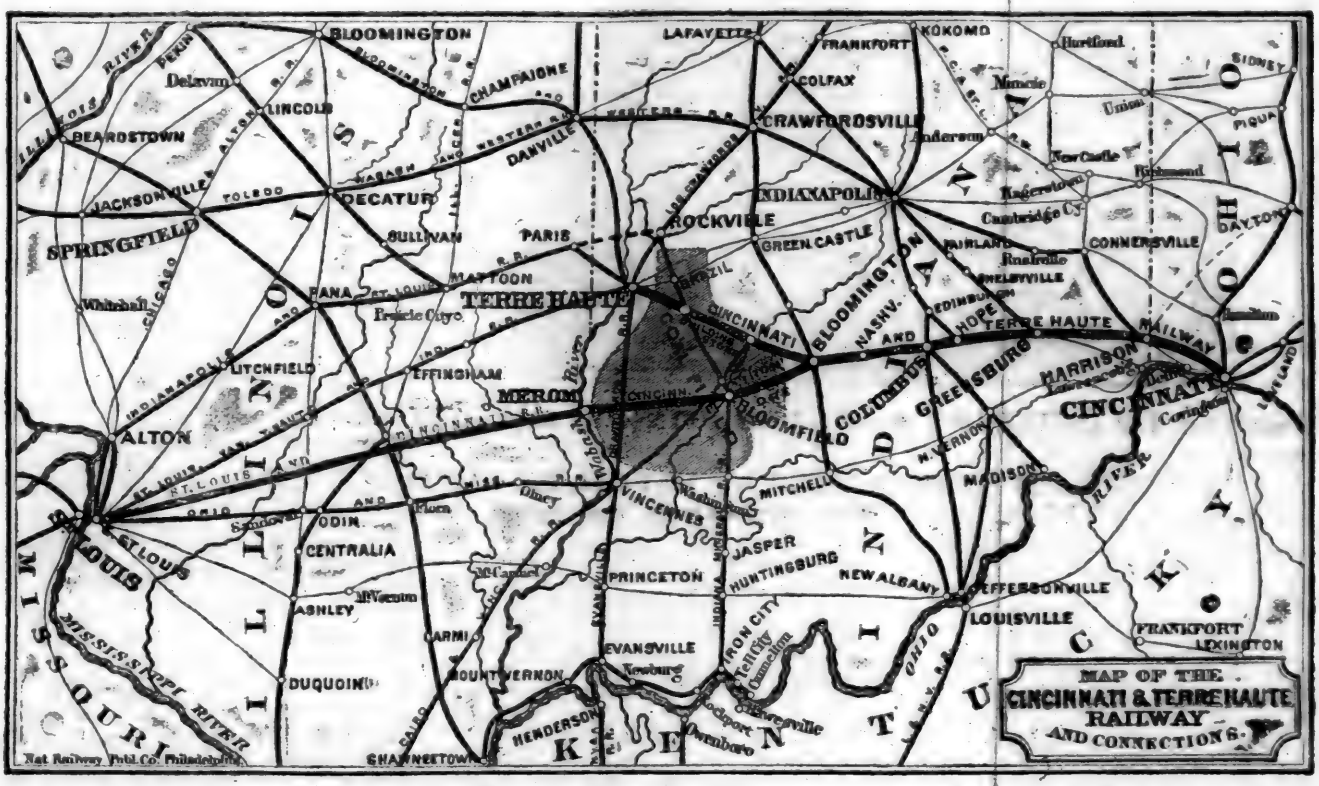
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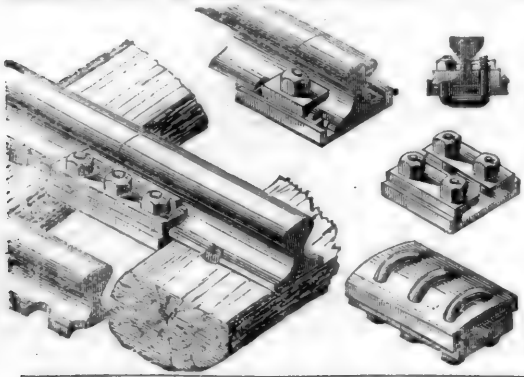
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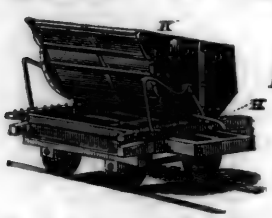
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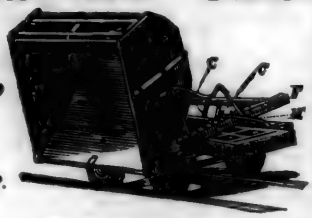


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

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Jan. 8, steamer OCEAN QUEEN, Capt A. G. Jones, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct connecting at Panama with steamer MONTANA, Capt. ———, touching at Acapulco, Manzaniello and Mazatlan; also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Jan. —.

Steamer CHINA will leave San Francisco, Feb. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

SPECIAL NOTICE TO SHIPPERS.

Steamer OCEAN QUEEN will be dispatched for Aspinwall on 8th inst. as an EXTRA steamer.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 13, 1872.

☞ The stockholders of the Mississippi River and Paducah and Gulf railroads have ratified their consolidation under the name of the Memphis and Paducah Railroad. Work is to be let at once.

☞ Ashbel Welch, Esq., of Lambertville, N. J., late President of the United Companies of New Jersey, has been officially notified of his appointment as Engineer-in-Chief of those works, and has specially given to him in charge the costly improvements contemplated at Harsimus Cove.

☞ The Governor of Colorado, in his message to the Legislature, says there is a balance of $50,000 in the Treasury and no debt; that 422 miles of railroad have been constructed since the last session, and that the yield of the mines has increased over 50 per cent.

☞ The total receipts of cotton at Boston during the year 1871 amounted to 312,827 bales, of which only 7333 bales were exported to foreign ports, the rest being consumed by the manufactures of New England, leaving in the hands of dealers there 8000 bales on the 1st inst. The receipts show an increase of 47,801 bales as compared with the previous year. In the article of wool the receipts have been 204,697 bales domestic and 56,772 bales foreign, a gain over 1870 of 19,682 bales of the former and 30,579 bales of the latter.

Erie Railway.

The following is a comparative statement of the earnings, expenses, length, cost, capital, indebtedness, equipment, miles run, passengers and tons carried, etc., etc., during the years ending September 30, 1870 and 1871:

	1870.	1871.
Capital stock paid up	$83 536,910 00	$86,536,910 00
Funded debt	23,398,800 00	26,398,800 00
Floating debt	None.	None.
Total cost of road and equipment	78,955,587 02	106,904,362 22
Length of road, miles	459	459
Double track, including sidings	389¼	397¼
Branches owned by company	364¼	455
Double track on same	60	78¼
Number of locomotives	440	475
First-class passenger cars	220	232
Second-class and emigrant cars	54	58
Baggage, mail & express cars	71	71
Freight cars	8,840	9,779
Miles run by passenger trains	2,900,189	3,068,701
Miles run by fr'ght trains	6,426,190	7,511,065
Passeng'rs carried one mile	133,589,109	148,242,790
Tons of freight carried one mile	898,862,718	897,446,728
Exp'ded for maintenance of road	$3,689,693 64	$3,432,948 46
Repairs of machinery	2,601,691 05	2,854,644 97
Operat'g expenses	5,781,626 20	6,411,502 78
Total expenses including interest, rents, &c.	16,471,483 09	17,049 740 31
Total earnings	16,179,461 66	17,168,005 16
Passenger earn'gs	3,968,899 82	3 972 064 70
Freight earnings	11,983,547 06	12,861,999 74
Miscellane's earnings & receipts	227,014 78	333,940 72
Payments for interest	1,646,623 00	1,771,138 90

New York Central and Hudson River R.R.

The following is a comparative statement of the length, cost, capital, indebtedness, equipment, miles run, passengers and tons carried, earnings, expenses, dividends, etc., etc., for the fiscal years ending September 30, 1870 and 1871:

	1870.	1871.
Capital st'k including consolidation certificates	$89,428,880 00	$89,428,880 00
Funded debt	13,681,807 81	15,231,718 98
Floating debt	1,167 00	1,167 00
Total cost of road and equipment	59,765,684 06	60,413,656 86
Length of road, miles	740.17	740.17
Double track, including sidings	662.60	681.92
Third track	9.50	6.50
Branches owned by company	298.42	298.42
Double track on same	19.55	19.55
Lines leased by company	97.50	104.46
Number of locomotives	400	424
First-class passenger cars	831	833
Second-class and emigrant cars	114	115
Baggage, mail, and express cars	132	129
Freight cars	9,026	8,849
Miles run by passenger trains	4,024,178	3,645,690
Miles run by freight trains	7,405,699	6,986,107
Passengers carried one mile	321,365,953	288,678,896
Tons of freight carried one mile	769,087,777	888,827,865
Expend'd for maintenance of road	$4,564,434 16	$4,882,591 90
Repairs of machinery	8,181,515 08	2,502,492 20
Operating expenses	6,245,160 74	6,876,204 77
Total expenses	13,991,109 98	13,711,288 87
Total earnings	22 201,521 43	21,972,105 47
Passenger earnings	6,788,592 01	6,224,739 74
Freight earnings	14,327,418 28	14,647,580 06
Miscellane'us earnings and receipts	1,135,511 14	1,099,785 67
Payments for interest	1,093,840 80	721,808 04
Payments for dividends (8 per ct.)	6,861,241 29	7,258,741 70

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1870.	1871.
Manufactures of wool.....	$784,282	$798,213
" cotton...	1,179,025	655,067
" silk	1,722,776	772,386
" flax	664,382	591,730
Miscellaneous dry goods..	703,345	604,905
Total entered for consump.	$5,053,810	$3,422,301

WITHDRAWN FROM WAREHOUSE.

	1870.	1871.
Manufactures of wool	$427,212	$419,346
" cotton ...	226,315	137,565
" silk.....	270,084	208,405
" flax	353,614	220,041
Miscellaneous dry goods..	72,849	78,280
Total withdrawn from warehouse	$1,350,074	$1,063,637
Add entered for consump.	5,053,810	3,422,301
Tot. thrown on the market..	$6,403,884	$4,485,938

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool....	$913,801	$871,211
" cotton ...	447,691	498,168
" silk.....	768,809	454,250
" flax	574,736	617,967
Miscellaneous dry goods..	175,388	155,692
Total entered for wareh'g..	$2,880,425	$2,597,288
Add entered for consump.	5,053,810	3,422,301
Total entered at the port..	$7,934,235	$6,019,589

The imports of foreign dry goods at the port of New York for each month of the years 1870 and 1871 were as follows:

	1870.	1871.
January.....	$7,629,753	$8,442,025
February	10,796,404	14,648,882
March....	12,983,106	18,129,012
April....	7,982,484	11,062,459
May	7,221,398	9,662,228
June	4,558,546	5,951,772
July	6,990,722	10,247,622
August	14,002,482	19,632 708
September.	11,076,597	12,194,996
October	9,365,558	8,611,975
November	8,957,238	7,977,509
December....	7,934,235	6,019,589
Total....	$109,498,523	$132,480,777

The following will show the relative proportion of the different classes of fabrics:

	1870.	1871.
Manufactures of wool..	$32,355,260	$40,916,424
" cotton	20,977,062	25 503,564
" silk ..	30,004,407	36,222,588
" flax ..	15,580,306	17,477,987
Miscellane's dry goods.	10,581,488	12,360,214
Total imports.....	$109,498 523	$132,480,777

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1870.	1871.
January.	$4,786,668	$5,683,440
February.	7,568,232	10,983,545
March	9,762,526	14,400,775
April.	5,846,662	8,893,459
May	5,819,940	7,259,242
June.	3,436,569	3,858,500
July.....	4,627,472	6,882,173
August....	10,146,200	14,648,416
September	8,981.377	9,587,291
October	7,547,625	6,138,461
November	6,488,302	5,510,864
December	5,053,810	3,422,301
Total....	$80,065,883	$97,268,467

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1870.	1871.
January.....	$2,843,085	$2,758,585
February.....	3,228,172	3 565 337
March	3,220,580	3,728.237
April....	2,135,822	2,169,000
May	1,401,458	2,402,956
June	1,121,977	2,093,272
July	2,368,250	3,365,449
August.	3,856,282	4,984.292
September....	2,095,220	2,607,705
October.....	1,817,933	2,473,514
November.....	2,468,936	2,466.645
December	2 880,425	2,597,288
Total....	$29,433,140	$35,212,310

The value of foreign dry goods withdrawn from warehouses at the port of New York, is as follows:

	1870.	1871.
January.....	$1,938,433	$2,449,570
February.....	3 359 689	3,461,564
March	4,032,585	4,316,636
April	2,864,810	2,397,530
May	2,444,639	1,894,828
June....	951,090	1,144.408
July	1,302,710	2,175,810
August.	4,038,510	4,949 858
September....	3 267,375	3,444.374
October.....	1,797,501	1,854.735
November.....	1,652,124	1.904,108
December	1,360,074	1,063,637
Total....	$28,998,940	$31,057,058

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849	$44 435,571	1861	$43,636,689
1850	60,106,375	1862	56,121,227
1851	62,846,731	1863	67,274,547
1852	61,654,144	1864	71,589,752
1853	93,704,211	1865	91,965,138
1854	80,842,936	1866	126,222,855
1855	64,974,062	1867	86,263,643
1856	93,362,893	1868	80,905,884
1857	90,534,129	1869	94,726,417
1858	60,154,509	1870	109,498 523
1859	113,152,624	1871	132,480,777
1860	103,927,100		

Helena and Iron Mountain Railroad.

In an interview with Captain J. C. Maccabe, secretary of the above road, the other day, we learned that it is hoped to push work forward on this railroad early in the coming year. The road is already graded seventeen miles north of Helena, and 15,000 ties are ready for the road bed. There is only one bridge on the whole line of 150 miles, and this over the L'Anguille, the timbers for which are all ready to be put up in the early spring. The road has a landed subscription of 200,000 acres of the finest land in the State, and county aid of $700,000. The road is built by private subscription, and is specially incorporated by the legislature of the state; and it is reasonable to suppose that it will be built as fast as possible.

The Helena and Iron Mountain taps the Memphis and Little Rock at Forreat City, with the Memphis and Kansas City road at some point in Cross county, with the Cairo and Fulton at the state line, where it will connect with the St. Louis and Iron Mountain road. It will thus be seen that this road has some very important connections with the north and west, and as Helena is claimed to be at the head of low water in the Mississippi, shippers of grain, produce, cattle and merchandize will have a straight and uninterrupted winter route to southern ports. The projected line from Mobile to Helena, a contract to build which has already been made, will also give the road another connection with the south Atlantic coast.

Our Helena friends are looking forward anxiously to this road being speedily built, and promise themselves a heavy increase in trade on account of it.

Capt. Maccabe says that all the energy necessary will be expended, in order to complete the road.—*Ark. Gaz.*

Memphis and Charleston Railroad.

The gross earnings of this railroad for the fiscal years ending June 30, 1870 and 1871, compare as follows:

	1870.	1871.
From passengers....	$818,903 65	$665,338 21
" freight	638,658 22	619,182 92
" mails.....	34,373 99	42.891 24
" express.....	36,000 00	36,000 00
" other sources..	21,154 53	54,034 09
Total receipts..	$1,549,090 39	$1.417 441 46
Transportation.....	$303,129 55	$283,301 39
Motive power.....	366,750 82	287,211 23
Way	272,316 92	219,170 70
Cars	138,332 14	114,208 18
	$1,080,429 43	$903,891 50
Deduct....	70,157 79	9,369 15
Net operating cost..	$1,010,271 64	$894,522 35
Net revenue....	$528,818 75	$522,919 11
Decrease in earnings....		$131,648 93
Decrease in expenses		115,749 29
Decrease in net revenue....		15,898 64

Comparing the receipts and expenses per mile of road operated in 1869–'70 and 1870–'71, we have the following results:

	1869–'70.	1870–'71.
Receipts	$5,341 69	$4,887 72
Expenditures....	3,483 69	3,084 55
Net revenue....	$1,858 00	$1,803 17

The receipts and expenses per train mile run compare as follows:

	1869–'70.	1870–'71.
Receipts .... cents	183.89	197 64
Expenditures.... .... "	119.93	124.72
Net revenue..... "	63.96	72.92

The cotton movement has been largely increased as seen from the following comparison:

	1869.-'70. Bales.	1870-'71. Bales.
Receipts at Memphis....	64,422	81,966
" Grand Junction ..	1,297	3,994
" Decatur.	11,270	13,060
" Stevenson..... ...	1,202	9,937
" Chattanooga.....	35,142	74,909
" Corinth	.....	779
" other points.....	717	818
Total....	114,050	184,463
Shipments from Memphis....	20,902	65,725
" Miss.Cen.R.R.	27,074	25,899
" N'shv.&D.RR.	479	983
" Mob.& O.R.R.	.....	2,096
" local points..	65,595	89,760
Total....	114,050	184,463
Increase on through cotton....		46,248
" local cotton		24,165
Total....		70,413

The Memphis and Charleston Railroad extends from Memphis eastward to Stevenson, 272 miles, at the latter point connecting with the Nashville and Chattanooga Railroad, over which the trains of the Memphis and Charleston Railroad are tolled to Chattanooga, a distance of 27 miles—making the whole distance between Memphis and Chattanooga 299 miles. The road has two branches—one from Moscow to Somerville 13, and another from Tuscumbia to Florence 6 miles. The road has 24 miles of sidings, &c.

To operate the road, the company have 46 locomotives and cars as follows: sleeping 2, 1st class passenger 21, second class passenger 5, postal 4, baggage 7, and freight 731.

Trains run 801,661 miles, of which passenger trains run 349,785, freight trains 367,396 and wood and ballast trains 84,480 miles.

Through passengers, East 18,527 and West 26,226—total 44,753; and local passengers, East 117,017 and West 109,725, and commutation 41,924—total 268,666. Total of all passengers 313,419.

No statement of freight except cotton, is furnished.

The following is a comparative statement of the results of the traffic of 1869-'70 and 1870-'71:

Total passenger receipts 1870-'71	$665,333 21
" " " 1869-'70	818,903 65
Decrease 18.75 per cent	$153,570 44
Through passenger receipts 1870-'71	$255,932 65
" " " 1869-'70	320,777 08
Decrease 20.21 per cent	$64,844 43
Local passenger receipts 1870-'71	$409,400 56
" " 1869-'70	498,126 57
Decrease 17.81 per cent	$88,726 01
Total freight receipts 1870-'71	$619,182 92
" " 1869-'70	638,658 22
Decrease 3.05 per cent	$19,475 30
Through freight receipts 1870-'71	$243,750 51
" " " 1869-'70	372,506 79
Decrease 34.29 per cent	$128,756 28
Local freight receipts 1870-'71	$375,432 41
" " 1869-'70	266,151 43
Increase 29.01 per cent	$109,280 98

The falling off in the year's business as compared with that of the next previous year is accounted for, first by the floods in Virginia in October which caused an entire stoppage of railroad traffic for thirty days. This not only occasioned the loss of all Eastern freight and passage business for one of the heaviest months, but influenced many customers of the road to look to other lines, which affected the results materially through the remainder of the year.

This was followed by the effect of the war in Europe, causing such a decline in the price of cotton as to cut off the income of the people to an extent that naturally affected receipts from business, and which accounts for the loss in receipts from passenger traffic.

The opening of the Iron Mountain Railroad, the improved condition of the Northwestern and the perfecting of the route *via* Vicksburg to Montgomery and points East, have caused a large loss to this company in their business with St. Louis. The aggregate loss on freight, however, was only $19,475 30.

This small decrease is accounted for by an increase of 24,165 bales of local cotton, an increase in local rates for short distances, and the movement of an increase of 46,248 bales of through cotton which nearly compensated for the loss of St. Louis business, and the suspension of Eastern business caused by the Virginia floods.

Speaking of the new roads recently opened or which are progressing to completion the President in his report says:

"We are gratified to announce the completion of the road to Little Rock, with prospects of its extension to Fort Smith in a short time. There is but little doubt of the building of a narrow gauge road from Devalls Bluff, *via* Pine Bluff, Camden and Shreveport, to connect with the Texas Pacific at Marshall, Texas, which will add greatly to our business.

"No work has been done in the State of Arkansas, looking to our connection with the different roads centering at Springfield, Mo., and but little on the line connecting us with St. Louis

"The South and North Alabama Railroad will be completed in the next twelve months. Under an arrangement with the Louisville and Nashville Railroad, our business is placed upon the same footing as their own, which will be of great value to us, without any outlay on our part. By this line, *via* Elvton, we trust soon to have a connection with Atlanta. Other Southern connections are spoken of.

"The prospect of a connection with the Eastern cities *via* Sparta, Tenn., and Cincinnati is more favorable than heretofore.

"With the view of increasing the population on the line of our road, we have entered into an arrangement with connecting roads, dividing the expense, and have sent an agent to Europe for the purpose of procuring immigrants, to be used as laborers on the track, while we offer them all inducements in our power to purchase or lease lands in the vicinity of our road, and at the same time add to our receipts by inducing this class of travel over our line to the West and Southwest.

"Should we succeed in once more getting under proper cultivation the open lands on the line of our road, then dividends could be relied upon. With this view we shall foster and encourage our local business."

The receipts and disbursements for the fiscal year ending June 30, 1871, are shown in the following account:

RECEIPTS.

Cash on hand 30th June, 1870	$87,165 50
Gross earnings for year 1870-'71	1,417,441 46
Sale of Stocks	154,175 00
Paid on bills receivable	8,965 83
Sale of coupon bonds	233,000 00
Collected of South Carolina Railroad	1,717 99
Decrease in amount due from individuals	11,254 66
Sale of Tennessee coupons	22,592 38
Sam Tate, Receiver, account paid	24,060 48
Increase of bills payable	38,776 80
Increase of amount due Tennessee	46,450 00
	$2,045,600 10

DISBURSEMENTS.

Road expenses	$894,522 35
Extraordinary expenses	304,484 21
Interest on State debt	121,617 74
Interest on company bonds	160,510 00
State and county taxes	27,488 40
Interest and exchange account	5,932 08
Suspense account	4,232 04
Paid on construction account	5,425 50
Increase of materials for road	9,369 15
Sinking fund, State of Tennessee	34,000 00
Increase of account vs. United States	2,267 56
Increase in amount due from R. Rs	22,168 74
" " " agents	8,785 68
" endorsed city of Memphis coupons	3,989 49
Decrease of amount due banks and bankers	94,392 06
Decrease of amount due on company coupons	2,195 87
Decrease of amount due on pay rolls	1,725 92
" " " dividends	3,906 24
" " " State int.	9,085 86
" " " U.S. taxes	8,550 62
" " due to railroads	41 28
" " " individuals	14,568 52
Difference in profit and loss account,	234,075 99
Cash on hand 30th June, 1871	77,170 30
	$2,045,600 10

The financial condition of the company June 30, 1871, is shown in the following exhibit:

Capital stock		$5,312,725 00
State of Tenn. loan	$1,864,387 45	
1st mortgage bonds	1,293,000 00	
2d mortgage bonds	1,000,000 00	
		4,157,387 45
Bills payable	$157,658 45	
Banks and bankers	101,087 94	
Current accounts	211,158 42	
		469,854 81
Profit and loss		70,995 19
Receipts from operations 1870 '71		1,417,441 46
Total liabilities		$11,428,403 91
Construction		$6,480,289 68
Incidental to construction		1,026,471 60
Equipment		1,245,848 04
Stocks in foreign companies		184,791 16
Road materials		251,317 10
Road expenses	$894,522 25	
Extraordin'ry expenses	304,484 21	
		1,199,006 46
Interest and exchange		5,932 08
Tax account		27,488 40
Interest on Tennessee bonds		121,617 74
Interest on mortgage bonds		160,510 00
Suspense account		4,232 04
Bills receivable	$35,950 75	
Sinking fund	34,000 00	
Coupon bonds	286,000 00	
U. S. and Postoffice	34,051 22	
Banks	42,106 98	
Southern R.R. of Miss.	108,767 25	
South Carolina R. R.	43,812 23	
Dues from corporations, &c	101,296 29	
Endorsed Memphis coupons	7,909 49	
Cash	77,170 30	
		771,054 51
Total		$11,428,403 91

Since the close of the fiscal year the company have purchased from the State of Tennessee the McMinnville and Manchester, and the Winchester and Alabama Railroads. They now design to construct a road from Huntsville to Tullahoma, and from McMinnville to Sparta, at the latter point connecting with the projected Cincinnati and Southern Railroad.

A recent report in the Memphis newspapers states that the company's roads have been leased to the Pennsylvania Company, a syndicate, of which T. A. Scott is the President, for 45 years, the stockholders to receive for five years 8 per cent. and for the remainder of the term 6 per cent. on their investment.

President.—M. J. Wicks.

Directors.—By the stockholders: W. B. Waldran, George P. Beirne, James J. Donegan, Joseph C. Bradley, Albert H. Jones, R. C. Brinkley, Peter Miller, M. J. Wicks and John D. Rather. By the City of Charleston: W. S. Hastie and Edward Willis; and By the State of Tennessee: Joel P. Pulliam, John M. Carmack and J. W. Crocker.

Secretaries and Treasurers.—E. Div.: Sam R. Cruse, and W. Div. Geo. Robertson.

Superintendents.—E. Div.: Chas. S. Williams, and W. Div.: C. L. Anderson.

General Freight & Ticket Agent.—A. A. Barnes.

Chief Engineer.—Niles Meriwether.

☞ The citizens of Wheeling (W. Va.) have voted, 2,510 to 190, to authorize the City Council to subscribe $225,000 to the capital stock of the Pittsbugh, Wheeling and Kentucky Railroad, to be used in building the road from Wheeling to the Brooke county line.

☞ At the annual meeting of the stockholders of the Buffalo, Corry and Pittsburg Railroad, held at Mayville, N. Y., on the 9th inst., the following gentlemen were elected directors: Horace F. Clark, Augustus Schell, William H. Vanderbilt, A. H. Barney, M. P. Bemus, George B. Gates, Daniel Williams, Thomas Struthers, William P. Whiteside, George W. Gifford, Amos K. Warren, William A. Steward, John F. Phelps.

At a subsequent meeting of the Board the following officers were elected: M. P. Bemus, president and treasurer; Thomas Struthers, vice-president; Daniel Williams, secretary; H. H. Potter, general superintendent.

Erie Railway.

To the Stockholders of the Erie Railway Company.

At the close of the last fiscal year, Sept. 30, 1871, the railroads owned and controlled by lease by you were the

	Miles.
Main Line—Jersey City to Dunkirk	459
Northern Railroad of New Jersey—Bergen to Nyack	26
Hackensack and New York Railroad—Junction to Cherry Hill	7¼
Hackensack Extension Railroad—Cherry Hill to Nanuet	13¼
Paterson and Newark Railroad—Paterson to Newark	11¼
Piermont Branch—Piermont to Suffern	18
Newburgh and New York Railroad—Greenwood Junction to Vail's Gate	12¼
Newburg Branch—Newburg to Greycourt	18¼
Honesdale Branch—Lackawaxen to Honesdale	25
Jefferson Railroad—Susquehanna Junction to Carbondale	36¼
Chemung Railroad—Junction to Watkins	17¼
Buffalo, New York and Erie Railroad—Corning to Buffalo	141¼
Rochester and Genesee Valley Railroad Avon to Rochester	18¼
Buffalo Branch—Hornellsville to Attica	60
Buffalo, Bradford, and Pittsburgh Railroad Carrollton, to Gilesville	25¼
Suspension Bridge and Erie Junction Railroad—Buffalo to Suspension Bridge	23¼
Total	914
Second track	241¼
Side tracks	234¼

On 64¼ miles from Waverly to Watkins and from Buffalo to Suspension Bridge, a third rail has been laid to admit of the passage of narrow gauge trains, which is equivalent to a track of 82¼

Total length of track owned and leased..1,422¼

You also furnish train service and operate by contract the

Warwick Valley Railroad—Greycourt to Warwick	10
Goshen and Deckertown Railroad—Goshen to Pine Island	11¼
Montgomery and Erie Railroad—Goshen to Montgomery	10¼
Wallkill Valley Railroad—Montgomery to New Paltz	18
Middletown, Unionville, and Water Gap Railroad—Middletown to Unionville	14
Monticello and Port Jervis Railroad—Port Jervis to Monticello	24
Weekawken Branch Railroad and Fort Lee Railroad—East End of Tunnel to Stock Yards	5

Total length of track owned and operat d..1,515¼

To operate which 475 engines, 283 passenger cars, 71 baggage, express and mail cars, 3,352 box freight cars, 1,007 stock cars, 26 milk cars, 2,351 flat cars, 1,555 eight-wheel coal cars, 2,706 four-wheel coal cars, and 222 caboose cars, were on the road.

Of the 440 engines on hand at the commencement of the last fiscal year, during the year, 30, which had been condemned as worn out and unfit for further use except as old scrap iron, were broken up and destroyed, and 65 new engines were added to the equipment—by construction at the company's shops of 19, and purchase of 46. During the same time the equipment has been increased by 12 first-class passenger cars and 939 eight-wheel freight cars.

EARNINGS AND EXPENSES.

The earnings, from all sources, for the year ending Sept. 30, 1871, were as follows:

From passenger trains	$8,972,064 70
From freight trains	12,861,999 74
From other sources	333,940 72
	$17,168,005 16
Expenses of operating and repairs (72.5 per cent.)	12,446,355 87
Net earnings	$4,721,649 29
Interest and other payments, for details see accompanying statement	4,603,384 64
Surplus	$118,264 65

The expenses of operating and repairs for five preceding years were: 1866, 74.3 per cent; 1867, 71.3 per cent; 1868, 77.4 per cent; 1869, 79 per cent. and 1870, 75 per cent.

The earnings for the year would have been largely in excess of this amount, without a corresponding increase of expenses, but for the strike of coal-miners last winter and spring, which continued for a period of five months, during which time the transportation of anthracite coal on your road was suspended.

The sources of the passenger and freight business during the year are shown as follows:

PASSENGER BUSINESS, 1871.

Oct. 1, 1870, to Sept. 30 1871.

	Total No. carried in cars.	Carried one mile.	Revenue.
Through, East	128,175	19,525,340	$405,498 41
Through, West	138,470	30,759,436	657,179 77
Way, East	1,618,701	46,809,368	1,115,274 21
Way, West	1,624,116	51,148,651	1,169,714 88
Total, East & West	3,509,462	148,242,790	$3,247,667 27

FREIGHT BUSINESS, 1871.

	Total tons carried in cars.	Tons carried one mile.	Revenue.
Through, East	811,351	231,235,035	$4,861,615 76
Through, West	342,354	95,859,120	1,750,852 18
Way, East	2,683,995	493,840,333	5,128,573 71
Way, West	1,006,508	76,512,240	1,991,193 75
Total, East & West	4,844,208	897,446,728	$13,282,235 40

The business of the preceding year is shown in the following statement:

PASSENGER BUSINESS, 1870.

Oct. 1, 1869, to Sept. 30, 1870.

	Total No. carried in cars.	Carried one mile.	Revenue.
Through, East	102,730	19,938,151	$423,106 55
Through, West	114,914	32,784,681	554,327 80
Way, East	1,521,482	38,310,856	1,050,274 21
Way, West	1,535,899	42,555,421	1,139,168 78
Total, East & West	3,275,025	133,589,109	$3,166,877 34

FREIGHT BUSINESS, 1870.

	To'l Tuns carried in cars.	Tons carried one mile.	Revenue.
Through, East	815,844	232,138,955	$3,694,090 26
Through, West	295,580	81,750,361	1,680,611 52
Way, East	2,808,987	487,470,874	4,793,187 04
Way, West	932,094	97,502,528	2,160,138 43
Total, East & West	4,852,505	898,862,718	$12,328,027 25

The following statement of the source and amount of coal traffic on your road during the last year, notwithstanding the "long strike," shows a gratifying result:

COAL TRAFFIC, YEAR ENDING SEPT. 30, 1871.

From	No. of cars loaded.	Tons.	Revenue.
Hawley	83,373	770,227	$1,007,861 14
Honesdale	44,946	288,077	519,598 19
Carbondale	21,611	177,717	369,596 38
Binghamton	8,654	57 953	85,115 91
Waverly	44,492	533,713	785,168 95
Corning	74,562	729,901	275,911 89
Alton	1,590	18,924	17,712 20
Total	280,228	2,576,562	$3,010,964 16

The shipments from Hawley, Honesdale, Carbondale and Binghamton were anthracite; shipments from Waverly both anthracite and bituminous, and from Corning and Alton shipments were of bituminous coal.

On the 1st of September your lease of the Atlantic and Great Western Railway was surrendered, and that road passed into the possession of the trustees of the new Atlantic and Great Western Railway Company. The result of your lease of that railway, in the difference between the receipts and expenditures of the road, was a loss; but the actual result in retaining that line in the interest of the broad gauge system and working directly with and bringing business to your railway was undoubtedly very beneficial, and, if the profits of the business, to and from that railway, on your road, east of Salamanca, have not already more than compensated for the direct, local loss, the fact that the road had been preserved from the possession of other lines rivals to you in the carrying trade between the sea-coast and the West, and will continue to work harmoniously in your interest, warrants the belief that the ultimate result will prove the lease to have been entered into and carried out by you on perfectl sound business principles. Arrangements have been made with the new Atlantic and Great Western Railroad Company for the interchange of business, and for the working of the whole line in the same common interest as during the time of the lease, and that company has assumed your contract and lease with the Cincinnati, Hamilton and Dayton Railroad Company for the use of the broad gauge tracks between Dayton and Cincinnati, on such terms as relieves you from pecuniary responsibility of the contract, but at the same time, insures to your road the benefit of all through business over that line.

Amicable and satisfactory business relations have been maintained with the Lake Shore and Michigan Southern Railroad and its connections west of Buffalo, so that your road has been fully represented in procuring business to and from the West over the narrow gauge lines via Cleveland, and at the same time by the construction of the Suspension Bridge and Erie Junction Railroad, connection has been made with the Great Western Railway of Canada by which a large business has been obtained from that road and its connections, the Michigan Central Railroad and the Detroit and Milwaukee Railway; in fact, the additional business to your road by the construction of this suspension bridge road, far exceeds the most sanguine expectations, and it promises a large and steady increase in the future, while the local business of that new road has developed the ability of the road to be self-supporting.

Arrangements have been made with the City of Lockport to construct a branch road from that city to Tonawanda, which, it is expected, will be completed in a few weeks after settled Spring weather, and which will throw considerable local business on the Suspension Bridge road as well as give to your main line an additional amount of through business. The Newark and Hudson Railroad is in course of construction and will soon be completed from the west end of Bergen Tunnel to a connection with the Paterson and Newark Rail-

road at Newark. This road will have a large local passenger business to bring to your ferry, as it will reach a part of the City of Newark at present not having the benefit of a rail line to New York, and it will very much enhance the value of the Paterson and Newark Railroad and the country through which it runs. The Hackensack Extension Railroad Company is extending its road to Grassy Point, above Haverstraw, on the Hudson River, which will add much to the value of your lease of that road. During last year a contract was made with the new Oceanic Steam Navigation Company, by which the landing of their steamships was secured at Long Dock, and arrangements made for mutual exchange of business. This contract has had the effect of adding to the revenue of your ferry when any of their steamships have been in port. That company expects to have enough ships completed to form a regular weekly line early next spring, the advantages of which will be felt by your road as well as by the ferry.

When the present management assumed charge of your road, we found the use of the Bergen Tunnel very seriously interfered with by trains of the Dalaware, Lackawanna and Western Rail road Company, lessee of the Morris and Essex Railroad, and on looking into the matter it was found that a contract had been made in 1859 with the Hoboken Ferry to connect with the New Jersey Railroad near the Hackensack River, to run through the tunnel; but instead of building such a road, as contemplated by the contract, under authority subsequently obtained from the Legislature of New Jersey, they built an independent road to Newark, and there connected with the Morris and Essex Railroad—by extending that road west they made connection with the Pennsylvania roads and so on to all points in the Western country, and this was the road they were operating through the tunnel without any charge therefor. On calling attention of the officers of the Delaware, Lackawanna and Western and Morris and Essex Roads to the matter, and requesting an account and settlement for use of the tunnel, they claimed the right granted under the contract of 1859, for a branch of the New Jersey Road, and refused action on our request, so that we were obliged to resort to the courts. Suit was commenced in Chancery of New Jersey, to which they put in an answer in substance same as they had given to us, and at same time claimed that your company had, by acquiescence in their construction of the contract of 1859, in permitting them to use the tunnel as they pleased without formal demand for compensation, forfeited all right to question their position in the premises. About the time the suit was ready for final hearing before the Chief Justice, the matter was compromised and a new contract made, under which the Delaware, Lackawanna and Western Company are now paying us at the rate of about $60,000 a year for use of the tunnel, whereas previously they had paid nothing for it.

Application has been made to the Post-Office Department for an increase of compensation for transportation of United States mails, which, so far, has been only partly successful, as under the law as it now stands the Postmaster General does not consider that he has authority to pay us what is conceded to be but an adequate compensation for the service performed. It is hoped that Congress will correct this matter during its present session by necessary legislation. We are hauling two Post-Office cars each way daily over the road, on express passenger trains, beside performing mail service on several local trains, and the Post-Office Department, with a view of enlarged and improved mail service, is now asking us to increase the dimensions of the postal cars. The policy of this Company has been to furnish the public with the largest and best facilities for business, and in this matter of mail service you were the first to construct and put in operation the present system of postal cars, which are run at a cost in excess of the compensation. The public has had the benefit, while we have been trusting the Federal Government would readjust the pay and fix it at a proper amount.

The expenditures for repairs and new constructions, on the line of the road, for the convenience of the public and improvement of your property, have been continued from time to time in accordance with the established policy as indicated in the annual report of 1869. The economy in the use of steel and steel-headed rails is being clearly demonstrated every day, from the fact that with the large increase in the number of miles of road operated and to be maintained, the quantity of new rails required for repairs is constantly decreasing, and the condition of the track is at the same time improving. During the year ending September, 1870, there were used in repairs of track 2,872,558 feet, or 59,228,000 pounds of rails, while in the last year we used but 2,601,062 feet, or 53,692,000 pounds, showing a saving of 51 miles of rails, or 25¼ miles of road and 2,918 gross tons; and your track was in better order at the close of the last year than at the close of the preceding year. It is confidently expected that the cost and quality of new rails required for repairs will largely decrease every year from this time. We have, so far, put in the track about 100 miles of solid steel rails and 314 miles of steel-headed rails. The economy in the use of these rails is shown, also, in the cost of repairs and condition of the rolling stock, and also in the more expeditious manner in which the largely accumulating number of trains are now run over the road, from the decrease in the number of accidents, by broken or defective rails throwing cars and engines from the track, and the consequent damage and destruction of rolling stock.

In the matter of bridges, we have continued the system of renewing, when required, the wooden structures with iron; and at this time two of the most important bridges on the line, which were for single track only, are being renewed with iron, and enlarged for double track; one over the Passaic River, west of Paterson, is 365 feet long, of three spans; and one over the Delaware River, and Delaware and Hudson Canal west of Port Jervis, is 793 feet long, of five spans—one span of 170 feet, three spans of 158 feet each, and one span of 149 feet. The former bridge is being constructed by the Watson Manufacturing Company of Paterson, on the plan of Mr. S. S. Post, and the latter by the Kellogg Bridge Company, on the plan of Mr. Kellogg.

The benefit of the arrangements made by the present management for lessening the cost of fuel consumed in locomotives, which is one of the largest items of the daily cost of operations, is now being very sensibly felt, as is shown in the following statement of the cost of fuel during the five years last past: 1867, 22 cents per mile run; 1868, 18¼ cents per mile run; 1869, 18 cents per mile run; 1870, 10¼ cents per mile run; 1871, 10 cents per mile run.

All the arrangements made for securing to your road a sure and permanent business, and for an economical cost of operations, are beginning to have effect, and go to show that the policy of making the several expenditures with the view of securing permanent improvements, as specified in the last published annual report, is amply vindicated by the result. In conclusion, I have the pleasure of communicating the following report of a Special Committee, and a resolution of the Board of Directors:

At a meeting of the Board of Directors of the Erie Railway Company, held at the office of the Company, Dec. 28, 1871, the following report was submitted:

To the President and Directors of the Erie Railway Company.

GENTLEMEN: The Committee to whom was referred the subject of the earnings and expenses of the road for the current year ending Dec, 31, 1871, with the view of determining the expediency of declaring dividends on the preferred stock, having examined the statements submitted by the Auditor of the Company, find that for the first six months of the year there were no surplus earnings applicable to the payment of dividends on the preferred stock of this Company, but that for the last six months of the year the surplus earnings are such as to warrant the payment of dividends for that period, and give promise of such earnings as to justify the hope that the Company will be enabled to continue uninterruptedly the payments of dividends hereafter, and we would therefore respectfully recommend the resumption of dividends on the preferred stock from the 1st of July last, and that the first dividend of 3½ per cent be made payable on and after the 31st of January next.

Respectfully submitted,

JOHN HILTON,
HOMER RAMSDELL,
EDWIN ELDRIDGE.

And the following resolution was adopted:

Whereas, It appears to this Board, from an estimate of the earnings of the Erie Railway for the six months beginning July, 1, 1871, that a sufficient amount has probably been earned in that period to justify the resumption of dividends on the preferred stock; therefore,

Resolved, That the payment of dividends upon the preferred stock of the Erie Railway Company be resumed, and that a dividend of 3½ per cent, for the period of six months, ending December 31, 1871, be paid on and after January 31, 1872, upon demand of the preferred stockholders whose names shall appear upon the books of the Company as such, on December 31, 1871.

Resolved, That the transfer books of this corporation be closed, December 31, 1871, at 2 o'clock, p. m., to remain closed until the 31st day of January, 1872.

For full details of last year's operations I refer to the annexed statements made in the form prescribed by the Legislature of this State.

JAY GOULD, President.

New York, December 28, 1871.

☞ The Albany *Journal* says that next season the N. Y. Central railroad will lay down a third track the entire length of their line. Since the closing of the canals the management of the road find it quite impossible to forward the freight entrusted to them with dispatch, and not interrupt passenger travel. So much difficulty of the kind has never before been experienced. At Syracuse it is proposed to run the freight cars around the city on the north side, across the head of Onondaga Lake to Geddes, connecting there with the main line again.

☞ The St. Louis *Republican* says the manufactures of that city have produced in 1871, $142,308,135 against $109,513,950 in 1870; the receipts have increased from 23,908,918 bushels in 1870, to 26,261,728 in 1871; there has been 1,512,142 barrels of flour manufactured in the past against 1,251,773 in the preceding year; the iron production has increased from 72,000 tons of pig metal to 84,853 tons in 1871, and the railroad system has been increased by the completion of nearly 1201 miles of road.

☞ The total value of the exports from Baltimore to foreign countries for 1871 was $18,244,783, against $12,755,012 in 1870. The customs receipts on imports amounted to $8,909,688, against $9,193,498 in 1870.

☞ The earnings of the Providence and Worcester railroad for the year ending September 30, 1871, were $829,218, and the expenses $623,406—leaving net earnings $205,812.

☞ The first survey of the railroad route between North Bridgewater and Mansfield, Mass., is completed. The distance is 11 miles, and the estimated cost $350,000.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,481	106,835	164,720	259,590	251,832	262,770	298,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	486,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,188	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,362	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,263	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	568,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	535,842	529,278	505,904	459,576	463,056	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,991	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,646	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,278,719
1871	270,204	266,8.3	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,058	7,181,208
1866	603,053	505,266	606,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,698	709,645	568,282	640,975	778,261	666,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	739,989	714,854	834,208	885,845	761,964	719,909	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,178	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,166	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406.510	376,470	3,970,946
1865	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	237,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,580	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399 671	4,509,251
1869	384,120	329,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	418,419	373 042	4,744,164
1870	337,992	329,128	384,431	412,030	406,288	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,666	441,685	470,703	480,.47	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	744,732	1,040,102	801 195	496,063	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,567	658,018	491,113	506,557	815,345	841,150	644,625	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,140	155,586	231,662	235,513	248,838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	255,726	2,833,399
1871	191,789	192,120	232,166	206,070	201,761	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 280 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,545
1870	196,787	218,234	253,085	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2?8,989	325,379	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	276,351	287,540	329,270	364,128	349,887	385,103	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	445,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,062
1869	479,236	525.490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	869,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	449,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	199,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,288	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,218	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,786	333,480	3,809,353
1868	276,712	265,137	257,800	286,825	260,629	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,015,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 180	530,288	700,603	802,586	746,460	643,058	664 051	728,521	719,698	570.163	505,053	7,656,094
1871	479,573	373,923	499,590	684,540	724,466	728,174	673,093	681,865	800,402	777,362	708,142	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,693	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	...
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	....
Sept. 30,'70	22.00	412	63	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,976,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	...
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mas.	734,671	727,800	150,000	74	—	—	9.0	100	100	....
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	191	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn) ..N.Y.	647,363	600,000	214,000	39,238	147,689	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	$12,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Sept. 30,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	745,000	215,000	—	334,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49	....
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	....
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,616	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	...
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	72
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	....
Dec. 31,'70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	80	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	11	....
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	65
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	61
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	86,000	725,894	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,998	85,061	9	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,316	36	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	....
Dec. 31, '70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	587	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	18.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	35,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	42,152	52,900	—	—	3 900	3,010	4	100	100	....
Oct. 31, '70	3.55	40	15	Worcester .....Mass.	46,205	40,000	20,000	5,028	1 487	Loss	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry 1st Mortgage.....	694,000	7	J.& J	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J	1894	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh..	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm. 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.). 1st Mortgage.....	62,500	7	J.& J	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1836	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1894	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch. 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1876	....
Ren. estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	95,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham. 1st Mortgage.....	300,000	7	J.& J.	1867	....
Watervliet. 1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage.....	20,000	6	A.&O	1875	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '72 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633.200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov.'71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,709,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J A J.O.	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov.'71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug '71 1½
" " pref.100	789,600	F. & A.	Aug.'71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O	Jan. '72 3½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* .. 50	2,967,300	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....60	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug.'71 3
Connecticut Riv..... 00	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 00	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 5
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	500,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 5½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North.Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	538,500	F. & A.	Aug. '71 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5.871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Nov.'71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug.'71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Aug.'71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12
N.Haven & Northamp..100	605,000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y.,Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 6s
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243.000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300 000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	876,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,919,275	F. & A.	Aug. '71 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,800	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'71 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol., Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,860,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley 100	225,000	A. & O.	Oct. '71 2½
West Jersey. 100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	600,000	J. & J.	Jan. '72 3½
Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan. '72 1
Bleecker st.& F. Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70 3
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newtown..100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	902,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,635,350	F. & A.	Aug.'71 4
Delaware and Hudson...100	15 000,000	F. & A.	Aug.'71 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 175,000	F. & A.	Sep. '71 3½
Pennsylvania.....100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug.71 35c
" " (pref.). 50	2,888,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan.'65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,336,600	— & —	.....
" pref..... 100	3,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	6,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug.'66 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,729,000	6	Jan. & July.	1880	114½
.. .. coupon	4,686,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861..... registered	124,985,150	6	Jan. & July	1881	114½
.. .. coupon	64,336,050	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s)..... registered	68,377,650	6	May & Nov.	1882	110
.. .. .. (5-20s)..... coupon	352,651,300	6	" "	1882	109½
Loan of March 3, 1863..... registered	53,366,750	6	Jan. & July.	1881	114½
.. .. coupon	21,632,250	6	" "	1881	115
Loan of March 3, 1864 (5-20s)..... registered	2,492,500	6	May & Nov.	1884	110
Loan of June 30, 1864 (5-20s)..... registered	40,924,350	6	May & Nov.	1884	110
.. .. .. (5-20s)..... coupon	49,916,650	6	" "	1884	110
Loan of March 3, 1865 (5-20s)..... registered	43,062,800	6	May & Nov.	1885	110
.. .. .. (5-20s)..... coupon	120,254,900	6	" "	1885	112
.. .. 2d series (5-20s)..... registered	62,463,050	6	Jan. & July.	1885	109½
.. .. .. (5-20s)..... coupon	166,226,050	6	" "	1885	109½
.. .. 3d series (5-20s)..... registered	91,160,000	6	Jan. & July.	1887	111½
.. .. .. (5-20s)..... coupon	229,815,250	6	" "	1887	111½
.. .. 4th series (5-20s)..... registered	12,606,500	6	Jan. & July.	1888	112
.. .. .. (5-20s)..... coupon	26,669,550	6	" "	1888	112
Loan of March 3, 1864, (10-40s)..... registered	135,035,050	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s)..... coupon	56,532,250	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71. registered	88,684,400	5	F. M. A. & N.	1881	109½
.. .. coupon	8,313,250	5	" "	1881	109½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" " "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	23,025 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	398,360,679	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	98½
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	108½
.. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1894	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,666	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	209,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	625,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	299,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1895	....
.. — .. .. .. converted	215,823	5	" "	1895	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	102
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74- '75	....
.. —	276,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	109
.. — .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,805,000	6	Mar. & Sept.	1886	101
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'86	92
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'75	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	693,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	106½
.. —	800,000	6	" "	1876	....
.. —	348,000	5	" "	pleas.	106
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,267,900	6	J. A. J. & O.	1872	....
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	21
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'96	17
.. — .. .. (new).	1,729,000	6	April & Oct.	92-'96	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	24
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	13
.. — .. (" ").....	1,600,000	6	" "	1876	....
.. — .. (" ").....	4,096,300	6	" "	1881	101
.. — .. (" ").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	6	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	96
.. —	90,400	6	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	6	" "	1882	103½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	6	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	786,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	50
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'98	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	6½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	64
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	65½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. — .. Certificates	201,000	6	" "	71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	63½
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	65
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,809	6	Jan. & July	77-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1868	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	91
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	80
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	16,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sky fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	434,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sky fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	854,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1890	30½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	800,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	89½
2d Mortgage	880,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sky f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	93½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	86
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	88½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	86½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	109
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86
Central Pacific of California:						
1st *Mortgage*	gold 25,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (1st by State)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	.....	....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (423 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m. gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	800,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	303,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sky fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, sky fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75)	gold 941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	980,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,280,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	96
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1886	85½
Income Bonds	800,000	7	Jan. & July.	" "	1886	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	89¼
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	891,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	92
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1892	106½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	93¾
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil. R. R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi. & Mil. R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort. (Mad. Exten.) 126 m. g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Men. Exten.) 120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf. & Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	97½
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	95
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	84
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	94½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,000	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta (C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	91
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1900	72½
Columbus & Ind. Cen. (C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage s'kg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage s'kg fund, 1856	455,800	6	June & Dec.	Boston.	1876	88½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage s'kg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	80,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J. (K.St.J. & C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky. Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	8	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1868, (secnd)	1,916 6 9	6	" "	N Y. & Detroit.	1880	....
Bonds of Sept 6, 1866	300.000	6	March & Sept	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.)	150.867	6*	May & Nov	N Y & London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	256,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han. (C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	96½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1878	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	6	May & Nov.	"	1872	....
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	89
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	83
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	106½
2d Mortgage	985,000	7	May & Nov.	" "	1875	96½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	87½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1880	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	87
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	"	1885	95
1st Mort. (Q. and Palmyra R.R.)	200,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1880	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	95
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1860	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1875	101
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1896	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.):						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1882	58
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1890	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $600,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam.,Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	6	Jan. & July.	New York.	1888	92
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 284 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	600,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	93
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	92
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8 F.free..gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	93
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	94½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	102
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18 0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'watn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'90	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'68-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'98	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1886	50
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	97½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1835	103½
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.)						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488.000	7	Jan. & July.	New York.	1893	93¼
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	88½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	88½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	96
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
1 and Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500.000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold (	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling (		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1886, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,460..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal)						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1839	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	75
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	300,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	98½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	103
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	91
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(L.I.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	88½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1868(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	85½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	90½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ").	140,000	6	" "	"	1885	90½
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	83
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82½
1st Mortgage	590,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	97½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	82½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CR&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	6*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	98
2d Mort. }	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	94½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1907	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-'90	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	97
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	86½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	88½
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,900	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	97½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863.	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sfg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	80
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	84
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	97½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1857	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	160,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1859	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.:....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	591,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref...	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.....	899,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	"	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1898	....
Sterling Mountain:						
1st Mortgage	850,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	80
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	101
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	98
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	660,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	300,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	77
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	96½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	67
Bonds endorsed by Balt	600,000	6	" "	"	1890	92½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	90½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	91
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1890	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						....
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	85
Mortgage Loan	2,0 0,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Gold Loan	980,000	6*	" "	"	1894	91½
Convertible Loan	1,996,879	6	" "	"	1877	84
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,966	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	78½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,816	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	18,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: F. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ... New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley ..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,861	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge... .... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930.000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶ ..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶ ..... Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch ..... W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac ..... Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake ..... Maine.	950,500	50.000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,708	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.... Illinois.	.....	—	—	—	—	1,100,000	.....	.....	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire ..... Massachusetts.	500,000	100,000	—	—	600.000	—	—	—	—	—	—	—	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning ..... New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany .... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,052	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Boston, Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell ..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	364,844	932,176	67.5	.....	.....	10 mos.	934,754	156 879	8	100	44
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450.000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	124
Sept. 30, 1870	51.3	7.7	65.0	—	32	51	12	484	Boston and Providence..... Mass. & R. I.	3,730.169	*	462,130	237,510	3,700,000	—	226,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,604	10	100	138
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany ..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	149
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron ..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...t'enn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River* ..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	107
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	—	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	42
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific ..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	—	—	—	—	Camden and Amboy ..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	127½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic ..... New Jersey.	1,762,832	328,543	30,550	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville ..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville ..... Penn.	742,157	*	.....	.....	.....	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa ..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	387,491	.....	.....	655,812	231.108	—	50	38
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna ..... New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota ..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River* ... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia ..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa ..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	740	—	102.5	—	117	113	18	1,677	Central of New Jersey ..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio ..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	28½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung ..... New York.	400,000	—	—	—	380,000	—	.....	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington ..... S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany ... N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.6	35	21	13	310	Chesapeake and Ohio ..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire ..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.6	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 083,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	176	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	12,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	129

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	....	(Leased and oper. by Mich gun Central.)	.....	.....	.....	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	30,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—	—	—	1,510,968	1,803 312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	—	(Leased & oper by Tol. Wab. & Wester	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631.280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	55
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	106
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10 1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	—	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*	—	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538.422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	—	—	—	834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	—	—	—	7,885,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921.274	707,493	—	100	44
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	—	—	—	—	—	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	—	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	—	1,450.000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)	140,672	49,235	.....	.....	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,366	—	—	—	286,730	—	—	—	—	(In course of construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	—	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	—	—	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	—	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)	7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.324	—	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	.....	306.000	400,000	—	—	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	—	610,000	840.000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)	.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	—	250,000	640.000	—	—	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	—	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	—	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49.053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	—	—	—	—	1,209,000	—	—	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	—	1,300,000	1,300,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	—	3,000,000	1,500,000	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	—	1,212,500	500.000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,333,666	13,457,541	5,088,720	8	100	90½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	—	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg. Ft. W. & Chi.)	49.507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	—	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	16.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)	—	—	—	—	—	—	—	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	122½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	—	—	—	900,000	900,000	—	—	—	(Under constr. to be complt'd in 1871.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	—	5,871,450	2,528,000	—	—	196.0	1.096.503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.6	—	.....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	—	—	—	6,000,000	5,000,000	—	—	—	(No returns—Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	..	..	..	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	—	—	—	—	750,000	—	—	—	(Under cons. to be comp. to Pine Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	—	1.500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	48	9	244	Long Island.....New York.	5,016,402	*	.....	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	64
Jnn. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	50	...
Jun. 30, 1870	93.5	77.4	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	—	154.941	50.718	2,472.183	2 859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	198.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	—	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1.500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	—	.....	.....	3.000.000	—	—	—	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,845,904	1,666	—	2,061,100	—	—	—	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	21	Lowell and Lawrence....Massachusetts.	332,883	30,255	—	—	15,123	200,000	67,700	11,529	99,056	—	(Leased & oper. by Boston & Lowell.)	—	—	—	—	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Carried one mile. Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net $	Dividends. p.c.	Value of Shares. Par. $	Market. p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)					
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,374	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—			630,000				.....	.....	.....	.....	.....	.....	12	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—			500,000	500,000			(Leased	and oper.b	y Erie.)	.....	.....	53,400	8	100	79
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—			250,000	100,000			(Leased	and oper.b	y Erie)	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com pleted.)			248,000	85,000			(Leased	and oper.b	y Eric.)	.....	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,091	—			342,150	160,000	36,542		(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—			500,000	375,000			(Leas.&	oper. by C	m.& Am.)	.....	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	(Leas.&	oper. by N	Jersey So	uthern.)	.....	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	118½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)		20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—			1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....		.....	2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—		.....	57,200	100,000	57,381	.....	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,300	.....		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	52
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	174
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—			1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,082,582	10	50	114½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	50	112
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	112
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—			450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319		——	(Leas.&	oper.byBo	s.&Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,244	*			993,100	1,222,848	268,519		....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,089	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000			——	(Leased	& oper. by	Eastern.)	.....	.....	10	100	125
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170,000	200,000			——	(Under	constructi	on.)				100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	92
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	609,711	114,275	56,137	2,000,000	46,000	136,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—			600,000	800,000			48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	——	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	.....	507,288	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	100
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*		.....	650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—			557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				——	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	2	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	—	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	110
Dec. 31, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	3,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	24½
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....		22.0	45,657	.....	.....	83,423	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*	—	—	4,340,000	6,700,000			112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000			——	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000			201.0	635,019	.....	.....	1,372,236	385,803	—	100	59½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....		——	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000			——	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.5	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000			——	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	—	—	—	2,000,000	3,000,000			——	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....		——	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	—	180,550	100,000			110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	.....	243,305	326,900	1,287	82,596	——	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	2,524	910,350	2,307,000			——	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000			116.3	433,006	.....	.....	480.173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	(Leas.&	oper.byRe	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	108.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	—	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....		——	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—		——	(Under	constructi	on.)	.....	.....	—	100	....
																		——	(Leas. &	oper.by Ph	ila.& Read	ing.)	423,803	5	50	.....

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PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	60
Catawissa,* pref. and guar.	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	122
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	92
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	66
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	67
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22
" " 2d pref.	4,051,744	6	...	13½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105½
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	79
St. Louis, Alton and T. H., pref.	2,040,000	7	7	55
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv..York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122½
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton 33 50 @ 40 —
Pig, American, No. 1	36 — @ — —
Pig, American, No. 2	34 — @ 35 —
Pig, American, Forge	33 — @ 34 —
Bar, Refined, English and American	— — @ 86 —
Bar, Swedes, assorted sizes	(gold) 85 — @100 —
	—Store Prices.—
Bar, Swedes, ordinary sizes	112 50 @122 50
Bar, Refined	92 50 @ — —
Bar, Common	— — @ — —
Scroll	110 — @140 —
Ovals and Half-round	110 — @130 —
Band	— — @107 50
Horse Shoe	105 — @115 —
Rods, ⅜@3-16 inch	97 50 @132 50
Hoop	112 50 @160 —
Nail Rod	per lb. — 7 @ — —
Sheet, Russia, as to No.'s	(gold) — 15 @ — 15½
Sheet, Single D. and T. Common	— 5½@ — 6
Rails, English	(gold) per ton. — — @ 63 —
Rails, American, at Works in Penna.	c'y. 70 — @ 71 —
Anvils, (Eagle)	per lb currency. — 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb. — 15 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister "Black Diamond"	— — @ — 12
American, Cast, Tool, do.	— 15 @ — 16
American, Spring, do.	— 9 @ — 11
American Machinery do.	— 9 @ — 10
American German do.	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb. — — @ 4 65
Cut Spikes, all sizes	— — @ 4 90
Clinch	5 15 @ 6 65
Horse Shoe, Forged (No. 10 to 5)	per lb. — 19 @ — 33
Copper	— — @ — 40

TIN—Duty, Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb. — — @ — 42
Straits	(gold). — — @ — 37½
English	(gold). — — @ — 27½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 9 50 @ 9 75	10 25 @ 11 —		
I. C. Coke	8 50 @ 9 25	9 25 @ 10 25		
Coke Terne	7 75 @ 8 —	8 75 @ 9 25		
Charcoal Terne	8 50 @ 8 75	9 75 @ 10 25		

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall. — 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 17 @ — —
Refined, Standard White (in ship'g order)	— 22½@ — —
Refined, prime White (in shipping order)	— — @ — —
Refined, S. W. (in jobbing lots)	— 25 @ — —
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)	— — @ — 13
Residuum	per bbl. 4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Canton Co.	....	....	76	....	....	....
Central Pacific 6s	100½	100½	100¾	101	101⅛	101½
Central of N. Jersey	109½	....	....	108⅝	109	....
Chicago & Alton	....	....	....	118	....	....
" pref.	....	....	....	....	122	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	120	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	68⅛	66⅞	68⅛	67½	68⅛	67⅛
" pref.	92⅛	....	92	....	91½	....
" 1st M.	....	....	....	101½	....	....
" S. F.	....	....	....	102½	....	....
" Consol.	93	93	....	....	....	93⅞
Chic., Rock Isl. & Pac.	107½	....	108	107⅛	108⅛	108⅛
Chi., R. I. & Pa. 7s, 1896	101½	101½	101⅛	101⅛	....	....
Clev., Col., C. and Ind.	89⅜	....	....	90⅛	89⅜	90⅛
Clev & Pittsburg guar.	....	....	91	91	91⅛	90⅜
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	83½	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	20	20½	22	21	20⅞	....
" 1 M.	89⅞	....	89⅞	90	....	90⅜
" 2 M.	....	....	....	....	....	73
Del. & Hudson Canal	123½	....	....	....	123⅛	....
Del. Lack. & Western	104½	104	103⅞	103⅛	103⅞	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	36	35½	35⅞	36⅜	36⅞	35⅞
" pref.	65	65	65	65½	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	93	....	....	....	....	....
" 4 M. 7s, 1880	89	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	87½	....	87½
Hannibal & St. Joseph.	54	....	....	53½	....	55
" pref.	66½	....	....	....	67	....
" 8s, conv.	95½	....	....	....	....	97½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	105	....	105	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	104½	....
Lake Shore & Mich. S'th.	93⅞	93⅛	95½	90⅛	92	90½
Lake Shore Div. bonds	....	....	93	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	115	....	116	....	116½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	103	....	103½	103½
" 2 M.	98	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	56⅜	54½	....	55⅛	55⅛	54½
" pref.	80⅛	....	80	80½	....	....
" 1st mort.	92	....	....	....	....	93½
" 2d mort.	....	....	....	....	....	85
" 8s.	109	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95⅛	....	....	95	95⅛	95⅛
" H. & St. J. 1as	....	91	91	....	92	91½
Morris and Essex	....	92	92½	92½	93	92⅝
" 1st mort.	103⅛	103½	....	105	....	105
" 2d mort.	100	....	....	....	100	100
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	....	....	93½	94	93½	
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95⅜	95	96	95⅜	96⅛	95⅞
" certificates.	90⅛	90½	91⅝	91⅛	92½	91½
N. York and Harlem.	114	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	101	....	....	101½	101⅜	
N. Carolina 6s, old	34½	34	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	45⅜	45½	....	45½	46½	45⅞
" pref.	75	....	....	....	....	75½
" 1st M.	....	100	....	....	....	....
Pacific Mail S. S. Co.	56⅜	55	56	54⅜	55½	54⅜
Panama	78	75	75½	79⅜	....	....
Phila. and Reading	111⅛	....	112⅜	113	114	....
Pitts., Ft. W. & Chi. gtd.	....	96	96	96	96⅛	96
" 1 M.	104	104½	....	104½	....	105
" 2 M.	....	....	100	....	100	100
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	27	26	26½	26½	26⅜	26⅞
St. L., Alton & T. H.	....	22	....	....	....	24½
" pref.	....	....	....	....	....	55
" 1 M.	....	....	....	....	....	98½
" 2 M. pref.	86½	87	....	....	....	86½
" Income bds.	....	....	....	....	76	....
Tennessee 6s, old	....	63½	....	64	64	64
" new	63½	63⅝	63⅝	64	....	....
Tol., Wab. & Western	....	72½	....	71½	73⅛	72⅝
" pref.	....	....	....	....	....	....
" 1 M.	....	....	101	101	....	101
" 2 M.	....	....	93	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	88½	90	....	90	90½
Union Pacific	30½	28⅞	29½	29½	30½	30⅝
" 1st mort.	90⅜	89½	90½	90½	90⅝	91½
" L. Gt. 7s	79½	....	80	80	80½	80½
" Inc. 10s	84	82½	83½	....	....	....
Virginia 6s, old	57	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	52⅛	52⅜	54	55	56	54½
" def. cert.	20	20½	....	....	....	21

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup..110	....	109⅞	109⅞	....	....	....
U. S. 5s, 10-40s, reg...109½	109	109½	109½	109½	109½	
U. S. 5s, 1881, reg	....	....	....	....	....	109⅝
U. S. 5s, 1881, coup	109½	....	....	....	109⅝	....
U. S. 6s, 1881, reg.....114½	....	114⅝	114⅝	....	....	....
U. S. 6s, 1881, coup....115	115⅛	....	116⅛	115⅛	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	110⅛	110⅛	110	....	
U. S. 6s, 5-20s, c. 1862..110⅝	110	110	110⅝	110	109⅞	
U. S. 6s, 5-20s, reg. '64	....	110	....	....	....	....
U. S. 6s, 5-20s, c. 1864.110½	110½	....	111	110½	110⅝	
U. S. 6s, 5-20s, reg. '65.110⅞	....	....	....	110½	110	
U. S. 6s, 5-20s, c. 1865	112½	112	112⅝	112	....	
U. S. 6s, 5-20s, r. n. '65	110⅞	110½	....	110	109⅝	
U. S. 6s, 5-20s, c. n '65	111	111⅛	110⅞	110½	110	
U. S. 6s, 5-20s, reg. '67.111½	111½	....	111⅞	112	111½	
U. S. 6s, 5-20s, c. 1867..112⅝	112⅜	112⅛	112⅜	112⅛	111⅞	
U. S. 6s, 5-20s, reg. '68.111⅞	....	112	....	....	....	....
U. S. 6s, 5-20s, c. '68	112⅞	....	....	112	112	
U. S. 6s, Pac.R.R.issue115	115	....	....	115⅜	115⅜	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa	....	....	....	....	....	....
.. preferred .. 46	....	....	....	46½	45⅝	....
Camden and Amboy	128⅞	128½	128	....	....	127½
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	91	92	....	....	....	92
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89 93⅝	....	94½	....	94½	....	94½
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	39	....	39½	39⅝	40⅝	40½
.. 6s, 1884	....	....	84½	85	....	....
.. Gold L	....	90½	90⅝	90⅝	....	91½
.. R. R. L	....	....	....	....	....	....
.. Conv. L	84	....	84	....	....	....
Lehigh Valley R.R	61	....	61½	61½	61½	61½
.. 6s new coup	....	....	94⅜	....	....	94½
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	52½	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	47	....
.. 6s, 1880	....	98½	....	....	....	....
.. 7s	95	95	....	....	95½	95½
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	38½	....	....	....	....
Oil Creek & Alleg. Riv. 47⅞	47⅞	45½	45⅛	46⅛	46	
.. 7s	83½	83½	82	....	82⅛	....
Pennsylvania R. R	59	58⅞	58½	59	59½	59½
.. 1st M	99	100	100	100	100	100½
.. 2d M	....	99½	100	....	....	....
.. Gen. mort	....	92	92	92	92½	....
.. .. reg	....	....	....	97	....	....
Penn. State, 6s.1st series	....	....	....	....	....	102
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s... 96	96½	....	....	97	97½	
.. new 100⅝	100½	100½	100½	100½	100½	
Philad., Germ. & Nor	87	....	....	....	....	....
Phila. & Reading 56½	56	55⅝	56½	56⅞	57	
Philadelphia and Erie.. 25⅝	25⅞	25½	25	25⅞	25⅛	
.. 6s	....	....	....	97	....	
.. 7s	86	86½	....	86⅛	....	....
Schuylkill Navigation	....	8	....	....	....	....
.. pref.	16⅛	16½	....	....	....	....
.. 6s, 1882 79	79½	79⅝	79½	79½	79½	
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	20
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	61	61
Spruce and Pine ..	....	....	....	31½	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	....	98⅛	....	98½	....	....
.. 1886	....	....	....	....	....	....
.. 1890	....	97½	97⅝	....	....	97½
.. 1884	....	....	....	....	....	....
.. 1900 ..... 97½	....	97½	....	....	....	....
Balt and Ohio	....	....	....	....	....	142
.. bonds, 1875	....	....	....	93⅞	....	....
.. .. 1880	....	93½	....	93	....	....
.. .. 1885	....	95	95	95	....	....
Marietta & Cin. 1st M	....	97	96½	97	....	....
.. 2d M	85½	....	....	....	....	85½
.. 3d M. 8s	....	....	....	....	....	....
Northern Central	38½	38⅞	39	....	....	....
.. bonds, 1885	....	90½	90⅞	....	....	91
.. .. 1900	....	....	....	....	85	....
Pittsb. & Connellsv. 7s. 90½	90½	90½	91½	....	91½	
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol ... 57	52½	53	....	....	58½	
.. Defer. Certif.. 21	20	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 10.

	Th.4.	F.5	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany 149	149½	149½	149½	149	149½	
Boston and Lowell	....	134	....	....	....	
Boston and Maine	....	....	....	....	137	138
Boston and Providence	....	....	....	....	149	149
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new 30½	29½	29½	29½	30½	30½	
Cheshire, pref	....	....	....	....	....	85½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	105	101½	105	105	105	
Fitchburg	....	135	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central.....116	116½	116½	116⅝	117	117	
Northern, N. H	113½	116	116	....	....	....
Ogdens. & Lake Champ 87	....	87	....	87	87	
.. pref	....	....	....	....	....	....
Old Colony & Newport	....	....	106⅞	....	107	
Ph., Wil. & Baltimore.. 56	56	56	55⅞	56	56	
Portl'd, Saco & Ports...125	....	125	....	125	....	
Union Pacific	....	....	29⅞	30	30½	
" 6s	....	90½	....	90½	....	
" Land Grant 7s 78½	....	78	....	....	78½	
" Income 10s... 80⅝	....	80⅝	80⅝	....	82	
Vermont & Canada.... 98½	....	98½	98½	98⅛	98½	
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	73½	73½	....	....	72⅝	
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	11½	11½	
Franklin .. 5	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewable .. 5	....	....	....	....	....	....
Quincy ..	....	....	36	36	....	

London Stock Exchange.

	—Closing Prices.— Dec. 8.	Dec. 15.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	85 — 90	87 — 92
Do. do., 2d mort., 1881	78 — 82	80 — 85
Do. Penn., 1st mort., 1877	85 — 90	87 — 92
Do. do., 2d mort., 1882	78 — 82	80 — 85
Do. Consol. 7 per cent. mort. 1890	34½ — 35½	38½ — 39½
Detroit and Milwaukee 1st mort. 7s	74 — 79	74 — 79
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	25⅞ — 26⅛	26 — 26⅛
Do. sterlg. 6 p. c. convertible bonds	75 — 77	76 — 78
Illinois Central, 6 per cent., 1875	— — —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	109 —110	109½—110½
Marietta and Cincinnati 7s	84 — 86	84 — 86
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	78 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	97½— 98½	97½— 98½
Do. $50 shares	48½— 49½	48½— 49½
Philadelphia and Erie 1st mort. 1881.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 13, 1872.

Stock Exchange and Money Market.

Though there has been a somewhat less urgent call for Money, yet the demand from speculative sources has been active, and, with no very marked increase in the offering either from bank or through private channels, rates on call have been kept up to from 7 per cent. currency to the Government houses, to 7 per cent gold, and, in many instances, a fractional commission to the Stock Exchange firms. In the line of discounts business has been comparatively slow, with the best grades of mercantile paper rated at from 9@12 per cent. per annum. Toward the close, the market seemed somewhat less stringent for the leading borrowers on call, though extreme rates were maintained. Considerable talk has been occasioned by the cable reports of the negotiation of $600,000,000 of new Five and Four-and-a-half per cent. bonds of the United States, said to have been completed by the Messrs Rothschilds, and Messrs Jay Cooke, McCulloch and Co.; but the dispatches relating thereto have been so conflicting that the actual facts of the case have been difficult to determine on the part of the general public. From Mr. Jay Cooke, himself, the information is said to have been received, to the effect that as early as December 21 the London house of Messrs Jay Cooke, McCulloch & Co., forwarded a proposition from the Rothschilds, acting with his firm, to negotiate for the United States Government $600,000,000 of the new bonds, one-half being the 5 per cents. and the remainder 4½ per cents., an essential condition of the proposition being that the interest on the greater part of the $600,000,000, all except $100,000,000, shall be made payable in London. The Secretary, who has had the proposition under consideration, is unable to accept that part of the proposition in regard to paying the interest abroad without further legislation; and, for the present, nothing can be done on that basis. These are said to be the essential facts of the case. The report of the negotiation, together with the diminishing prospects of a war with Spain, had a depressing effect on the price of Gold. The stringency in the discount line has led to considerable embarrassment in mercantile circles. A few suspensions have been announced, including one of some importance, in the domestic dry goods commission line.

The city banks, in their latest return, show a reduction of $244,300 of legal tender notes, with an increase of $3,771,100 of specie, and $5,427,400 of deposits; also an increase of $2,170,400 in their loan and discount averages, and a reduction of $50,600 in their item of circulation. The city bank exchanges, last week, averaged $134,255,866; and thus far, this week, 130⅛ millions daily. The banks now hold $10,299,000 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,820,600, against $26,358,191 same time last year. The city bank deposits are now $205,828,200, against $202,038,825 week ending Jan. 7, 1871. The legal tender reserve amounts to $40,058,500, against $49,031,410 same time last year. The circulation now stands at $28,492,200 against $32,114,718 same time last year. The loans are now $272,704,400, against $265,578,027 at this date last year.

The U. S. Sub-Treasury reduced its currency balance $2,483,902 and its coin reserve $6,557,447 as the result of the week's business. The receipts of the office were $4,684,925 in coin, and $2,200,128 in currency; payments, $11,242,073 in coin, and $4,684,030 in currency. The office received $2,335,000 in coin or its equivalent, from customs; and disbursed $3,266,820 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,049,984 of coin certificates, received for customs.

Government revenues have been on a moderate scale, since our last. The excises yielded last week about 2¾ millions, and thus far since July 1, about 70½ millions. The customs at the port of New York, last week were $2,257,984; and at the outports, equal to about $750,000 more, all in coin, or coin certificates.

The gold speculation, which was stimulated by the sensational rumors of impending trouble with Spain, closed on a less confident basis, and with less activity in the dealings. The offerings have been rather more liberal, with less buoyancy noted as to price, in the later transactions. The customs call has been moderate; and

the export drain unimportant. The range of the price during the week has been from 108⅝@109⅝ and the closing quotation on Wednesday was 108⅝@108¾ against 109⅛ the preceding Wednesday. The specie outflow, last week, was $3,414. The Gold Exchange Bank clearances have averaged about 51¾ millions a day during the week. Wednesday's clearance were $39,665,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 6, 1872 $49,572,632, against $52,654,551 same time in 1870-1871.

The customs demand for Gold last week, averaged $467,000 a day; thus far, this week, it has averaged $482,000 a day or equal to a weekly aggregate of $2,892,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,632, against $33,610 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $79,695,221 against $73,950,768 same time in the preceding fiscal year 1870-71.

The export drain of specie was $3,414, last week, against $481,997, same week preceding year. The shipments since July 1, 1871 have been $22,660,523 against $42,668,875 same time in 1870-71.

Foreign Exchange has been less active and less firm. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109⅝@109⅞.

The produce exports from this port, week ending with Jan. 9, were to the currency value of $2,209,953.

Government securities have been in fair investment demand, mostly through the commission houses, at generally well supported prices. The offerings of the older issues have been on a limited scale.

Under the Treasury programme for January the U. S. Sub-Treasurer at the point proposed to sell, during the month, two millions of Gold, as follows: Thursday, January 11, $1,000,000; Thursday, January, 25, $1,000,000; and to buy in two million of U. S. bonds as follows: Thursday January 4, $1,000,000; Thursday January 18, $1,000,000.

London telegams of Jan. 9, report that Messrs. Seligman Brothers had introduced there and on the Continent four million of new bonds of the Territory of Columbia, at 87½. The loan was said to have been a great success; having been nearly all taken up before the books were regularly opened.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅛@115⅜; U. S. Five-Twenties of 1862, (other than the bonds called in) 109⅝@110; U. S. Five-Twenties of 1864 at 110⅛@110½; U. S. Five-Twenties of 1865, 111⅜@111⅝; U. S. Five-Twenties of 1865 consolidated, 109¾@110; U. S. Five-Twenties of 1867, 111⅛@111¾; U. S. Five-Twenties of 1868, 111⅝@112; U. S. Ten-forties at 109⅝@109⅞; U. S. Fives of 1881 (Funding Loan) 109⅝@109⅞. Six per cent. currency bonds, 115⅝@115⅞.

noted for the better class of railway bonds, which have been generally firm in price. Central Pacific Sixes, have been in more request and higher, closing buoyantly at 102@102¼ ex the January coupon of 3 per cent. in gold. Chesapeake and Ohio Sixes have been more sought after by investment buyers on the basis of 94 per cent. and accured interest.

From the annual report of Messrs Fisk & Hatch, bankers of the Central Pacific Railroad and its Pacific coast connections, now being rapidly constructed by the same company, it appears that the earnings of the Central Pacific in 1871 were $9,546,000 as compared with $7,995,000 in 1870, with the expenses $4,325,000, against $4,194,000—reducing the ratio from 52⅞ per cent. of gross, to 45½ per cent. The interest account, (reduced to Currency,) $2,884,000—leaving $2,336,500 net for the company. The increase in overland freights in 1871 was enormous. As ascertained for nine months of the year, the gross was 14,116 tons of 2,000 lbs., against 4,007 tons for the same months in 1870. The California and Oregon branch of the main line when, completed will be 330 miles in length. It is now in operation 116 miles. The San Joaquin Valley Branch will embrace 152 miles, of which 58 miles are completed.

Railway and miscellaneous share property has been moderately active, and quoted much stronger in price. The dealings in Erie shares have been unusually extensive, during the week.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 27.	Jan. 3.	Jan. 10.
Consols	92½	92¾	93
U. S. 5-20's of 1862	92	92¼	91⅞
U. S. 5-20s, 1865	93⅞	94⅜	93¼
" 1867	93⅞	94⅜	93¼
" 10-40s	91¾	92⅛	92
Erie	27¾	30½	

State bonds have been comparatively quiet and irregular in price, closing rather weak.

A fairly active investment demand has been

General business has been somewhat brisker in the line of Domestic produce, with Flour, Wheat, Pork, and Lard quoted firmer in prices. Middling upland cotton closed on Wednesday at 21⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,540,437 bales, against 1,816,797 bales same time in the preceding year; exports 728,511 bales, against 999,575 bales in the previous year; stock at the ports at latest dates, 515,656 bales, against 558,449 bales same date 1870.

At the Live Stock Markets, Beeves have been in more demand at from 9@13 cts.; Veals at 5@11 cts.; Sheep at 5½@8½ cts. Lambs at 6½@9½ cts.; Swine, at 5@5¼ cts. per lb., all live weight. The week's receipts were 6,266 Beeves, 1150 Veal Calves, 18,043 Sheep and Lambs; and 29,335 Swine.

Foreign goods have been comparatively slow of sale with values quoted essentially unchanged. The week's imports of foreign goods reached $6,062,984 including $1,432,623 of dry goods.

Ocean freights have been quoted firmer by steam, and depressed and irregular by sail. Steam room has been scarce. Sail room in fair supply. The demand for accommodation has been somewhat brisker.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 24½; do., Apl. and Oct., 22; North Carolina 6s, special tax, 13; do. Fund Act, 1866, 24; California 7s, 108½; Brooklyn 6s, W. L., 94½; N. Y. State 6s, 1873@1874, 106; do. 7s, B. L., 106½; Toledo, Wabash and Western consol., 87¼; Ohio and Miss. consol., 93¾; do. 2d mort., 83; Long Dock bonds, 92; Cincinnati and Springfield 1st mort., guar. by L. S. and M. S. R. R., 96¼; do., guar. by C., C., C. and I. R. R., 96; Hannibal and Naples 1st mort., 87; North Missouri 1st mort., 88½; Toledo, Peoria and Warsaw 2d mort., 80; Detroit, Monroe and Toledo 1st mort., 98; Pacific 7s, guar. by Mo., 100; St. Louis and Iron Mt. 1st mort., 97½; Gt. Western 1st mort., 1888, 98; Chicago and Milwaukee 1st mort., 92; Galena and Chicago 1st mort., 106½; Cleveland and Pittsburg consol., 94½; Milwaukee and St. Paul 1st mort. Iowa Div., 88½; Central of New Jersey 1st mort. new, 106; St. Louis, Jacksonville and Chicago 1st mort., 93¾; Rensselaer and Saratoga R. R., 100; New York and New Haven R. R., 142; Lake Shore and Michigan Southern scrip., 87; Albany and Susq. R. R. 92; Second Avenue R. R., 65; Western Union Tel., 70⅝; do. 7s, 93; Quicksilver pref., 31¾; Maryland Coal, 25; Consol. Coal of Md., 41¼; Spring Mt. Coal, 67½; U. S. Exp., 62; Wells Fargo Exp., 58¾; Am. Mer. Union Exp., 59⅞; Adams Exp., 99¾.

Philadelphia.—Lehigh Nav. consol. gold loan, 96; West Chester R. R. 7s, 96¾; West Jersey R. R. 7s, 102½; West Pennsylvania R. R. 6s, 80; Schuylkill Nav. 6s, 1895, 79; do., 1874, 74; Wilmington and Reading 7s, 96¾; Connecting R. R. 6s, 88¾; Susquehanna Canal 6s, 75; Philadelphia and Reading 6s, 1849-'80, 90; Warren and Franklin 7s, 90½; Camden and Burlington County 6s, 86½; Penn. and New York Canal 7s, 94¼; Allegheny Valley 7 3-10s, 91; Nesquehoning R. R., 57; Union Canal, 1; do., pref., 1½; do. 6s, 15; New York and Middle Coal, 4½; Pittsburg 6s, 90. The latest quotations are: City 6s, 97¼@100; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, W. L. 102@102¾; do. 1st series, 101⅜@102; do. 2d series 104@105; do. 3d series, 106⅝@107; Reading, 56⅞@56⅞; do. 7s, 1893, —@101; do. mort. 6s, 1880, 90@—; Camden and Amboy, 127¼@127¾; do. mort. 6s, 1889, 98¾@94; do. 1883, 91½@92; do. 1889, 88@89; Pennsylvania R. R., 59¼@59½; do. 1st mort., 100@100½; do. 2d mort., 99@100; do. General mort. coupon, 92⅜@92½; do. reg., 97@97¼; Little Schuylkill R. R., 45@46; Morris Canal, 49½@50; do. pref., 125@—; do. 6s, 92@92; Susquehanna Canal, 6¼@—; do. 6s, 74@75; Schuylkill Nav., 8½@8½; do. pref., 16¾@17; do. 6s 1882, 79@79½; Elmira and Williamsport pref., 40@40½; do. 7s, 1878, 91@—; do. 5s, 59@—; Lehigh Coal and Navigation, 40¼@40⅜; do. 6s, 1884, 84@85; do. R.R. Loan, 93@95; do. Gold Loan, 91½@91¾; North Pennsylvania 47@47; do. 6s, 98@98½; do., 7s, 95⅜@95½; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26⅜; do. 6s, 90@90; Minehill, 52@53; Catawissa, 16@16½; do. pref., 46@46¼; Lehigh Valley, 61@61; do.6s, new coupon, 94@95; do. reg., 94½@96; do. 7s, 102@102; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 60@62; Thirteenth and Fifteenth, 21@21¼; Spruce and Pine, 31½@32; Green and Coates, 45@—; Chestnut and Walnut, 54½@—; Hestonville, 20@20¼; Union, 60@—; Germantown, 35@40.

Boston.—Vermont Central 1st mort., 84; Fitchburg and Worcester 1st mort. 7s, 1890, 87½; Vermont Central and Vermont and Canada 8s, 1875@

1889, 100; Cedar Rapids and Missouri 7s, 1916, 88¾; Eastern R.R. 6s, 1874, 98½; do. 1889, 96½; Stanstead, Shefford and Chambly 7s, 83¾; Burlington and Missouri River R. R., 107; Portsmouth, Gt. Falls and Conway R. R., 92; Eastern (N. H.) R. R., 99¾; Granite Railway, 72½; Summit Branch, 45; Cincinnati, Sandusky and Cleveland R. R., 21½; do. 7s, 1890, 81¾; Indianapolis, Cincinnati and Lafayette R. R., 4½; Rutland R. R., 24½; do. pref., 79; do. 8s, 1880, 97¾; Connecticut and Passumpsic Rivers R. R., 93⅛; do. 6s, 1876, 93¾; Cary Imp. 14¾; Boston Water Power Co., 43; New Hampshire 6s, 1878 100¼; Connecticut 6s, 1881, 99¼; Massachusetts 5s, 1894, gold, 99¼; St. Louis 6s, 1888, 90; Cambridge 6s, 1886, 98½; Salem 6s, 1877, 98½; Lowell 6s,1890, 98⅞; Bath 6s, 1895, 90¾; Hartford 6s, 1876, 97; do. 1875, 97¼; do. 1881, 97½; Portland 6s, 1886, 97; Chicago 7s, 1881, 95½; St. Louis County 6s, 1878@1880, 89⅞; Charlestown 6s, 1891, 99½; Boston 6s, 1880, 100¼; Minneapolis 8s, 1900, 95; Allouez Mining Co., 5; Calumet and Hecla, 115;

Baltimore.—Western Maryland 1st mort. unendorsed, 85; do. 3d mort. guar., 90¾; Northern Central 6s, 1900, gold, 90½; Orange, Alexandria and Manassas 7s, 82½; Orange and Alexandria 2d mort., 6s, 79¼; Central Ohio R.R., 28½; do. 1st mort., 86; Virginia 6s, 1866, reg., 52½; do., 1867, reg., 52½; Maryland Defense bonds, 103; Baltimore City 5s, 80; Memphis City 6s, 58. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88½@89⅞; Baltimore and Ohio, 142½@143; do., 6s, 1875, 93¾@94; do., 1880, 93@93¼; do., 1885, 94¾@95; Northern Central, 39⅛@39¼; do. 6s, 1885, 90@90⅝; do., 1900, 85½@87; do., 6s, 1900, gold, 90½@90½; N. W. Va. 1st mort., 98¼@—; do., 2d mort., 98@—; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 97@97; do., 2d mort., 84¾@84⅞; do., 3d mort., 75¼@77; Central Ohio, 28½@30; do., 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 84@84; guar. by Baltimore City, 89@—; do., 3d mort., guar., 90¾@90¾; do., 2d mort. pref., 70@—; do., 6s, guar. by Washington Co., 85@85; Richmond and Danville bonds, 78@78; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 79½@81; do., 3d mort. 8s, 90@90; do., 4th mort. 8s, 83¼@—; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 8s, 85@87½; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 75@80; Baltimore 6s, 1875, 98¼@98¾; do., 1884, 97¼@97½; do. 1886, 96@98; do., 1890, 98@98½; do., 1893, exempt, 100@101; do., 1900, 97@97¼; Memphis City 6s, 58@58½; Maryland 6s, 1890, 95@—; do. Defense Loan, 1888, 102½@103; City Passenger R. R., 23@25; George's Creek Coal, 80@82.

☞ The Lynchburg tobacco trade for 1871 shows a large increase over that of 1870. The hhds. inspected were 7,367, against 3,718 in 1870—increase 3,649; of boxes 4,318, against 2,701—increase 1,619. There was also an increase in loose parcels. Reducing all descriptions to pounds, the increase in 1871 was 2,919,200 pounds.

☞ The stockholders of the Memphis and Charleston Railroad meet on the 17th inst. to vote on a proposition to lease that road to the Pennsylvania Railroad Company.

Susquehanna Canal.

We learn from the Philadelphia *Ledger* that the Philadelphia and Reading R. R. Co. have leased the Susquehanna Canal for 999 years, on the basis of the payment of an annual rent equal to the interest on the whole of the bonded debt of the Canal Company. One half the net earnings of the canal is to be paid in addition, as rent, with a guarantee that on and after the year 1880 this shall amount to at least 3 per cent. annually on the capital stock of the Company. The recent large purchases of coal lands by the Reading Railroad Company, their ownership of the Reading and Columbia Railroad, and the acquisition of the Susquehanna Canal, furnish abundant evidence of the intentions of the Managers of the Philadelphia and Reading Railroad Company to make Havre de Grace a great coal depot for Southern shipment, and to supply Baltimore and Washington with cheap anthracite coal.

☞ Suit has been commenced by the stockholders of the Rondout and Oswego Railroad against the company and directors of that road, enjoining and restraining the issue of first mortgage bonds in excess of $20,000 per mile of the finished road, the title of which has been acquired by the company. The parties to the suit claim that although the road lacks more than forty miles of being completed, and although for a number more miles of the road now in use the company has no title, bonds to the amount of $2,000,000 have been issued, which is all the company is entitled to issue were the road completed to Oneonta, its entire length.

☞ The message of the Governor of Maryland reports the State debt at $12,436,718, the State holding productive assets to the amount of $7,718,525. In addition the State hold over $20,000,000 productive stock and assets, more than $19,000,000 being in securities and interest due of the Chesapeake and Ohio Canal. It is believed, however, that this enterprise, which for nearly twenty-five years has been regarded as worthless, will soon yield the State a revenue of $500,000 annually.

☞ The receipts into the State Treasury of Maine during the past year, including $81,097 from the previous year, were $2,271,206; and the disbursements $2,115,911—leaving a balance in the Treasury of $155,295. The debt on January 1st was $7,227,900, a reduction of $840,000 during the year. The sinking fund was $798,295.

☞ The Directors of the Manchester and Claremont Railroad held a meeting in Manchester, N. H., on the 4th inst., and voted to build the road between Henniker and New Boston immediately; and the President was authorized to procure the necessary surveys. It is expected that the road will be leased by the Directors of the Concord Railroad as soon as it is finished.

☞ The Susquehanna Canal Company will pay the coupons due on the 1st instant on their coupon bonds on presentationat the First National Bank, Philadelphia and the interest on the Susquehanna Canal preferred bonds and the Tidewater priority bonds, maturing on the 1st proximo, will be paid at the company's office.

☞ WE RECOMMEND FOR INVESTMENT AND FOR EXCHANGES of U. S. FIVE-TWENTY BONDS, the FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, knowing them to be among the most satisfactory and substantial Securities known in the American and European markets.

The cost of the Road and equipment, when completed, will be about $30,000,000, and the value of its property and franchises within five years cannot be less than $50,000,000. The total amount of the Loan now in process of negotiation, and OF WHICH BUT A SMALL AMOUNT REMAINS UNSOLD, is $15,000,000.

A remunerative business for the CHESAPEAKE AND OHIO RAILROAD is not a matter of conjecture, or of slow future development, but is certain and immediate. It is believed, from most careful estimates, that the road will be completed in September or October, 1872, and that its net earnings, over operating expenses, in the first year after completion, cannot be less than $1,500,000 to $2,000,000, and that they will reach at least $6,000,000 per annum within five years.

We believe that the Bonds of the CHESAPEAKE AND OHIO are fully equal in value and security to those of the CENTRAL PACIFIC, and that when the road is completed they will command a like market price.

Present price, 94 and accrued interest. Interest and principal payable in gold in New York City. Interest May 1 and Nov. 1. Denominations $1,000, $500 and $100, coupon or registered.

We buy and sell, as usual, GOVERNMENT and CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE and OHIO BONDS. Accounts of Banks and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

☞ The North Missouri Railroad Company has been reorganized under the General Railroad Law, with the following board of directors: T. B. Blackstone, President of the Chicago and Alton Railroad Co.; John J. Mitchell, a director of do.; Thos. A. Scott, Vice President of the Pennsylvania R. R. Co.; Hugh McCulloch, Superintendent of the Pittsburg, Cincinnati and St. Louis and Pittsburg, Ft. Wayne and Chicago Railroads; Adolphus Mier, President of the Kansas Pacific R. R. Co.; Solon Humphreys and J. A. Jamison, of New York; James H. Britton, James Beads and Wm. M. McPherson, of St. Louis.

☞ The Camden (Me.) *Herald* says the cost of the Penobscot Bay and Rockland Railroad will be at the rate of about $25,000 a mile, leaving $15,000 a mile to be raised by the sale of the balance of the bonds, by town aid and private subscriptions. The route is divided into six sections, and as each is completed the Knox and Lincoln will take a lease and put on rolling stock.

☞ The total funded debt of the City of Newark, N. J., is $291,900, against which the city hold a sinking fund credit of $260,696.

Journal of Railroad Law.

RAILROAD COMPANIES NOT LIABLE FOR INJURY TO PASSENGERS IN ABSENCE OF NEGLIGENCE.

The case of McPadden *vs.* The New York Central Railroad Company, (44 N. Y., 478,) was an action to recover for injuries sustained by the plaintiff, while a passenger upon the defendant's road. The cause was tried at the Rochester Circuit in January 1865, and it appeared, among other things, that on the 5th of January, 1864, the plaintiff took passage on a train at Rochester going westerly intending to go to Knowlesville. The train stopped at Brockport, and there met a train coming east. About half a mile west of Brockport, the two passenger cars of the train going west were thrown from the track, and the car in which the plaintiff was riding was overturned, and he was injured. The train going west was not under full head-way, going at the rate of about twenty-five miles per hour. The train going east passed the place of the accident at the rate of twenty-five to thirty miles per hour.

The accident was caused by a broken rail, a piece of the rail, about four feet in length, being broken in three or four pieces.

The following is the opinion of the Court delivered by—

EARL, C.—The General Term granted a new trial upon the ground that the judge, at the circuit, should have submitted to the jury the question whether the rail was broken before it was reached by the train going west, carrying the plaintiff; and it held, if it was thus broken that the defendant was liable, irrespective of any question of negligence within the principle of the case of Alden *vs.* The N. Y. C. R. R. Co. (26 N. Y. 102) upon the ground that it was bound to furnish a road adapted to the safe passage of trains, or in other works "a vehicle-worthy road."

I am obliged to differ with the General Term, for two reasons: first, if the rail was broken before it was reached by the train going west, it must have been broken by the train going east shortly before, and there is no evidence whatever, that it was broken by that train. All the evidence tends to show that it was broken by the train going west. Such is the evidence of the conductors and engineers of both trains, there is no presumption that the rail was broken before this train reached it. It is unquestioned that the accident was caused by the broken rail, and if the plaintiff claimed that the defendant was liable, because the rail was broken before the train upon which he was riding reached it, it was incumbent upon him to prove it. This he failed to do, and if the jury upon the evidence had found it, it would have been duty of the court to set the verdict aside as against the evidence. But there is another reason. It does not appear, that plaintiff's counsel, upon the trial, claimed that he had shown any negligence against the defendant, and he did not claim to go to the jury upon any such question, and the General Term did not grant a new trial upon the ground that there was any question of negligence in the case which ought to have been submitted to the jury, but upon the ground above stated.

In the case of Alden *vs.* N. Y. C. R. R. Co., the accident by which the plaintiff was injured was caused by the breaking of an axle of the car in which the plaintiff was riding, and it was held that a common carrier is bound absolutely, and irrespective of negligence, to provide road-worthy vehicles, and that the defendant was liable for the plaintiff's injuries caused by a crack in the axle, although the defect could not have been discovered by any practicable mode of examination. That case was a departure from every prior decision, and authority to be found in the books of this country or England, and so far as I can learn, has never been followed anywhere out of this State. It was in conflict with the previous case in the same court, of Hegeman *vs.* The Western R. R. Corporation (3 Kern. 9). The only authority cited to sustain the decision, was the English case of Sharp *vs.* Gray, (9 Bing. 457,) and yet the decision has been distinctly repudiated in England, the well considered case of Readhead *vs.* Midland Railway Co., first decided in the Queen's Bench (Law Reports 2 Q. B. 412,) and then on appeal in the Exchequer Chamber (Law R. 4 Q. B. 379), where it was unanimously affirmed in 1869; and the court held that the contract made by a common carrier of passengers for hire, with a passenger, is to take due care (including in that term the use of skill and foresight) to carry the passenger safely, and that it does not contain or imply a warranty that the carriage in which he travels shall be in all respects perfect for its purpose, and road-worthy. In the Exchequer Chamber, Mr. Justice Smith writing the opinion of the court alludes to the case of Alden *vs.* The N. Y. C. R. R. Co., and dissents from it, and comments upon the case of Sharp *vs.* Gray, relied upon in that case and he shows clearly that it was no authority for the broad doctrine laid down in that case. He says: "We have referred somewhat fully to this case, (Sharp *vs.* Gray) because it was put forward as the strongest authority, in support of the plaintiff's claim, which can be found in the English courts, and because it was relied on by the judges of the Court of Appeals of New York, in a decision which will be afterwards referred to. But the case, when examined, furnishes us sufficient authority for the unlimited warranty now contended for. The facts do not raise the point for decision." Hence the case of Alden *vs.* N. Y. C. R. R. Co. has no foundation of authority whatever to rest on, and the only reason given for the decision is, that the new rule adopted would be plainer and easier of application, than the one that had been recognized and acted upon for hundreds of years. It was always supposed that there was a difference founded upon substantial reasons, between the liability of the common carrier of goods, and the common carrier of passengers. The former was held to warrant the safe carriage of the goods except against loss or damage from the act of God or the public enemy, but the latter was held to contract only for due and proper care in the carriage of passengers.

I have thus commented upon and alluded to the case of Alden *vs.* The New York Central Railroad Company, with no design to repudiate it as authority, but for the purpose of claiming that it is a decision which should not be extended. I am unwilling to apply it to every case that apparently comes within its principle, nor will limit it to the car in which the passenger was riding. The whole train must be regarded as the vehicle, and the engine and all the cars attached together must be free from defect and road-worthy irrespective of negligence. So far, and no further, am I willing to regard that case as authority. Shall it be applied to steamboats and vessels, common carriers of passengers upon the ocean and our inland waters? Shall it apply to innkeepers, proprietors of theaters and other places of public resort, who invite the public into their buildings, for a compensation? And shall all such persons be held to an implied warranty that their buildings with the appurtenances are suitable and proper, and free from all defects which no foresight could guard against or skill detect? Shall it be applied to the road-bed of a railroad? If so applied, where shall it stop? It must also extend to the bridges, masonry, signals, and, in fact, to all the different parts of the system used in the transport of passengers by railroad. And, as railroad companies are responsible for the skill and care of all their human agents, such an extension of that decision would make them substantial insurers of the safety of all their passengers, and thus practically abolish the distinction between the liability of the carriers of passengers and the carriers of goods. While such a rule would "be plain and easy of application," I am not satisfied that it would be either wise or just. Railroads are great public improvements, beneficial to the owners, and highly useful to the public. There is a certain amount of risk incident to railroad travel, which the traveler knowingly assumes; and public policy is fully satisfied, when rail roadcompanies are held to the most rigid responsibility for the utmost care and vigilance for the safety of travelers.

If, therefore, the jury had found that the rail was broken by the eastward bound train, it would still have been a case of mere accident, caused without any want of proper care and vigilance on the part of the defendant, and the defendant would not have been liable.

I am therefore in favor of reversing the order of the General Term and ordering judgment upon the non-suit for the defendant with costs.

Ordered accordingly.

Finances of Maryland.

EXTRACTS FROM THE REPORT OF THE COMPTROLLER.

The total receipts into the treasury from all sources during the fiscal year ended 30th September, 1871, amounted to $2,672,998 78, which sum, added to the balance in the treasury 30th September, 1870, viz., $292,750 17, makes the entire amount in the treasury for the fiscal year $3,165,-748 95. Of this, the sum of $677,601 was raised from the sale of stock in the Baltimore and Ohio railroad, under the act of Assembly of Jan. session, 1870, chapter 275, and the sum of $94,367,-06 was derived from the investment of the increment of the "sinking fund" in the Maryland defense loan, under the act of Assembly passed at January session, 1868, chapter 235; leaving the ordinary receipts for the fiscal year to amount to $1,901,030 72, being larger than the receipts from ordinary sources for the fiscal year of 1870 by the sum of $28,088 60.

The total disbursements during the fiscal year amounted to $2,713,502 25. Of this amount the sum of $616,238 66 was for the redemption of the State stock falling due after 1870, leaving the disbursements for ordinary purposes to be $2 097,-263 89, being less than the disbursements for ordinary purposes during the fiscal year 1870 by the sum of $350,409 45, and less than those for the same purposes for the fiscal year 1869 by the sum of $797,569 24.

The balance in the treasury at the end of the

fiscal year 1871 was $452,246 90, of which the sum of $61,543 45 arises from the sale of the stock of the Baltimore and Ohio Railroad Company, and is applicable only to the redemption of the State debt falling due after the year 1870, leaving the sum of $390,703 45 applicable to the ordinary requirements of the treasury.

The funded debt of the State amounts in the aggregate to the sum of $12,436,718 68, on which the interest is to be paid. Of this sum, $5,985,444 44 is sterling debt, on which the interest is payable in London in gold and silver. The State has available assets in entirely reliable stocks to the amount of $6,553,250 90 which offset an equal amount of the funded debt, leaving $5,883,467,78, on which the interest must be provided by taxation. A large amount of indebtedness to the State on the part of various companies and institutions, as well as from collectors of taxes, and other officers whose accounts are in arrear, may be made available by proper legislation to reduce the debt probably to the extent of $1,500,000.

The debt of the State has been reduced during the fiscal year by the sale and exchange of the stock of the Baltimore and Ohio Railroad Company, to the amount of $1,050,073 24.

Upon the assumption that judicious legislation will result in realizing from the mass of indebtedness to the State, above mentioned, the sum of at least one and a half million of dollars, the real amount of debt for which the State may be said to have no reliable offset would be $4,383,467,78.

Under the new act, overdue bonds and certificates to the amount of $476,000, falling due after 1870, have been, during the fiscal year, exchanged for corresponding new bonds and certificates bearing interest at six per cent. per annum, and payable after the year 1885.

A demand being made for the payment of a large amount of the overdue bonds, a proposition was received to sell a portion of the common stock of the Baltimore and Ohio railroad held by the State, (the dividend being near maturity,) at $140 per share of $100, which was accepted, and a sale of the balance of the stock was subsequently effected at the same rate, deducting the dividend which had been already paid, and the proceeds of said sales have been applied to the payment of such of the bonds and certificates of indebtedness of the State as became due after the year 1870, and payment of which was demanded, amounting to the sum of $616,057, 55, and leaving, after payment of commissions, $61,543 45 in the treasury still liable to that purpose.

Finances of the State of New York.

ABTRACT FROM THE REPORT OF THE COMPTROLLER.

The total funded debt of the State on the 30th of September, 1870 and 1871, was as follows:

	1870.	1871.
General fund	$4,040,026 40	$4,040 026 40
Contingent	68,000 00	68,000 00
Canal	11,966,580 00	11,966,580 00
Bounty	22,567,000 00	22,047,000 00
	$38,641,606 40	$38,121,606 40

The amount of the State debt on the 30th of September, 1871, after deducting the unapplied balances of the Sinking Funds, was:

	Balance of Sinking Funds on the 30th Sept., 1871.	Balance of debt after applying Sinking Funds.
General Fund	$1,805,744 29	$2,234,282 11
Contingent	19,139 89	48,860 11
Canal	1,654,226 27	10,312,353 73
Bounty	5,159,792 43	16,887,206 57
	$8,638,903 88	$29,482,702 52

The State debt on the 30th of September, 1870, after deducting the unapplied balances of the Sinking Funds, amounted to	32,409,144 26
Showing a reduction of	$2,926,441 74

The following statement gives the items of the General Fund Debt on the 30th of September, 1871:

Astor stock, chapter 302, Laws of 1827, and chap. 86, Laws of 1832.	$561,500 00
Deficiency loans under chap. 216, Laws of 1848	3,237,887 77
Comptroller's bonds	66,443 76
Indian annuities	122 694 87
Not paying interest	51,500 00
	$4,040,026 40

The principal of the debt is payable as follows:

On demand	$30,443 76
1875	900,000 00
1878	800,000 00
At pleasure	2,258,082 64
Paying interest	$3,988,526 40
Not paying interest	51,500 00
	$4,040,026 40

The following statement gives the receipts and payment, on account of the General Fund Debt Sinking Fund for the fiscal year ending September 30, 1871:

Receipts:		
Balance in the Treasury Oct. 1, 1870		$439,001 13
Received from surplus canal revenues		569,974 61
Transferred from the General Fund, for interest on Money in the Treasury, during the year		43,552 78
		$1,052,528 52
Payments, viz:		
Interest on General Fund Debt	$211,440 46	
Premium on coin to pay interest on debt	9,129 10	
Indian annuities	7,261 66	
Premium on coin to pay annuities	441 69	
		228,372 91
Balance in Treasury September 30, 1871		$824,155 61

The contribution to the General Fund Debt Sinking Fund, for the fiscal year ending September 30th, 1871, under section 2, article 7, of the Constitution, amounting to $981,588 68, and since paid in, makes the actual balance as of that day $1,805,744 29. This contribution, it will be seen was $411,614 07 more than in the previous year, but still $518,411 32 less than the contribution contemplated by section 2, article 7. Another year, it is believed the contribution will come up to the full constitutional measure.

The aggregate of the Canal Debt on the 30th day of September, 1870, was $11,966,580, with an aggregate unapplied balance of Sinking Funds of $2,149,884 61, leaving the real balance unprovided for of $9,816,695 39. On the 30th day of September, 1871, the account stood as follows: aggregate debt, $11,966,580; aggregate of Sinking Funds, $1,654,226 27—real balance unprovided for, $10 312,353 73.

Of the principal of the Canal Debt, the sum of $1,562,900, is redeemable July 1, 1872, and $847,500 January 1, 1873.

The tolls collected for the year ending September 30, 1870, were $3,080,893 57; and for the year ending September 30, 1871, $2,813,686 29—showing a falling off of $267,207 28. The receipts from all sources for the year ending September 30, 1870, were $3,107,138 90, the expenses $2,537,164 29, and the net revennes $569,974,-61. For the year ending September 30, 1871, the receipts from all sources were $2,842,549 94, the expenses $1,860,961 26, and the net revenues $981,588 68—showing a falling off in receipts of $264,588 96, with a falling off in expenses of $676,203 03—making the increase in net revenue $411 614 07.

The only Contingent Debt of the State is that incurred for the Long Island Railroad Company, the interest of which is paid, and the principal of which will be provided for by that company. The amount Sept. 30th, 1871, was $68,000. The Sinking Fund for its payment on the same day amounted to $19,139 89.

On the 30th of September, 1871, the outstanding stocks and bonds representing the Bounty Debt, amounted to $22,047,000, classified as follows: Registered stock, $20,675,000; coupon bonds, $1,372,000.

The receipts and payments on account of the Bounty Debt Sinking Fund for the year ending September 30, 1871, were as follows:

Receipts:		
Balance in the treasury Oct. 1, 1870.		$2,704,287 99
Proceeds of 2½ mills tax levied in 1870, in pursuance of chapter 325, Laws of 1865		4,096,279 97
Interest on investments		88,193 82
Transferred from the general fund for interest on money in the treasury during the year		103,102 68
		$6,941,864 16
Payments, viz.:		
Interest on debt	$1,577,224 02	
Purchase of stocks and bonds for investment	657,000 00	
Interest on bonds purchased	2,104 47	
Premiums and commissions on stock purchased	43,164 13	
		2,279,492 62
Balance in Treasury Sept. 30, 1871.		$4,662,371 84

To the above balance should be added, as constituting a part of the capital of the fund, the sum of $883,244 09, making a total of $5,545,615 93.

This debt becomes due in April, 1877, and to keep up the Sinking Fund to a point adequate to its extinguishment at maturity, requires an annual contribution of $3,953,911 66.

The statement of revenue shows a nominal but not wholly real deficiency of $8,878,806 62 on Sept. 30, 1871, but taxes unpaid on that day and advances made for appropriations for 1872 are $6,550,881 89 leaving, an actual deficiency of $2,327,924 73, being $213,178 56 in excess of the estimated deficiency.

☞ The Hagerstown *Mail* says that great vigor is now manifested in the prosecution of the Western Maryland railroad, and it is anticipated that within a few weeks it will be open for travel and trade to Smithburg.

☞ The officers of the West Side Elevated Railway, recently elected are: President, William E. Wallace; Secretary and Treasurer, H. W. Taylor; Directors, W. L. Wallace, David Dows, George H. Marvin, E. C. Delevan, F. H. Tows, John F. Tracy; Inspectors of Election, D. W. Wyman, H. F. Lombard, J. R. Jessup.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for the year—

	1870.	1871.
Ashes bbls.	7,562	6,908
Breadstuffs—		
Wheat flour, bbls.	4,143,993	3,649,045
Cornmeal, bbls.	190,596	183,979
Wheat, bush.	24,083,742	26,518,360
Rye, bush	550,169	1,055,621
Oats, bush.	9,626,606	12,546,966
Barley and malt, bush	5,020,718	3,869,123
Peas, bush	203,127	117,341
Corn, bush	9,143,478	27,108,156
Cotton, bales	884,226	986,849
Naval Stores—		
Crude turp., bbls.	6,661	8,986
Spirits turp., bbls	70 280	67,937
Rosin, bbls	496,293	508,983
Tar, bbls.	46,973	19,376
Pitch, bbls	2,342	1,111
Provisions—		
Pork, bbls.	123,296	175,896
Beef, pkgs	127,298	164,603
Cutmeats, pkgs	98,262	193,820
Butter, pkgs.	530,813	709,473
Cheese, pkgs	1,544,924	1,467,633
Lard, tcs. and bbls.	93,523	286,521
Do., kegs	24,989	22,207
Whiskey, bbls.	180,844	168,084

Exports from New York to foreign ports of certain leading articles of domestic produce for the year—

	1870.	1871.
Ashes, Pots, bbls	2,480	1,677
Do., Pearls, bbls	141	228
Beeswax, lbs	277,265	233,926
Breadstuffs—		
Wheat flour, bbls.	1,950,234	1,659,75
Rye flour, bbls.	4,633	4,218
Cornmeal, bbls.	84,718	123,465
Wheat, bush.	18,446,035	21,968,643
Rye, bush.	92,431	525,772
Oats, bush.	28,986	47,310
Barley, bush.		98,745
Peas, bush	151,102	90,149
Corn, bush	487,792	13,046,570
Candles, bxs.	40,146	52,067
Coal, tons	38,993	23,407
Cotton, bales	505,449	598,703
Hay, bales	39,139	31,109
Hops, bales.	20,739	27,430
Naval Stores—		
Crude turp., bbls	403	283
Spirits turp., bbls	17,342	15,272
Rosin, bbls	395,033	379,051
Tar, bbls	15,502	9,594
Pitch, bbls.	3,750	2,779
Oils—whale, galls	110,693	276,550
Do., sperm, galls	565,090	669,099
Do., lard, galls	22,114	222,917
Do., linseed, galls	7,880	12,560
Provisions—		
Pork, bbls.	88,050	165,085
Beef, bbls.	24,496	45,277
Do., tcs	57,885	89,402
Cutmeats, lbs	30,926,699	96,455,254
Butter, lbs.	1,399,354	7,500,347
Cheese, lbs	61,710,435	70,245,881
Lard, lbs.	32,074,063	125,524,276
Rice, tcs	1,174	32
Do., bbls	23,161	12,339
Tallow, lbs	18,245,508	42,912,410
Tobacco, crude, pkgs.	87,968	112,659
Do., manf., lbs	6,431,176	8,576,343
Whalebone, lbs	350,849	405,358
Petroleum, galls	89,672,801	94,916,584

☞ From October 1st, 1870, to September 30th, 1871, there was brought to Baltimore by the cars of the Baltimore and Ohio Railroad 1,591,602 tons of coal (exclusive of the Company's supply), 1,077,649 barrels of flour, 42,300 barrels of coal oil, 68,747 tons of grain, 41,383 tons of lumber, 63,201 tons of live stock. The through merchandise over the road from the East to the West during the same time was 435,207 tons.

Finances of Pennsylvania.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

After thorough examination of the reports from the accounting departments, the following statement is submitted:

RECEIPTS.

Balance in Treasury, Nov. 30, 1870.		$1,302,942 82
Ordinary receipts during the fiscal year ending Nov. 30, 1871		6,489,234 95
Extraordinary receipts from the United States government, on account of Pennsylvania war claims, applied to the payment of the State debt		708,710 67
Total in Treasury during year ending Nov. 30, 1871.		$8,500,888 44

DISBURSEMENTS.

Ordin'y expenses paid during the year ending Nov. 30, 1871	$3,018,819 35	
Loans &c., redeemed	2,220,224 59	
Interest on loans	1,785,035 91	
		7,024,079 85
Balance in Treasury, Nov. 30, 1871.		$1,476,808 59

PUBLIC DEBT.

The public debt on November 30, 1870 was		$31,111,661 90
Deduct amount paid by Sinking Fund Commissioners during the year ending Nov. 30, 1871	$2,113,228 63	
Amount paid by State Treasurer during the same time.	18,361 54	
		2,131,590 17
Total public debt, November 30, 1871		$28,980,071 73

The following statement shows the nature of the indebtedness of the Commonwealth, November 30, 1871:

FUNDED DEBT, viz:

Amount over-due loans	$2,502,695 16
Amount payable in 1872 and 1877, interest 6 per cent	3,786,530 00
Amount payable in 1872 and 1877, interest 5 per cent.	92,870 00
Amount payable in 1877 and 1882, interest 6 per cent	7,890,550 00
Amount payable in 1877, interest 5 per cent.	3,399,700 00
Amount payable in 1878, interest 5 per cent.	290,000 00
Amount payable in 1879, interest 6 per cent.	400,000 00
Amount payable 1882 and 1892, interest 6 per cent.	9,271,850 00
Amount payable in 1882, interest 5 per cent.	1,119,950 00
Amount payable in 1882, interest 4½ per cent.	112,000 00
Total funded debt.	$28,866,145 16

UNFUNDED DEBT.

Relief notes in circulation	$96,347 00	
Interest certificates outstanding	13,086 52	
Interest certificates unclaimed.	4,448 38	
Domestic creditors' certificates	44 67	
		113,926 57
Public debt, Nov. 30, 1871, as before stated		$28,980,071 73

The Commissioners of the Sinking Fund report assets remaining in their hands as follows, viz:

Bonds of the Pennsylvania Railroad Company, secured by lien on the Philadelphia and Columbia Railroad.		$5,900,000 00
Thirty-five bonds of the Allegheny Valley Railroad Company, each for $100,000, guaranteed by the Pennsylvania Railroad Company, Northern Central Railroad Company and the Philadelphia and Erie Railroad Company, payable $100,000 annually, beginning January, 1875, with 5 per cent. interest from January 1, 1872.		3,500,000 00
Amount of assets.		$9,400,000 00
Amount of public debt		$28,980,071 73
Deduct amount of assets.	$9,400,000 00	
Cash balance in the Treasury, Nov. 30, 1871.	1,476,808 59	
		10,876,808 59
Balance of public debt unprovided for		$18,103,263 14

In obedience to the sixty-seventh section of the Appropriation bill, approved May 27, 1871, the State has issued for the relief of the citizens of Chambersburg and vicinity, for war damages adjudicated under former acts, certificates of loan to the amount of $299,748 91, which sum bears interest at six per cent., payable semi-annually at the State Treasury.

The books of the Auditor General and State Treasurer show the total indebtedness of the Commonwealth, on the first day of December, 1866, was $37,704,409 77. Since then, and up to November 30, 1871, the sum of $8,724,338 04 has been paid. The reduction during the year ending November 30, 1871, is $5,131,590 17. The average reduction during the last five years is $1,744,867 75.

It will be observed, in the table exhibiting the nature of your indebtedness of the Commonwealth, the amount of the loans now overdue is $2,502,695 16. This sum can, without doubt, be paid as rapidly as the holders will present it to the Commissioners of the Sinking Fund. The bonds payable in 1872, and demandable in 1877, amount to $8,879,400. These can also be paid within the five years prior to their maturity, at an average of $775,880 per annum.

New Stocks.

At a meeting of the New York Stock Exchange, held on the 30th ult., the following reports of the Committee on Stock List were read, accepted and adopted;

The Pittsburg, Fort Wayne and Chicago Railway Company will issue on and after January 1, 1872, twenty thousand shares of new stock, to be designated as 'Guarantied Special Stock." The following is the official statement in regard to it:

This issue is made in conformity with article sixteenth of the lease of the railway of this company to the Pennsylvania Railroad Company, by which the latter agreed to place additional equipment upon our road and make certain other additions and improvements, and this stock represents the actual cash value of property so placed upon the railway of this company by the lessee, the title to which property is now in this company. The shares are to be one hundred dollars each, entitled to dividends at the rate of 7 per cent. per annum, payable quarterly, free of all taxes, and which dividend is guarantied to the holder of each certificate by the Pennsylvania Railroad Company, as expressed in the body of said certificate, and in accordance with the agreement of said company, a certified copy of which is indorsed upon each certificate. This stock will in no manner effect the rights of the holders of the stock heretofore issued by this company, the dividend upon which is provided by the rental received from and guarantied to be paid by the Pennsylvania Railroad Company to this company.

The committee recommend that the new stock be placed upon the regular list and called immediately after "Pittsburg Fort Wayne and Chicago guarantied stock" as "Pittsburg, Fort Wayne and Chicago guarantied special stock."

The Committee on Stock List also reported the official statement of the Toledo, Peoria and Warsaw Railway Company (Burlington Division) as follows: Length of road, 10 miles, from La Harpe, Illinois, to Lomax, Illinois, connecting with road running to Burlington Iowa.

First mortgage seven per cent. bonds, dated June 1, 1871; mature June, 1901; interest payable June 1 and December 1; principal and interest payable in New York city, $250,000; denomination, $1,000; numbered 1 to 250 inclusive. Trustee, James F. Secor. The committee recommend that the bonds be placed on the free list, and called immediately after the second mortgage bonds as "Toledo, Peoria and Warsaw, Burlington Division, seven per cent. bonds."

The Committee on Stock List also respectfully report that the Cleveland and Pittsburg Railroad Company, having been leased by the Pennsylvania Railroad Company, propose issuing a new stock to be called "Cleveland and Pittsburg guarantied stock," in place of "Cleveland and Pittsburg stock," at the rate of $142 85-100 of the new for $100 of the old; and they recommend that on and after January 5, 1872, the "Cleveland and Pittsburg stock" be dropped from the list, and the "Cleveland and Pittsburg guarantied stock" be called in place thereof, and in settlement of contracts $142 85-100 of the new stock be given for $100 of the old.

The same committee, also reported the official statement of "the Cincinnati and Springfield Railway Company," organized under the general law of the State of Ohio.

Length of road, including thirty-two miles of leased lines, 80 miles. Extending from Cincinnati, Ohio, to Springfield, Ohio, connecting at the latter place with the Cleveland, Cincinnati and Indianapolis Railway Company, the Cincinnati, Sandusky and Cleveland railroad, and the Springfield and Columbus railroad, and to be operated by the first-named company as soon as completed and under perpetual lease; thus forming a through route between Cincinnati and Buffalo, New York via Springfield, Delaware and Cleveland, Ohio.

First mortgage seven per cent. bonds, dated April 1, 1871, mature April 1, 1901. Interest payable April 1 and October 1. Principal and interest payable at office of the Union Trust Company, New York city. Principal and interest guarantied by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company:

No. 1 to 1,000, inclusive	$1,000,000
Principal and interest guarantied by the Lake Shore and Michigan Southern Railway Company, No. 1,001 to 2,000.	1,000,000
Total	$2,000,000
Denomination, $1,000, each. Trustee the Union Trust Company, of New York city.	
Capital stock ($5,000,000,) amount issued (Shares, $50 each.)	1,100,000
Total	$3,100,000

The committee recommend that the bonds be placed upon the Free List, and called in two series as "Cincinnati and Springfield first mortgage bonds, guarantied by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company," and "first mortgage bonds guarantied by the Lake Shore and Michigan Southern Railway Company." The resolutions as adopted, will take effect immediately.

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OFFICE OF THE
ILLINOIS CENTRAL RAILROAD COMPANY,
NEW YORK, Jan. 3, 1872.

A **DIVIDEND OF FIVE PER CENT.,** free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full-paid shares registered at the close of the 13th day of January instant, after which and until the 7th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned until 12 M. THURSDAY, January 18, 1872, for the GRADUATION and MASONRY of a branch of the Chesapeake and Ohio Railroad from Carrington street to James River, including a tunnel through Church Hill about 3,400 feet long. For further particulars, apply to
H. D. WHITCOMB.
Chief Engineer Chesapeake and Ohio Railroad.
Richmond, Va.

Notice to Contractors.

PROPOSALS will be received for the Graduation, Masonry and Ballasting of the first twenty six sections of the Valley Road, between Harrisonburg and Staunton, until January 15, 1871.

Specifications, forms of contract, and other information can be obtained at the Company's Office in Staunton, Va., or by application to
RICHARD RANDOLPH, Engineer,
Camden Station, Baltimore,

WANTED—A Car Axle Cutting off Lathe. E. L. BROWN, 93 Liberty Street, New York City.

RAILROAD IRON.

300 Tons 56 lb. English Rails, slightly rusted by Salt Water, for sale by
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COMMISSION MERCHANTS,
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Fall River Iron Works Company's
NAILS, BANDS, HOOPS & RODS,
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CUMBERLAND COALS.

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New York.



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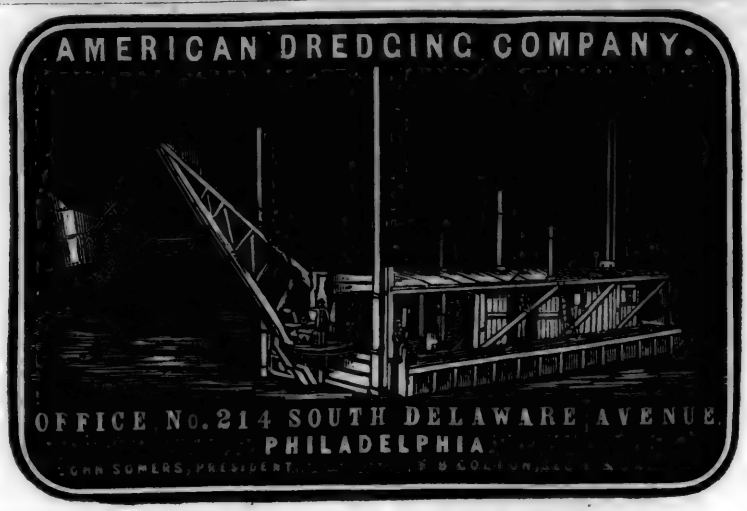
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CAUTION.—Purchasers of **Prince's Metallic Paint** are requested to buy in original packages, and see that each package has our trade mark and name on the side, as Mineral and other worthless paints are thrust upon the public on the merit and often in the name of PRINCE'S METALLIC PAINT. For sale by the trade generally and PRINCE & BASS, Manuf's, 96 Cedar street, N. Y.

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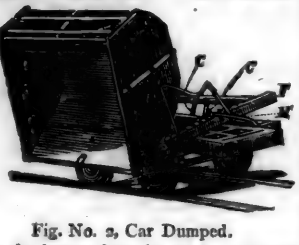


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

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KINGSTON, JAMAICA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 18, steamer RISING STAR, Capt H. P. Conner, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., and connecting at Panama with steamer MONTANA, Capt. ———, touching at Acapulco, Manzaniello and Mazatlan; also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Jan. —.

Steamer CHINA will leave San Francisco, Feb. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 3.] SATURDAY, JANUARY 20, 1872. [WHOLE No. 1,865 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 20, 1872.

INVESTING MONEY.

THE NORTHERN PACIFIC RAILROAD offers to investors the tangible and perfect security of a first-class railroad bond and a real estate mortgage combined, where the holder has no anxiety about the title to the property on which his bond is secured. Its 7-30 bonds are exempt from United States taxation, at all times readily negotiable, and make the highest return of profit on the investment compatible with undoubted safety. The bonds pay $78 interest in gold on each $1,000 invested, which becomes a first lien on the great railroad, and a first and only mortgage on the finest land in the country, at the rate of 500 acres for each $1,000 bond. These 7-30 Gold Bonds of the Northern Pacific Railroad Company are issued in denominations of from $100 to $10,000 each, making them equally convenient as 5-20s, just as safe and much more profitable to the holder.

Full particulars furnished by JAY COOKE & Co., New York, Philadelphia, and Washington, and by Banks and Bankers throughout the country.

The Lexington and Big Sandy Railroad.

We learn from reliable sources that the work on the Elizabethtown, Lexington and Big Sandy railroad is being pushed forward between Lexington and Mt. Sterling in a very gratifying manner.

The subscriptions to the road have been: Lexington, $250,000; Fayette county, $250,000, Clarke county, $200,000, and Montgomery county, $250,000. Total, $950,000. The subscriptions of Lexington and Fayette county have been paid and the bonds issued. The subscriptions of Clarke and Montgomery counties are paid by installments as the work progresses.

The Big Sandy road has not been sold to the Chesapeake and Ohio Railroad Company, but great capitalists who control the Chesapeake and Ohio road have now a controlling interest in the Big Sandy road; and as they also own a controlling interest in the road from Lexington to Louisville and from Cincinnati to Louisville, it is not likely that the projected extension from Lexington to Elizabethtown will be built at once.

From Lexington to Mt. Sterling is a distance of thirty-three miles, upon which there were, just before Christmas, seven hundred men and two hundred and twenty carts at work; but the number has fallen off a little. There is, however, no scarcity of labor, and as there can be got from Tennessee and Virginia as many hands as may be needed, there will not be fewer than a thousand hands at work on the road between Lexington and Mt. Sterling by the end of this month.

The contractors for the work between Lexington and Mt. Sterling are Messrs. BIBB, KABLER and HOUSTON, for twenty-four miles, and JAMES KERR, for nine miles. As four hundred and twenty-six thousand dollars have been already expended on the graduation of this portion of the Big Sandy road, it is believed that two hundred thousand dollars will be amply sufficient to complete it for putting down the iron. The trestle-work, of which there is considerable, is being prosecuted energetically. The track laying will be begun on the first of April, 1872. The cars will certainly be running from Lexington to Mt. Sterling by July 1st. East of Mt. Sterling the work is entirely undetermined, although surveys are progressing, just as surveys have been made on the north side of the Ohio, from the mouth of Sandy to Cincinnati, and also from Big Sandy to Cincinnati by way of Simms' creek. The people of Kentucky, and especially of Louisville, will be glad when the parties owning the controlling interest in the Chesapeake and Ohio road set to work energetically to extend the Big Sandy road from Mt. Sterling to the mouth of Sandy, a distance of ninety miles by the shortest possible route. When that part of the great through-line eastward is built, and advantage taken of projected cut-offs, the distance from Lexington to Washington will be the same as from Lexington to Richmond, five hundred and fifty miles.—*Louisville Courier.*

The Trans-Continental Railroad.

Arrangements have been completed between the Louisville and Nashville and the Atlantic, Mississippi and Ohio Railroad whereby the Louisville and Nashville Road will assume, in part, the building of the gap in the Atlantic, Mississippi and Ohio Road between Bristol, Virginia, and Livingston, Kentucky, a distance of one hundred and sixty six miles. The work will be put under contract immediately, and pushed forward with all possible energy to a speedy completion. The first work to be put under contract will be the tunnel at Cumberland Gap, 4,200 feet in length, 3,000 feet of which are in Kentucky, and will be built by the Louisville and Nashville Road, while the balance of the tunnel and the road thence to Bristol, will be built by the Virginia Company.

This road is known as the Norfolk route or the Trans-continental Railroad, and already four hundred and eight miles of it, from Norfolk to Bristol, are completed and being operated. The completed portion of the road is divided into the Norfolk and Petersburg Division, the South Side Division and the Virginia and Tennessee Division, and the road is an almost air line from Norfolk by way of Petersburg, and is an air line, as near as possible, from Bristol to Louisville.

This road is a most important one to the commercial interests of Louisville, inasmuch as it will be the shortest and most direct all-rail route from Louisville to the Atlantic seacoast at both Norfolk and New York. The completion of the road will make Louisville independent of the present trunk lines east, giving her cheap freights, the shortest routes, and immunity from the damaging freight-rate discriminations made against that city by the present lines east. It gives to Louisville a most decided advantage in the way of a line to New York over Cincinnati and all other Western cities.

The completion of this road to Louisville, and the completion of the Louisville, New Albany and St. Louis Air Line Railway, completes the great Trans-Continental Railroad of America, and reunites in one unbroken chain the Atlantic at Norfolk with the Pacific at San Francisco. The enterprise is most truly a grand one, and the building of the gap between Livingston and Bristol will consummate it, for before that gap can be built the Air Line Road will be finished to St. Louis.

☞ The Utica, Clinton and Binghamton and Rome and Clinton Railroads were formally opened on the 13th inst.

Monongahela Navigation.

The receipts of the Monongahela Slack Water Navigation Company for the year ending December 31, 1871, were $175,119 70, of which $100,338,-64 was from coal, coke and slack, $62,239 18 from freights, boats, barges, etc., $11,672 82 from passengers, and $869 11 from interest. The disbursements amounted to $85,783 71, of which $29,634-02 were for expenses, $32,996 55 for repairs, $6,600 for interest, and $16,553 14 for United States taxes. The total net earnings were $89,335 99, upon which dividends of nine per cent. have been declared. The total amount of coal shipped during the year was 48,621,300 bushels, a decrease, compared with the previous year, of 8,975,100 bushels. The decrease of receipts from coal was $18,367 04; from freights, $17,880 15; from passengers, $7,394 65—total $43,641 84.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1871:

	Memphis Branch.	Knoxville Branch.	Main Stem.
Passengers	$115,139 75	$103,254 41	$803,118 21
Freight	160,476 46	174,960 68	1,485,536 87
Express	9,906 48	11,769 78	79,833 30
Mail	7,650 00	5,163 72	32,655 00
Miscellane's.	226 80	930 30	104,856 04

Total Main Stem	$2,505,999 42
" Knoxville Branch	296,078 89
" Memphis Branch	293,399 49
" Bardstown Branch	24,008 84
" Richmond Branch	33,520 26

Total Main Stem and Branches, viz:

From passengers	$1,047,639 51	
" freight	1,847,989 38	
" express	103,377 17	
" mail	47,698 70	
" miscellaneous	106,302 14	
		$3,158,006 90

Total running expenses, viz:

Repairs of road	$482,273 69	
" bridges	31,950 83	
" structures	51,009 23	
" cars	128,084 06	
" engines	125,977 63	
Transportation	611,300 28	
Motive power	163,500 42	
Fuel account	213,747 44	
Oil and waste	29,587 48	
Water supply	19,015 41	
General expense	55,828 85	
Improvement	104,584 88	
Salary account	28,500 00	
Watchmen account	10,148 53	
Insurance	990 00	
Internal revenue tax	41,614 16	
Revenue stamps	258 45	
		2,098,371 84
Net earnings		$1,054,635 56
Add balance from previous year		748,976 97
Sundry credits during the year		41,359 76
		$1,844,972 29

From which deduct—

Improvement extraordinary, rolling stock, buildings & grounds	$561,651 46	
Interest account	295,202 89	
Discount account	58,052 82	
Dividend No. 16	260,894 00	
Dividend No. 17	354,940 00	
Sundry charges	73,333 08	
		1,603,573 75
Balance to credit June 30, 1871		$241,398 54

The following is a comparative statement of the earnings, expenses and net earnings of the Main Stem and Branches during the years—

	1869-'70.	1870-'71.
Gross earnings	$2,954,658 80	$3,153,006 90
Operating expenses	1,812,525 47	2,098,371 84
Net earnings	$1,142,133 38	$1,054,635 56

This shows an increase in gross earnings of $198,348 10; with an increase in expenses of $285,845 87—making the decrease in net earnings $87,497 77.

Included in the operating expenses is the sum of $104,584 88 expended in "improvements." Deducting these expenditures the operating expenses proper were $1,993,786 46, and the net earnings $1,159,220 48.

A comparison of the profit and loss account of the past with the preceding year shows that there has been a reduction of $507,578 43. The report says:

To this account has been charged the cost of the additional rolling stock, shop, depot grounds, and new buildings, amounting to $561,651 46. The value of the road has been increased to that extent, and this amount should properly come under the head "Cost of Road;" but as by resolution of the board of November 16, 1867, the construction account was closed, it has been charged, in accordance with this resolution, to profit and loss account, and does not therefore appear under the head of "Resources." The same is true of the sum of $593,107 09, which was expended in the previous year for the same purpose, and charged in the same way. Adding these two amounts to the "Cost of Road,"

That account would be increased to	$15,119,146 82
Add to this the cost of Memphis and Ohio Railroad	2,621,091 47
Bonds held for the purchase of M., C. and L. R. R	1,228,330 57
Other resources after deducting liabilities	53,168 70
Total cost of property to the Co	$19,021,737 56

The cost of the Memphis and Ohio, and Memphis, Clarksville and Louisville Railroad, will be about twenty thousand dollars per mile, while these roads could not be built for less than about thirty thousand dollars per mile, or about two million dollars more.

The cost of the company property, including the Memphis and Ohio, and Memphis, Clarksville and Louisville Railroad, may therefore be estimated at $21,000,000, while the liabilities in stock and bonds, the only liabilities of the company, as shown in the above account, are only $17,625,-580 47.

The bonded debt June 30, 1870, was		$8,478,000
Consolidated mortgage bonds issued during the year		450,000
		$8,928,000
Redeemed—Main Stem mortgage bonds	$131,000	
Memphis Branch	13,000	
Bardstown and Louisville Railroad bonds	1,000	
Paid to sinking fund in consolidated mortgage bonds	31,000	
		176,000
Total bonded debt June 30, 1871		$8,752,000
In this sum is included city of Louisville bonds without mortgage		849,000
Making total debt for which the road is mortgaged		$7,903,000

During the year 7 per cent. dividend on the capital stock has been paid.

The great increase in the business of the road made it necessary to add greatly to the rolling-stock, and depot and shop accommodations. The sum of $561,651 46 was spent for that purpose. In the former year the amount of $593,107 09 had been expended for similar purposes.

The reports of the general superintendent for the past five years' business show a steady increase in the volume of the business transacted over the road, but at the same time there is a steady decrease in the rate at which freight is carried. In the past year there has been an increase of 24.23 per cent. in the tonnage, and only an increase of 7.21 per cent. in the gross earnings from freight. Had the company been able to realize the same pay for the work done as in the previous year, the net earnings would have been increased nearly $300,000; the cost of transportation having remained the same.

Under these circumstances the directors have not felt justified in making further reductions in the local tariff. The tariff on through freights being regulated by competing lines, it is not under the control of the company.

A strong pressure is continually brought by shippers for the reduction in rates. The directors prefer that the stockholders will take the responsibility of making further reduction in the local tariff; and for that purpose the information is given that a reduction of 13 per cent. in the local tariff will necessitate a reduction of 1 per cent. in the dividends, and in that proportion.

The directors have always been ready and willing to lower the rates on freights whenever it could be plainly shown that the development of the country would thereby be aided, and the revenue of the company would be increased ultimately, if not at once. But many demands are made for reductions in rates, and always will be made, no matter how low the rates are, the object of which is merely to increase the profit of the shipper and decrease the dividends of the stockholders.

The directors believe that the dividends of the stockholders (7 per cent.) are not excessive, and for this reason have not been able to satisfy the clamor for reduced rates. We, however, submit this subject to the stockholders for their action.

The Memphis, Clarksville and Louisville Railroad has been operated during the past year, under the contract with the receiver of the State of Tennessee, under the same conditions as formerly; and negotiations for the purchase of the road have been continued, and have resulted in an agreement between the two companies by which the Louisville and Nashville Railroad will get full control of the road at an early day.* The business of the road is constantly increasing, and the value of the property has been much improved by application of the earnings to the repairs of the road, and the renewal of bridges and iron. For further details see the report of the general superintendent.

The company has now acquired a controlling interest in the Memphis and Ohio Railroad by purchase of stock, and by carrying out an agreement, made some years ago with that company, looking to the consolidation of the two roads. At present a separate organization of the Memphis and Ohio is kept up; but when the Memphis and Louisville Railroad has become the property of the Louisville and Nashville Railroad, the consolidation of the two roads with the Louisville and Nashville Railroad Company can be completed, in accordance with the charters of the three companies and the orignal design of the projectors of this important enterprise.

In the meanwhile the mortgage bonds of the Memphis and Ohio Railroad of $3,500,000, guaranteed by the Louisville and Nashville Railroad (the guarantee was approved at the stockholders'

*Since this report was written the purchase of the Memphis, Clarksville and Louisville Railroad property and franchises, and the interest, debt, and mortgage of this State, has been consummated. October 2, 1871.

meeting on the 2d of May last), have been issued, the proceeds of which will not only reimburse the company for the money expended in the purchase of that road, but leave some surplus to be applied to other purposes.

The gross earnings of the Memphis and Ohio Railroad have increased over the previous year 16.9 per cent., and over the year ending July, 1869, 51 per cent. (The gross earnings last year were $924,207 20, and in 1869, $610,275 55.) The net earnings during last year have been sufficient to add greatly to the value of the property in the way of permanent improvements, and at the same time to pay 8 per cent. interest on the cost of the road.

The net earnings on the Main Stem and Memphis Branch, derived from business which we would not have obtained had it not been for the connection with these two roads, are estimated by the general superintendant for the past year at $223,657 65, and for the past five years at $815,426 99.

The stockholders of the Louisville and Nashville Railroad Company have reason to be satisfied with these results, while at the same time the State of Tennessee and the stockholders of the Memphis and Ohio, and Memphis, Clarksville and Louisville Railroad have been greatly benefited. The liberal aid extended by the Louisville and Nashville Railroad company to these two roads at a time when they were without means to operate the same has resulted in making these roads valuable to the original owners, as well as to this company.

The Glasgow Branch road has been completed and in operation since the 26th of September last. The road is operated by this company under a contract with the Barren County Railroad Company. The result of the operation since its opening is given in the general superintendant's report, which shows that the road will be able to pay expenses, the interest on the money advanced by this company, and at the same time be a useful feeder to the Main Stem.

The Elizabeth and Paducah road has been completed ninety-three miles beyond Elizabethtown, and has made itself already felt in the increased earnings of the Main Stem.

The Lebanon Branch has been extended to Rockcastle River (eleven miles beyond Mount Vernon), to which point it has been operated since the 8th of September last. The work on the extension from Rockcastle south has been suspended. The directory do not think it advisable to prosecute this work any further until such time as southern connecting roads give satisfactory assurance that they will meet us at the Kentucky and Tennessee State line.

The directory have at present no authority from the stockholders to go beyond the State line, nor do they think it advisable to do so as long as it is the interest of other parties to build roads to this point for the purpose of getting the advantage of a connection with the Louisville and Nashville Railroad.

The great importance of extending this road to a connection with the East Tennessee railroad system is fully appreciated. The Company has so much money invested, which is not now as productive as it can be made by additional outlay of a comparatively small amount, to exclude the idea of a permanent suspension of the work. But the Directors think it too much of an undertaking for this Company to assume to build a road beyond the state of Kentucky, even if they had authority to do so, involving an outlay on the shortest line of from two to three million of dollars, in addition to what is required to complete the road to state line. From the nature of the country through which this road passes it can not be very valuable as a local road, but it is mainly valuable as a through line; and it is but right that those roads that wish to profit by this connection with our road should also contribute part of the expenses, and assume part of the risk, connected with this enterprise. The Louisville and Nashville Railroad should not be required to bear the whole burden while others share equally the advantages.

There are three roads which ultimately will have to connect with the Extension of the Lebanon Branch; the Knoxville and Kentucky with the southern terminus at Knoxville; the Charleston and Cumberland Gap road, crossing the East Tennessee and Virginia Railroad at Morristown; and the extension of the Atlantic Mississippi and Ohio Railroad from Bristol to Cumberland Gap. The latter road, from present indications, will be the first to meet the Louisville and Nashville Railroad at Cumberland Gap. A committee of that Company visited Louisville during last summer to ascertain the views of the Directory of this road, and the following resolutions expressive of these views were passed in reply to the inquiry made by the committee:

Resolved 1. That the extension of the Lebanon Branch of the Louisville and Nashville Railroad to Cumberland Gap, if ever reliable assurances should be received of its being there met by some road that would afford a safe and suitable outlet to the ocean, has long been a cherished purpose of the Louisville and Nashville Railroad Company, and this purpose has not been relinquished, but is still entertained as strongly and firmly as at any previous time.

Resolved 2. That this Board accept with satisfaction the assurance now given by the Atlantic, Mississippi, and Ohio Railroad Company of its readiness to meet us, without any unnecessary delay, with an extension of its road to said Gap; and this Board can point to the fact that the Louisville and Nashville Railroad Company has already made a large expenditure of money on this branch of its road, looking to this connection, which expenditure can only be made profitable by completing these lines of railway as affording the strongest guarantee that the connection now proposed will be made on its part at as early a day as its means and existing engagements will allow.

Resolved 3. That while this Board of Directors claims no authority or power to bind the Stockholders of its Company by any engagement to have this branch of its road completed at any specified time, it feels free to express the opinion that should the Atlantic, Mississippi and Ohio Railroad Company proceed to execute and complete the extension proposed on its part, its road will be met at Cumberland Gap by the Louisville and Nashville extension, and the desired connection effected not later than December, 1874.

Since the time this action was taken the Atlantic, Mississippi and Ohio Railroad Company have surveyed the line to Cumberland Gap, and are now preparing for active operation in its construction.

At a special meeting of the Stockholders, on the 2d of May last, the following preamble and resolution were passed:

Whereas, with a view of establishing a leading line of railway from Louisville, Kentucky, to Montgomery, Alabama, to be under the control of the Louisville and Nashville Railroad Company, negotiations were entered into between the President and Directors of said Company and the Nashville and Decatur Railroad Company for the lease of its railroad, other property, rights, and franchises, and with the South and North Alabama Railroad Company; and the President and Directors of this Company have laid before this meeting a proposed lease of the Nashville and Decatur Railroad, and proposed contracts with the South and North Alabama Railroad Company, and SAM TATE and associates, for the approval, ratification, or rejection of the Stockholders of the Louisville and Nashville Railroad Company; and while the said Stockholders approve of measures looking to the establishment of said line of railway, if they can be accomplished upon terms just and fair to all parties interested, yet not having such facts before them as would justify them, in their opinion, in approving or ratifying said proposed lease and contracts, they decline to approve said contracts with the South and North Alabama Railroad Company, and SAM TATE and associates. But it is hereby

Resolved, by the Stockholders of the Louisville and Nashville Railroad Company, that it be left to the discretion of the President and Directors of said Company to execute and carry out in behalf of the Stockholders the proposed lease of the Nashville and Decatur Railroad, and to their discretion to make such contracts with the South and North Alabama Railroad Company, and SAM TATE and associates, in reference to the completion and control of the South and North Alabama Railroad, as they may deem best for the interests of the Stockholders of the Company.

In accordance with this resolution, the contract, copies of which are annexed to this report, were entered into between this Company, and the Nashville and Decatur, and South and North Alabama Railroad, and SAM TATE and associates.

These contracts are now being carried out, and it is expected that not later than in September next the uncompleted part of the South and North Alabama Railroad will be finished, so that trains can run through between Louisville and Montgomery. The importance of this line of road to the Louisville and Nashville Railroad Company, and the country at large, was fully discussed at the special Stockholders' meeting, and it is not deemed necessary to call further attention to this subject.

The total length of the roads operated during the past year is as follows: Main Stem to Nashville, 185 miles; Bardstown Branch, 17.8 miles; Knoxville Branch, 110.82 miles; Richmond Branch, 33.46, miles; Memphis Branch, 46.37 miles—total length of road owned by the company, 392 45 miles. Including the Memphis, Clarksville and Louisville Railroad, (operated for the Receiver,) 82.6 miles, the Glasgow Branch, (leased,) 10.19 miles, and the Memphis and Ohio Railroad, (leased,) 130.8 miles, the total length of road operated is 615.54 miles. Including the above roads, the following is the result of last year's operations:

Gross earnings of Louisville and Nashville Railroad and Branches		$3,153,006 90
Gross earnings of Glasgow Branch (9 months)		14,240 80
Gross earnings of Memphis, Clarksville and Louisville Railroad		462,570 88
Gross earnings of Memphis and Ohio Railroad		924,207 20
Total gross earnings		$4,554,025 28
And total expenditures—		
Louisville and Nashville Railroad and Branches	$2,098,871 34	
Glasgow Branch	11,349 88	
Memphis, Clarksville and Louisville Railroad	450,173 18	
Memphis and Ohio Railroad	718,461 53	
		3,278,355 88
Total net earnings of 615.54 miles of road		$1,275,669 85

As compared with the previous year, there has been on the Main Stem and Branches an increase of 6.71 per cent. in the gross receipts, and an increase of 15.77 per cent. in the expenditures, resulting in a decrease in the net earnings of 7.66 per cent. On all the lines operated by the company the increase in gross earnings has been 9.61 per cent., and in expenditures 16.56 per cent., resulting in a decrease in the net earnings of 4.95 per cent.

The following statement contains in a condensed form the general results of the operations of the Main Line and Branches during the years ending June 30, 1870 and 1871;

	1869-70.	1870-'71.
Gross earnings	$2,964,668 80	$3,153,006 90
Operating expenses	1,812,525 47	2,098,371 84
Net earnings	$1,142,133 33	$1,054,635 56
Proportion of expenses to earnings	61.34 per ct.	66.55 per ct.
No. of miles run by trains	1,229,056	1,349,350
Earnings per mile of train	$2.37	$2.27
Expenses " "	1.47	1.56
Net earnings " "	$0.90	$0.71
Av. length of road in use.	381.63 m.	392.45 m.
Earn'gs per mile of road.	$7,742 20	$8,034 16
Expenses " "	4,749 48	5,346 85
Net earnings " "	$2,992 77	$2,687 31
Mileage of freight cars	10,625,964	12,841,742
" passenger cars	2,528,106	2,595,112
Number of tons carried	438,413	535,711
Do. carried one mile	57,885,740	71,912,950
No. of passengers carried	456,065	466,427
Do. carried one mile	27,330,015	26,053,598

The results of the operations of the Main Stem and Branches are shown separately in the annexed statement:

	Main Stem.	Bardstown Branch.	Knoxville Branch.	Memphis Branch.	Richmond Branch.
Gross earnings	$2,505,909 42	$24,008 84	$296,078 89	$293,399 49	$33,520 26
Operating expenses	1,532,341 02	21,804 75	233,665 53	265,681 82	44 878 22
Net earnings	$973,658 40	$2,204 09	$62,413 36	$27.717 67	Loss.
Proportion of exp. to earnings	61.14 per ct.	90.82 per ct.	78.92 per ct.	90.55 per ct.	133.88 pr ct.
Number of miles run by trains	983,470	11,916	142,379	167,848	44,227
Earnings per mile of train	$2 44	$2.01	$2.07	$1.75	$0 75
Expenses per mile of train	1.56	1.83	1.64	1.59	1.01
Net earnings per mile of train					Loss.
Length of road in operation	185 miles.	17.3 miles.	110.32 miles.	46.37 miles.	33.46 miles.
Earnings per mile of road	$13,545 94	$1,387 79	$2,683 82	$6,327 85	$1,001 80
Expenses per mile of road	8,282 92	1,260 39	2,118 07	5,729 60	1,341 25
Net earnings per mile of road	$5,263 02	$127 40	$565 75	$597 75	Loss.
Passengers carried one mile	21,529,385	272,473	2,660,578	3,190,556	410,644
Tons of freight carried one mile	58,671,965	215,440	4,600,809	8,069,189	355,517
Earnings per passenger per mile.	3.73 03 cts.	3.95 47 cts.	6.98 09 cts.	3.62 01 cts.	3.73 84 cts.
Earnings per ton per mile	2.53 cts.	5.398 cts.	3.802 cts.	1.988 cts.	4.82 cts.

The company have 87 locomotives, 45 passenger, 16 baggage, 3 postal, 11 express, 664 box, 199 rack, 96 gondola, 258 flat, 84 stone, 13 boarding, 1 wrecking and tool, and 12 caboose cars. Miles run by locomotives with passenger trains, 619,326; with freight trains, 1,137,949; distributing trains, 102,435—total, 1,859,710.

Number of local passengers carried north, 194,283; do., south, 187,602—total, 381,885. Number of through passengers carried north, 41,278 do., south, 43,264—total, 84,542. Total local and through, 466,427. Total mileage of through passengers, 14,651,669; do., local, 13,402,029—total, local and through, 28,053,598. Miles traveled by each passenger, 60.14; do., by each local passenger, 35.09. Revenue from through passengers per mile, 3.6372 cents; do., local, 3.8407 cents. Number of tons of freight carried, 535,711; do., carried one mile south, 43,196,303; do., north, 28,716,647—total tons carried one mile, 71,912,950.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension:

Total cost of road to June 30, 1871		$10,107,938 84
Richmond Branch		794,503 61
Total cost of road		$10,902,442 45
Due from transportation department	$121,300 52	
Lebanon Branch extension south of Lebanon	2,644,342 27	
Cumberland Gap survey	6,374 12	
Tennessee State and M., C. & L. R. R. bonds held for purchase of M.,C. & L. R. R.	1,228,330 57	
Sundry railro'd bonds	142,900 00	
Louisville Bridge Co. stock	873,640 00	
Bank & railroad st'ck	140,500 00	
Real estate, timber & quarry lands	41,376 49	
South and North Alabama Railroad Co.	75,037 50	
Due by sundry railroads and persons on note & account.	76,521 96	
M. C. & L. R. R. Co., old account prior to Feb. 17, 1868	26,600 48	
Receivers M. C. & L. R. R. Co	52,455 81	
Memphis Division	191 887 68	
M. & O. R. R. Co	1,775,238 25	
Do. bonds & coupons	481,064 60	
Stock in do	172,901 54	
Shop and fuel stock.	715,682 04	
Cash	98,622 00	
		8,364,675 23
		$19,267,117 68
Capital stock		$8,873,580 47
Bills payable	$838,201 41	
Due sundry persons on account	236,039 44	
Due bills & pay-rolls for June	271,621 86	
Due back interest	18,840 28	
Back dividends up to and including Jan., 1871, uncalled for.	101,496 18	
July, 1871, dividend, due August 1st	354,940 00	
		1,821,138 67
Consolidated mort.	$5,919,000 00	
First mortgage bonds Main Stem	1,154,000 00	
First mortgage bonds Memphis Branch	184,000 00	
City of Louisville b'ds to Lebanon Branch	225,000 00	
City of Louisville b'ds to Main Stem (no mortgage)	849,000 00	
		8,331,000 00
Profit and loss account		241,898 54
		$19,267,117 68

Statement showing cost and liabilities of Lebanon Branch Extension:

Construction—total cost of road		$3,061,945 82
Coal and timber land		3,615 05
		$3,065,590 87
Due Main Stem	$2,644,342 27	
Due sundry persons	218 60	
		$2,644,560 87
City of Louisville bonds borrowed	$333,000 00	
Mortgage bonds	88 000 00	
		421,000 00
		$3,065,560 87

CONSOLIDATED STATEMENT.

Total cost of road:		
Main Stem, B. B., L. B., R. B., and M. B		$10,902,442 45
Lebanon Branch Extension south of Lebanon		3,061,945 82
		$13,964,388 27
Resources:		
Main Stem	$5,720,382 96	
Lebanon Branch Ext.	3,615 05	
		5,723.948 01
		$19,688,336 28
Liabilities:		
Stock and stock liabilities, Main Stem		$8,873,580 47
Bills payable, Main Stem	$838,201 41	
Bills and pay-rolls for June and sundries, Main Stem	526,501 08	
Back and July, 1871, dividends, Main Stem	456,436 18	
Sundry persons Lebanon Branch Extension	218 60	
		1,821,357 27
Bonded debt:		
Main Stem	$8 331,000 00	
Lebanon Branch Ext.	421,000 00	
		8,752,000 00
Profit and loss		241,398 54
		$19,688,336 28

President.—H. D. NEWCOMB.

Vice President.—THOS. J. MARTIN.

Directors.—For one year—B. F. Guthrie, Geo. H. Hutchings, P. J. Potter. For two years—H. D. Newcomb, Thos. J. Martin, W. H. Smith. For three years—R. A. Robinson, W. B. Caldwell, James Whitworth.

Secretary.—WILLIS RANNEY.

Vice Pres't and Gen'l Sup't.—ALBERT FINK.

Railways in San Paulo.

The San Paulo line stops at Jundiahy, which terminus does not of itself tap the great producing districts of the province. Thence there is a line onward to Campinas, 27 miles in length, which will be in operation early in 1872. But not even at Campinas are the finest agricultural districts reached. Another local Company is carrying a railway onward 100 miles to the Rio Claro, which will pass through the richest coffee plantations. There is laterally a line of 40 miles long to Itu, the completion of which is expected in the course of next year, also locally made. These three lines are, we repeat, already in hand, and more or less advanced. Then there are other two lines projected; one of 75 miles from the City of San Paulo to the fine cotton district of Sorocabo, the other, 120 miles in length, from the same point of departure to join the Dom Pedro Segundo railway, and so to form a line from the capital of the province to the metropolis of Rio De Janeiro; and this last will, of course, to some extent be a competing line with the San Paulo railway, and dispense with a sea voyage and transport from San-

tos to Rio de Janeiro. Thus, it will be seen, there is a certainty of three independent railway Companies in the province of San Paulo, and the prospect of five.—*Brazil and River Plate Mail.*

Bridge over the Hudson River at Albany.

The Albany *Evening Journal*, in noticing the completion of the new bridge across the Hudson River at that place, says:

The bill authorizing the construction of the bridge passed the Legislature in 1869, and the first stone of the superstructure was laid June 25, 1870. The main bridge is 1,525 feet long from Quay street to Van Rensselaer Island, and the whole length, including approaches, 2,250 feet. It is 30 feet in the clear above low water mark, and eight feet above the high water mark of 1857. There are two bridges over Van Rensselaer creek, first comprising three spans 62 feet 6 inches each one connecting with the New York and Boston Railroads, and the other for Troy local trains, the in length, and the latter 4 spans 60 feet each. The portion of the bridge across the basin, descends three feet from the pier to Quay street. The trusses in the superstructure are 26 feet apart. All the tension bars of the bridge are of double refined iron, and it is calculated that the bridge will stand a load of 6,000 pounds per lineal foot, exclusive of the weight of the structure, the stain of which will not exceed one-sixth of the breaking weight. Of the materials used the following summary is given: Piles used in pier and abutments, 110,000 lineal feet; timber, board measure, 1,100,000 feet; stone in piers and abutments, 16,000 yards; iron in superstructure, mostly wrought, 2,000 tons. The draw weighs 700,000 pounds, and is to be worked by a ten-horse power engine placed beneath the roadway. Clark, Reeves & Co., of the Phœnixville Bridge Works, Phœnixville, Pa., were the contractors for the superstructure.

Housatonic River Bridge.

The new Iron Bridge over the Housatonic River, at Stratford, Conn., on the New York and New Haven Railroad, is completed. In undergoing the final tests of its strength and efficiency, every running foot was subjected to a test of two and a half tons, and stood the ordeal in a most satisfactory manner. This bridge is one of the handsomest in the State, and is a part of the grand system of improvement inaugurated some years ago by the present management of the road. The Naugatuck railroad joins the New York and New Haven track on the eastern shore of the river, and in addition to the immense business of the latter road all the Naugatuck trains must also pass over this bridge. It was commenced in March, 1871, and has been pushed, in spite of the cold weather of the early winter, to completion in a wonderfully brief time. The bridge is 1,091 feet long, 27 feet wide, with two tracks, and the height of the iron work is 24 feet. It has five spans, three on the east side of the draw and two on the west, and the draw is 206 feet long. Five piers and two abutments of solid masonry support the iron-work of the spans, and the height of the piers, except the draw pier, is 36 feet 8 inches, they being 7 feet wide at the top and at the bottom. The draw pier is 30 feet wide at the top and 35 at the bottom, and rests upon 427 piles, sawed off by divers level with the river bottom. The bridge has been built four feet higher than the old bridge, which makes easier grading to and from Bridgeport, both on the New York and New Haven and Naugatuck roads. It is estimated that the ordinary pressure which the bridge will be required to sustain will not exceed one and a half tons to the foot. The total cost of the bridge, including the change of grade, will be about three hundred thousand dollars. The contractors were F. C. Lowthorp, of Trenton, N. J., patentee; John Beattie, of Stony Creek, stone work; S. A. Hammond, of Bridgeport, piling and timber work, and George Everett, of Allentown, Pa., superintendent of the iron work. The frame work of cast iron came from Birmingham, Conn., and the tension rods from Trenton, N. J.

Important Quarry Blasting with Nitro-Glycerine at Quebec.

On Wednesday last, Mr. MOWBRAY of the Hoosac Tunnel Nitro-Glycerine Works, with his agent Mr. H. H. PRATT, gave a number of very interesting experiments with Nitro-Glycerine at Hamel's Quarry, about four miles outside of Quebec. The object was to convince Quarrymen, Building Contractors and Engineers, of the facility with which building stone could be thrown out of a quarry in masses, as distinguished from blasting on railroad contracts, where Nitro-glycerine has been preferred, not merely for its economy, but on account of its breaking the stone into pieces suitable for embankment and ballasting. The quarry chosen consisted of a very hard rock, very resistent to the drill, and in layers of strata varying from two feet to three feet in thickness. Three holes commencing at the top with 2 1-4 inch drill, and terminating in a hole 1 3-4 inch diameter, were drilled to a depth of from 10 to 12 feet each. Into these charges of seven pounds each were inserted, and fired simultaneously by means of a peculiar exploder and a small portable electric machine, thus avoiding the use of the Acid Voltiac battery, caps, &c. A leading wire to the first drill hole, and a returned wire from the last or third charge were connected with the friction machine, and a few turns being given explosion ensued. The report did not sound much heavier than a rifle shot, but instantly trees upon the bluff of the quarry. toppled, and with the subjacent stone facing the spectators, glided down into the pit. Some half a dozen boulders were probably hurled perhaps fifty feet from the quarry, but the mass simply fell over into the pit. On measuring the face from which the stone had been detached, it was found the explosion had extended in a wide fissure 15 feet beyond, on the east side, besides the 30 feet of face actually removed. The three holes had been set back fully eight feet from the face, and being each ten feet apart, the extreme distance between the first and last hole was 20 feet. The blast had separated a line of 43 feet from the face of the rock to a depth of 15 feet, or four feet below and beyond the bottom of the drill holes, with an average thickness of about eight feet, measuring 191 cubic yards, or about 400 tons in weight. The rock was very tough, hard, and homogeneous, and resists powder-blasts, necessitating a repetition of charges to fracture the rock. Standing on the bluff of the quarry and looking down, the blocks were chiefly square or longitudinal, requiring but little labor to cut into building stone, and the problem has been solved by this experiment that Nitro Glycerine judiciously applied is as suitable for quarrying measured stone for building, as it has been found by the contractors on the Intercolonial R. R. at the Hoosac Tunnel for blasting it into fragments that may be readily removed by the shovel. The operations of handling, charging, and firing were performed by Mr. H. H. Pratt. After the quarry blast, two pieces of 5-16 boiler plate were placed parallel to each other, about six inches apart, and four ounces of Nitro-Glycerine exploded between them, the full violence of the explosion was thus appreciated by the parties present. With a deafening explosion, the fragments of the boiler plate were sent up to a height apparently of 200 feet, and gave rise to some hurried movements, as they came showering down in close proximity to the spectators. The last experiment was the application of a light charge to an oak tree, a report, a crash, and down fell the tree. On going up, the stump was found split to the root in five divisions, a terrible proof of the irresistible force of this explosive. And yet the cool and thorough handling of this explosive by Mr. Pratt and his two assistants, the promptitude of the firing, convinced every one on the ground that in proper hands there is no more danger than gunpowder. A contractor who had used powder and gun-cotton emphatically asserted that Nitro Glycerine far exceeds in its economical results anything he had ever witnessed either with powder or gun-cotton.—*Montreal Herald, Dec.* 30.

Lands Granted to Railroads.

The Secretary of the Interior has transmitted to Congress, in compliance with request contained in House resolution of March 14, 1871, a tabular statement exhibiting land concessions by Congress to States and corporations for railroad purposes. It is as follows:

States.	Estimated quantity in grant, Acres.	Estimated quantity will receive. Acres.	Quantity patented. Acres.
Illinois	2,595 053	.....	.....
Mississippi	2,062 240	1,108 680	908,680
Alabama	3,729,120	2,783,135	2,288 138
Florida	2 360,114	1 760,467	1,760,468
Louisiana	5 578,720	2,672,405	1,072,405
Arkansas	4,804,871	2 803,171	1,793,167
Missouri	2,985,160	1,949,175	1,820 645
Iowa	6,526,727	3,993,100	3,510,243
Michigan	4,931,361	3,449,791	2,851,034
Wisconsin	5,778,360	3,143 458	1,642,978
Minnesota	9,783,403	7,288,000	2,602,833
Kansas	9,370 000	4,897 000	.....
California	3,520,000	8 200.000	.....
Oregon	3,500,000	3,500,000	152,854
States, total	67,525,180	45,143,426	22,998,476
Corporations.			
Union & Central Pacific	85,000 000	24,320,000	1,686,442
Sioux City and Pacific	580,000	60 000	.....
Centr'l Branch Union Pacific	245,166	200,000	.....
Northern Pacific	47,000,000	47,000,000	.....
Atlantic and Pacific	2,330,000	2,330,000	.....
Southern Pacific in California	3.520.000	3,000 000	.....
Texas Pacific.	18,000,000	17,000,000	.....
Corporations, total	148,675,166	138,910,000	1,686 442

The grand total granted to States for railroad purposes and to railroad corporations is as follows:

	Granted. Acres.	Will probably receive. Acres.	Already Patented. Acres.
	216,200,296	179,053,436	23,684,919
Less for lands reverted and lapsed	8,740,264	6,314,005	5,689,011
Net grand tot'l	207,460,032	172,739,431	18,995,908

☞ The City Passenger Railway Company of Baltimore reports that during 1871 the aggregate distance run by the cars was 2,010,806 miles, and the passengers carried amounted to 14,189,473. The company owned 672 horses, each costing forty-two cents a day to feed. The proportion of receipts paid to the Park Fund amounted to $134,798.

☞ The tunnel of the Baltimore and Potomac Railroad, 1,550 feet long, under the southern part of Capitol Hill was completed on the 18th last. Cars will soon be running over the road between Washington and Baltimore.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,885	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,398	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,806	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	.....	.....
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,766
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,166	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,068	258,460	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,165	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	535,842	529,278	505,904	459,576	463,056	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	490,298	468,358	585 623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,978,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,936
1870	203,069	226,897	244,182	246,046	260,160	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	266,833	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	739,989	714,854	834,208	885,845	761,964	719,909	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,766	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,038	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,370	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	305,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,869	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	392 971	4,509,281
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	372 042	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,747	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,846
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	586,066	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,700	327,431	400,150	483,884	662,867	658,018	481,113	506,557	816,345	841,150	644,625	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	139,000	150,416	160,149	155,586	231,662	235,513	248.838	203,595	2,024,860
1870	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,099	284,690	235,240	266,836	255,726	2,833,899
1871	191,789	192,120	232,166	206,070	201,751	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 588
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307.122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	276,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	275,351	237,540	329,270	364,128	369,887	385,103	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,824,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	666,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	985,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	526,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192.138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,839	202,288	205,750	189,351	160,086	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	.....	167,305	175,453	163,285	150,555	.....	.....
1871	143,468	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,363
1868	278,712	266,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,769
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,193
1870	528,529	500 139	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,599	584,840	724,466	728,174	673,693	681,865	800,402	777,382	708,142	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,342	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	.....	...	B'klyn Flatbh & Coney Isl.N.Y.	108,000	180,000	100,000	(Opened Oct. 1, 1870.)			—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—			—	100	100	....
Sept. 30,'70	4.50	.....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mas.	734,671	727,800	150,000	74	—	—	9.0	100	100	....
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	16	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,689	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.½	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	.....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	.....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City. .....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	....
Sept. 30,'70	3.25	28	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	....
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n).N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	2½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	60½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	....
Dec. 31,'70	3.40	.....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	7,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J	897,022	282,555	646,000	76,695	196,357	37,874	—	100	100	....
Dec. 31,'68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	....
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	31½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	65
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	61
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	31,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,736	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 16th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21½
Dec. 31,'70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	16,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. to Troy & Lansb.	—	—	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	18,447	5	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,901	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8 900	3,010	4	100	100	....
Oct. 31,'70	3.53	40	16	Worcester .....Mass.	45,205	40,000	20,000	8,006	1 487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal. Payable.	Amount Paid.
	$	ps			
Albany:					
1st Mortgage.....	40,000	7	J. & J	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J. & J.	187.	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J. & J.	18—	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J. & J.	188.	....
Bklyn City, Hun. Pt.& P.P.:					
1st Mortgage.....	379,000	7	M. & N	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J. & J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J. & J	1873	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J. & J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J. & D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1883	....
Central Park, N. & E.River					
1st Mortgage.....	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J. & J.	1878	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J. & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J. & J	1877	....
2d mortgage	250,000	7	J. & J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J. & J.	1878	....
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J. & J.	18—	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	136,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,000	7	J. & J.	1874	....
Lombard and South st.(Ph.).					
1st Mortgage.....	62,500	7	J. & J	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J. & J.	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A. & O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J. & D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J. & J.	1885	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J. & J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M. & N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A. & O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J. & J.	1880	....
1st Mortgage.....	15,000	6	J. & J.	1880	....
Salem:					
1st Mortgage.....	35,000	6	J. & J.	18—	....
Second Avenue (N. Y.).					
1st Mortgage.....1	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J. & J.	1878	....
2d Mortgage.....	15,000	7	A. & O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J. & D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1	900,000	7	J. & J.	1875	....
Real estate.....	500,000	7	J. & J.	—	—
Troy and Lansingburg:					
1st Mortgage.....	95,000	7	A. & O	1879	....
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage.....	300,000	7	J. & J	1885	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J. & J.	1887	....
Watervliet.					
1st Mortgage.....	130,000	7	J. & J.	1882	....
West Hoboken.					
1st Mortgage.....	61,000	7	M. & N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J. & D.	1878	....
Worcester:					
1st Mortgage.....	20,000	6	A. & O	187.	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	960,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J A J.O.	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.' 71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug '71 1½
" " pref.100	769,600	F. & A.	Aug.' 71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	16,000,000	I.AJ&O.	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	880,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref..100	2,425,400	M. & S.	Sept. '71 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*.. 50	2,987,800	— & —	.....
" " pref... 50	423,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val..100	848,984	— & —	.....
Concord.....50	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug.' 71 3
Connecticut Riv.....50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... ..	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	600,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25 280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.' 71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,500	M & N.	May '67 5
Lehigh Valley 50	13,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*.....50	$5.871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 5
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Nov.'71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Jan. '71 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Aug.'71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*...100	977.400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug.'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif...100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y.,Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,628,250	M.J. S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300 000	— & —	.....
" " " pret.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869.450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan '72 3
South Carolina 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'71 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol.,Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,460,000	J. & J.	July '71 2
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,00	J. & J.	Jan. '72 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800.000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70 3
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	304,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl..10 0	600,000	— & —	.....
D. Dock E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'71 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,026,000	F. & A.	Sep. '71 1½
" (preferred).....100	1 176,000	F. & A.	Sep. '71 3½
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug 71 35c
" " (pref.) 50	2,888,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '66 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....10½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec.'71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 8
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug.'66 4

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1872.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	109½
" " "	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,729,000	6	Jan. & July.	1880	114½
" "	coupon	4,686,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861	registered	124,985,150	6	Jan. & July	1881	114½
" " "	coupon	64,336,050	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s)	registered	68,377,650	6	May & Nov.	1882	110
" " " (5-20s)	coupon	352,651,300	6	" "	1882	109½
Loan of March 3, 1863	registered	53,366,750	6	Jan. & July.	1881	114½
" " "	coupon	21,632,250	6	" "	1881	115½
Loan of March 3, 1864 (5-20s)	registered	2,492,500	6	May & Nov.	1884	110
Loan of June 30, 1864 (5-20s)	registered	40,924,350	6	May & Nov.	1884	110
" " " (5-20s)	coupon	40,916,650	6	" "	1884	110½
Loan of March 3, 1865 (5-20s)	registered	43,062,800	6	May & Nov.	1885	110½
" " " (5-20s)	coupon	120,254,900	6	" "	1885	111½
" " 2d series (5-20s)	registered	68,463,050	6	Jan. & July.	1885	109½
" " " (5-20s)	coupon	166,226,050	6	" "	1885	110½
" " 3d series (5-20s)	registered	91,160,000	6	Jan. & July.	1887	111½
" " " (5-20s)	coupon	229,815,250	6	" "	1887	112
" " 4th series (5-20s)	registered	12,606,500	6	Jan. & July.	1888	112
" " " (5-20s)	coupon	26,659,550	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)	registered	136,035,050	5	Mar. & Sept.	1904	109½
" " " (10-40s)	coupon	56,532,250	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71	registered	85,684,400	5	F. M. A. & N.	1881	109½
" " "	coupon	8,313,250	5	" "	1881	110
Consols " " "	registered	.....	4½	F. M. A. & N.	1886	...
" " "	coupon	.....	4½	" " "	1886	....
Consols " " "	registered	.....	4	F. M. A. & N.	1901	....
" " "	coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68	(cur.)	23,025 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency		398,360,679	mil.	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	65
" " " "	(extended)	2,414,800	5	" "	'83-'86	....
" " " "	(sterling)	688,000	6	June 1.	1870	....
" " " "	(" extended)	82,500	6	Jan. & July.	1886	....
" " " "	(" ")	712,500	5	" "	1886	....
" " " "	(new)	1,316,700	8	" "	'86-'88	95
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	54
" " " (Aid R. R's)		3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	108½
" " " 1860		138,500	7	" "	1880	....
" —Relief Fund Bonds of 1863		424,500	7	"	1883	....
" —Bounty Fund Bonds of 1864		805,000	7	"	1884	....
" —Central Pacific R. R. Loan of 1865		1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)		5,927,000	6	Jan. & July.	'81-'82	98½
" " " of 1863, (20s)			6	" "	1883	100½
" " " of 1864, (10-20s)			6	April & Oct.	1884	101
" " " of 1865, (20s) free			6	" "	1885	....
" " " (various)	registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
" " " 1869		200,000	6	" "	1889	....
" —Railroad Loans $16,000 per mile		.....	.....	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	....
" " " " 1842 to 1848		273,000	7	Various.	'72-'74	83½
" —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'86	83½
" —Bonds (Act March 12, 1866)		3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	100½
" " Stock of 1857		134,311	6	" "	1877	....
" —Refunded Stock Bonds		348,000	6	" "	Var.	....
" —Normal University Bonds		45,000	6	" "	1879	....
" —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
" —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
" —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100,675	6	" "	'83-'84	....
" " "		1,059,500	7	" "	'76-'89	....
" " "	military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	71-'72	99½
" " " of 1843		160,000	5	" "	1873	....
" " "	military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
" —State Bonds, general		750,000	6	Jan. & July.	1893	68
" —Railroad Bonds		561,000	5	Various.	70-'79	....
" " "		2,052,000	6	Various.	'93-'06	69
" —Levee Bonds 1865		1,000,000	8	Various.	1886	....
" " " 1867		4,000,000	6	May & Nov.	1907	62½
" " " 1870		3,000,000	8	Mar. & Sept.	1875	85
" —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	....
" —Funded Floating Debt		3,000,000	6	May & Nov.	1910	62
" —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	....
" —Penitentiary Bonds of 1869		500,000	7	" "	1909	....
" —N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	92½
Maine—State Bonds		301,000	6	Various.	75-'78	....
" —War Loan of April 25, 1861		800,000	6	Various.	1871	....
" " " of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	100
" " " of Mar. 26, 1863	(cur)	475,000	6	Feb. & Aug.	1883	....
" " " of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
" —Municipal War Debts assumed	(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg		2,288,888	5	J. A. J. & O.	1890	....
" " "	converted	448,500	5	" "	1880	....
" —Ches. & Ohio Cur. Loans, Stg		1,855,335	5	" "	1890	....
" " "	converted	1,687,345	5	" "	1890	....
" " "	of 1884	1,403,146	6	" "	1870	97
" —Balt. & Susq. R. R. Loans		289,000	3	" "	1890	....
" " "	converted	429,000	6	" "	1890	90
" —Annapolis & Elkridge R.R. Loans		95,420	6	" "	1889	....
" —Susq. and Tide-Water Canal Stg		773,000	5	" "	1865	....
" " " "	converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan		20,131	5	J. A. J. & O.	1890	....
" —Defense Loan Bonds		3,651,398	6	" "	1883	102½
" —Southern Relief Bonds		100,000	6	" "	1873	....
Massachusetts—State Scrip		324,000	5	Jan. & July.	'75-'76	....
" " "		275,000	5	April & Oct.	'73-'74	....
" " "		320,000	5	May & Nov.	'72-'88	97½
" " "		133,000	6	June & Dec.	'72-'77	....
" —Union Fund Loan of 1861		3,000 000	6	Jan. & July.	'71-'76	110
" " " of 1863		600,000	5	" "	'77-'78	....
" —Coast Defense Loan		888,000	5	" "	1883	....
" —Bounty Loan of 1863		200,000	5	" "	1883	98½
" " of 1864		4,379,500	5	May & Nov.	1894	99½
" " " (stg.)		4,000,744	5	" "	1894	....
" —War Loan (cur. 5-20 yr.)		3,505,000	6	Mar. & Sept.	1886	110
" —Western R. R. Loan, (stg.)		761,816	5	April & Oct.	1871	....
" —T. & G. R.R. & Hoosac T. stg.		3,506,580	5	" "	'88-'90	97½
" " "		966,500	5	" "	'91-'95	97½
" —Southern Vermont R. R.		200,000	5	" "	1890	....
" —Eastern R. R.		50,000	5	Jan. & July.	1871	....
" —Norwich & Worcester		400,000	6	" "	1877	....
" —Bos., Hartf. & Erie (stg.)		3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds		160,000	6	" "	1878	....
" —Two Million Loan Bonds		1,621,000	6	" "	'73-'83	....
" —War and Bounty Loan Bonds		478,000	7	May & Nov.	1890	....
" —Sault St. Marie Canal Bonds		86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds		250,000	7	Jan. & July.	'77-'78	....
" —Sioux War Loan Bonds		100,000	7	May & Nov.	1872	....
" —*Railroad Loans Bonds		2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)		2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper		438,000	6	Jan. & July.	1883	....
" —Interest Bonds of 1868		2,727,000	6	" "	1888	....
" —Railroad Loans		13,112,000	6	" "	'74-'98	97½
" —South Pacific, guar		1,589,000	7	" "	1876	79
" —Hannibal and St. Joseph		3,000,000	6	" "	'73-'8.	93
Nebraska—(No Debt)		.....	.....	.....	.....	....
Nevada—State Loan Bonds		500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861		899,200	6	" "	'71-'75	100½
" " " of Sept. 1, 1864		600,000	6	Mar. & Sept.	'84-'85	100½
" " " of Oct. 1, 1865		1,000,000	6	April & Oct.	'71-'75	100
New Jersey—War Loan of 1861 (free)		1,299,900	6	Jan. & July.	'71-'84	....
" " " of 1863 (free)		1,002,900	6	" "	'86-'90	105½
" " " of 1864		593,400	6	" "	'97-'05	....
New York—Bounty Fund Stocks		1,478,000	7	" "	1877	....
" " Bonds		21,089,000	7	" "	1877	106½
" —General Fund Stocks		1,910,982	6	J. A. J. & O.	pleas.	106
" " "		800,000	6	" "	1878	....
" " " "		348,000	5	" "	pleas.	....
" " "		900,000	5	" "	1876	....
" —Canal Fund Stocks		2,257,900	6	J. A. J. & O.	1872	106
" " "		5,150,100	6	" "	1873	....
" " "		2,099,000	6	" "	1874	106½
" " "		473,000	6	" "	1875	100
" " "		880,000	6	" "	1877	....
" " "		1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)		4,738,800	6	Jan. & July.	71-'91	....
" " "	(old)	3,639,400	6	April & Oct.	'71-'91	33
" —State Bonds for R. R. (new)		2,626,000	6	Jan. & July.	'92-'98	....
" " "	(new)	1,789,000	6	April & Oct.	'92-'98	17
" —Funding &c. Bonds of '66-'68		2,800,400	6	Jan. & July.	1899	....
" " "		1,821,400	6	April & Oct.	1899	23
" —Special Tax Bonds		11,407,000	6	" "	1899	....
Ohio—State Loan (New York)		1,284,317	6	Jan. & July.	1870	12½
" " " (")		1,600,000	6	" "	1875	....
" " " (")		4,095,300	6	" "	1881	101
" " " (")		2,400,000	6	" "	1886	101½
" —Union Loan (Columbus)		366,975	6	May & Nov.	1873	103½
Oregon—Relief and Bounty Bonds		176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867		92,850	5	Feb. & Aug.	1872	....
" " "		4,731,300	6	" "	1872	96
" " "		90,400	5	" "	1877	102
" " "		7,890,550	6	" "	1877	96
" " "		726,950	5	" "	1882	105
" " "		9,237,050	6	" "	1882	96
" —Inclined Plane Loan		400,000	6	April & Oct.	1879	107
" —Military Loan		2,769,250	6	Feb. & Aug.	1871	107
" —State Stocks (old)		384,000	5	Jan. & July.	1882	101½
" " (old)		3,377,000	5	Feb. & Aug.	'77-'78	....
" " (old)		112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862		1,100,000	6	Mar. & Sept.	1882	....
" " of 1863		736,000	6	Jan. & July.	1893	100
" " of 1863		239,000	6	April & Oct.	1893	101
" " of 1864		841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838		303,343	6	Jan. & July.	1870	....
" " bonds (stg.)		484,445	5	" "	1869	....
" —Blue Ridge R. R. bonds of '54		970,000	6	" "	'74-'75	50
" —State Capitol bonds		1,997,738	6	" "	'71-'95	....
" —Funded Debt of 1866 & coup.		1,431,700	6	" "	'87-'97	....
" —Conversion Bonds of 1869		1,265,800	6	J. A. J. & O.	1888	29
" —Funding & Special Bonds '68		1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper		1,398,640	5	April & Oct.	Var.	....
" —* " "		239,166	5½	" "	"	....
" —* " "		1,706,000	6	" "	"	....
" —*Railroad Loans		24,008,500	6	Jan. & July.	long.	66
" —*Railroad Endorsements		2,172,000	6	" "	"	....
" —*Funding Bonds		4,069,503	6	" "	"	6½
Texas—No legal debt		.....	.....	.....	.....	....
Vermont—War Loan Bonds		1,025,000	6	June & Dec.	71-'75	100
" —Certificates		201,000	6	" "	71-'75	....
Virginia—State Stock	registered	21,617,578	6	Jan. & July	long.	51
" " Bonds	coupon	11,108,000	6	" "	"	....
" " " stg		1,865,000	5	" "	"	....
" —Funding Stock of 1866	registered	1,872,968	6	" "	"	60
" " Bonds of 1866	coupon	1,473,000	6	" "	"	....
" " " (sterling)		466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia		.....	.....	.....	.....	....
Wisconsin—War Loan Bonds		104,809	6	Jan. & July	77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$330,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	91
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (600,000 acres). gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific). gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1873	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	883,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870. sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '89 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	92
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	80½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	250,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,680,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	89½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	93½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	86½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,608 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	89
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	81½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	108½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	80
Central Pacific of California:						
1st Mortgage. gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")...	186,500	6	" "	" "	1872	....
3d Mort. (" " ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Riv. Val. RR. (73 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	89½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	92
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	105
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	102½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	100½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135.000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	94
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad.R.R.) 46m.	333,000	7	" "	" "	1886	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	...
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	98
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	646,000	7	Jan. & July.	" "	'70-'85	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	664,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	94½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1908	93½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	73½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	321,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302.000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	93½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88½
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun.Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803.500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,600,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1876	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons..	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1941, (gend)..	1,916 6 9	6	" "	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oasi. & Ottawa R. R.).	150.867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	95½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	" "	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sks Fund	496,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	....
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97½
Loan of 1865	160,000	6	April & Oct.	"	1885	95½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	95½
3d Mortgage	6,000,000	7	" "	" "	1883	93
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	83
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1905	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1908	....
1st m. R.R.& L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,200,000	7*	Jan. & July.	New York.	1880	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	107½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana (P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510.	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
G. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	Feb. & Aug.		1888	99
2d Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	104½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	"	1885	93½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,800	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	105
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	[416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	102½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1898	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1883	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,000,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	100
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam.,Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	92
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	...
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	.....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	...
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	92
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:		6				
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1888	94½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	104½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)...	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1880	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage(Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& K en.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	60
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	55
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	104½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	110
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	104½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct	" "	1882	103
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70.000	8	Feb. & Aug.	" "	1890	103½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	84
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	110
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9 0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1886, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed.	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn).						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1891	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £151,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgnge for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1859	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sbg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sbg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	103
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,000,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest,.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	29
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	'877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1902	90½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	85½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1862	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	93½
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
						86
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	9½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	79½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage	7,000,000	6*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	8,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	97
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	90
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72,'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1878	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90
2d Lien Balt. Loan	1,000,000	6	" "	"	1898	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99½
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	245,500	7	June & Dec.	New York	'73-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	800,000	7	May & Nov	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	98
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,499	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	83½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	99
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.	$2,020,000	.....	7 Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for	$3,000,000	.....	7 — & —	New York.	....	....
2d M.(W.Line & L.)for	$6,000,000	.....	7 — & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,000	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar. by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,880	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	468,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	82
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	100½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	94½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	84½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	88¾
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1880	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96¾
3d Mortgage (8s compromised)	557,400	8	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	67
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage	262,200	7	Jan. & July.	" "	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	96
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,900	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	85
Mortgage Loan	2,0 0,000	6	" "	"	1897	95
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Gold Loan	980,000	6*	" "	"	1894	93½
Convertible Loan	1,996,879	6	" "	"	1877	80½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	83
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1880	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	95½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad: Main Line.	Railroad: Branch Line.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.			
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$			
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0						—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,164,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	....
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,360	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	93
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	93.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,080	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,363,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	24	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	14	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	....	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,963	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	3,056,920	4,501,200	572,495	126,000	6	100	65
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	4½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	760	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	134
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	137½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	149
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	8	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1871	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	58.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	107½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	42
Apr. 30, 1871	45.0	—	302.0	—	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	$1.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	10	100	128½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	6	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	189	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	....
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	69½
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,212	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.6	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	6,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	112½
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	28½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	764,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	.....	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	307,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	511.0	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,187,813	520,584	285,238	642.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	121
Apr 30, 1871	400.0	—	167.0	—	178	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	137

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	.....	1,500000	1,000,000	.....	.....	.....	73.0	(Re-orga	niza. of Cin. Péru &	Chic.)	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	1.3	163.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	.....	....	(Is now	completed	to Danv.).	.....	.....	—	100	....
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	.....	3,916,000	810,000	.....	.....	.....	....	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	112½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	.....	35,155,973	18,049,000	1,188,257	333,559	1,166.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	74
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	.....	4,000,000	4,000,000	.....	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	8	100	...
Mar. 31, 1871	494.0	50.5	109.8	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,554 451	17,000,000	8,717,742	59,988	2,719,378		591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	—	100	110½
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....		....	(Will be	completed	in 1871.)	.....	.....	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	.....	.....	.....	345,000	500,000	.....	.....		—	(Leased	and oper.b	y North M	issouri.)	.....	.....	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....		40.0	25,000	.....	.....	24,379	2,096	8	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874		60.1	.....	.....	.....	1,270,622	588,940	—	100	...
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....		—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	.....	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	.....		123.0	.....	.....	.....	261,277	26,713	6	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		—	(Leased	& oper. by	Kentucky	Central.)	.....	.....	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	—	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.	.....	.....	.....	.....	.....	.....	.....	.....		132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	.....	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	.....		42.0	.....	.....	.....	152,136	44,851	7	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....		171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	24
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365		390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	—	100	89
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	.....	391,456	198,402	2,057,569	1,582,600	25,946	76,675		—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....		76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192		225.0	1,157,478	19,488,051	46,807,404	2,763,741	1,137,430	—	100	92½
Dec. 31, 1870	888.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....		—	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470	10	100	23½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....		69.8	244,386	.....	.....	372,229	210,914	7	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,560,000	.....	109,853	59,819		119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....		—	(Leased	& oper. by	Concord.)	25,000	.....	10	100	...
Mar. 31, 1870	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947		143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	95½
Jun .30, 1871	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,884	319,422		53.4	.....	.....	(10 mos.	591,972	217,174	—	100	138
Sept. 30, 1870	—	—	—	44.0	...	...	...	....	Connecticut Valley.....Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	.....		—	.....	.....	.....	.....	.....	—	100	..
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,365	81,000	.....	.....		—	(Oper.	by Phila.	& Trent.)	.....	.....	6	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....		—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....		—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....		17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall ....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....		7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....		34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	616,025	118,556	1,325,625	352,300	74,083	342,802		74.9	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk ....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,454		27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	.....		—	(Nearly	completed	at date.)	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*	.....	.....	258,000	850,000	.....	.....		—	(Being c	onstructed	at $20,000	pr.mile.)	.....	.....	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	.....		141.4	.....	.....	.....	1,062,406	395.011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....		31.8	.....	.....	.....	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....		—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	.....	127,515	34,352	1,230,941	882,700	136,476	.....		110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....		115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	105½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....		106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	516	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....		248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2,647,350	7,530,048	236,812	.....		189.0	690,924	.....	.....	1,421,122	503,223	—	100	..
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....		57.0	(Leased	& oper. by	Mich.Cen.)	.....	.....	8	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....		14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....		33.5	(Leased	& oper. by	Phila., Wil	& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipisseogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		—	(Leased	& oper. by	Boston and	Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.	2,000 000	.....	.....	.....	500,000	1,000,000	.....	.....		—	(U	nder cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072		54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000	.....	.....	.....	5,000,000	880,000	.....	.....		—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	72
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....		—	(U	nder cons.	to be comp	leted in 1	71.)	.....	—	50	...
Sept. 30 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....		....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb.....Penn.	264,000	.....	.....	.....	89,800	175,000	.....	.....		—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....		—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	100	...
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	.....	.....	.....	1,209,200	495,900	.....	.....		—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	100	78
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957		270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,800	3,037,400	78,866	180,542		114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	105½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....		28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....		—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....		—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....		49.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....		93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....		—	(Leas. &	oper. by N	. Central.)	.....	.....	14	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	.....	83,536,900	23,398,800	.....	.....		845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,364,601	—	100	34½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....		101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	.....	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	.....	520,700	3,000,000	.....	.....		58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377		142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....		90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....		31.0	(Com'e	nced oper.	in Jan. 187	1.)	.....	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	26 ,450	.....		5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	90,000	.....	35,800	.....		—	(Leased	& oper. by	Phg. & Co	nnellsv.)	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....		93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	136½
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....New Jersey.	393,731	.....	.....	.....	150,011	100,000	143,720	.....		13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,769	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081		100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....		154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	.....		100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	...	...	...	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....		109.0	(Opened	for traffic	in fall of 18	70.)	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	.....	.....	.....	80,000	14,000	65,632	.....		—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	.....	99,267	.....		23.0	69,544	.....	.....	62,912	5.8	—	100	...
Apr. 30, 1871	—	—	—	80.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,000	250,000	.....	.....		—	(Rapidl	y approac	hing comp	letion.)	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....		84.0	(Re-org	an.of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson.Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008		52.0	(Oper. b	y Receiver	.)	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	240,144	4,200,800	211,235	625,953	.....		232.0	910,753	.....	.....	1,500.098	667,536	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....		11.7	31,940	.51,186	88,264	20,356	10 060	—	100	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—			492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*		.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	—			450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	55
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	106
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	884	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*			2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—			20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,188	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,869,500	—	—	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—			2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	5½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	.....	—			.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—			1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—			1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—			4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—			286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—			1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—			300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—			180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	...	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—			610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—			250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	.....	.....	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....	—			.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1871	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—			1,300,000	1,300,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ....Ind.	.....	—			3,000,000	1,500,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	800,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	91½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—			4,000,000	—	—	—	—	(Under construction on at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—			260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,816,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—			375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	16	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	121
Dec. 31, 1870	—	—	—	55.2	...	...	...	...	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	.....	.....	6,000,000	5,000,000	—	—	—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	—	92.0	...	...	...	...	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	91½
Dec. 31, 1870	25.0	—	....	67.0	3	2	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—			15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	50	63
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	6,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	5	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255		15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Companies.	Rolling Stock. Engines.	Cars. P. C.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0		2	1	1	10	400,000	*			450,000	200,000			....	(Under	construct	ion.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	Owensboro and Russellville...Kentucky.	97	50	23	1,130	12,038,714	3,394,334	420,357	370,669	3,635,760	9,219,389	1,657,413		355.0	2,213,115	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	*Pacific* ¶.....Missouri.	6	5	2	50	1,333,500	110,000	28,700	.....	.....	.....	.....	.....	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	Louisville and Gulf .....Kentucky.	15	23	—	151	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....	.....	47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	Panama.....New Granada.	—	—	—	—	630,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	and oper.b	y Erie.)	.....	.....	12	100	80
Sept. 30, 1870	12.0	—	12.0	—	Paterson and Hudson.....New Jersey.	—	—	—	—	630,000	.....	.....	.....	500,000	500,500	.....	.....	—	(Leased	and oper.b	y Erie)	.....	.....	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	Paterson and Newark.....New Jersey.	—	—	—	—	1,000,000	.....	.....	.....	248,000	85,000	.....	.....	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	Paterson and Ramapo.....New Jersey.	—	—	—	—	350,000	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	Pekin, Lincoln and Decatur.....Illinois.	—	—	—	—	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000	.....	.....	—	(Leas. &	oper. by Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	Pemberton and Hightstown....N. Jersey.	—	—	—	—	538,691	.....	.....	.....	500,000	375,000	.....	.....	—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	Pemberton and New York...New Jersey.	4	2	235	96	875,000	.....	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	7,365 Pennsylvania .....Pennsylvania.	23	3	—	1,188	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	121
Nov. 30, 1870	105.0	1.6	21.6	—	Pennsylvania Coal.....Pennsylvania.	2	2	—	768	2,000,000	*	2,731,000	.....	4,000,000	556,000	175,000	.....	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Dec. 31, 1870	46.0	—	7.9	—	Pennsylvania and N. York..N.Y. & Penn.	—	—	—	—	5,811,700	*	.....	.....	1,811,700	3,000,000	.....	.....	106 9	.....	.....	.....	949,686	311,914	—	100	.....
Dec. 31, 1870	82.0	—	8.5	—	Peoria and Bureau Valley.....Illinois.	10	8	4	122	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	.....
Jun. 30, 1871	90.0	—	4.2	—	Peoria and Rock Island.....Illinois.	...	...	...	....	4,300,000	*	.....	.....	1,000,000	2,000,000	.....	.....	83.0	246,648	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	0.5	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	—	—	—	—	214,581	.....	.....	.....	2,00,0000	2,000,000	.....	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	96 Petersburg ¶.....Virginia.	14	8	3	96	1,650,150	*	.....	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	Philadelphia and Balt. Cent. Penn. & Md.	8	7	2	87	1,599,906	177,744	.....	62,580	1,324,200	295,094	93,442	.....	92.3	.....	.....	.....	260,113	117,898	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	Philadelphia and Erie ¶.....Pennsylvania.	120	34	17	2,144	21,001,865	*	.....	.....	220,606	1,100,000	326,690	.....	58.1	155,390	.....	.....	251,576	6,001	—	100	.....
Oct. 31, 1870	17.1	3.1	25.4	—	Philadelphia, Germantown and Norristown..Pa.	24	46	11	187	1,139,079	362,964	.....	.....	8,404,300	12,598,000	609,565	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	53
Nov. 30, 1870	98.4	85.0	301.3	42.1	154 145 * 11369 Philadelphia and Reading..Pennsylvania.					29,994,323	5,487,700	15,612,478	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	709,465	303,186	10	50	174
Dec. 31, 1870	26.6	—	36.2	—	Philadelphia and Trenton..Pennsylvania.	—	—	—	—	1,497,604	.....	.....	.....	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Oct. 31, 1870	95.9	3.8	107.5	—	1,002 Philadelphia, Wilm. and Baltimore. Penn.	59	151	*		10,692,178	*	1,507,868	677,153	1,259,100	.....	.....	.....	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	89	30	17	1,524	13,768,374	2,386,429	.....	.....	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	112½
Oct. 31, 1870	59.0	—	20.3	90.0	21 22 4 168 Pittsburg and Connellsville ¶.....Penn.					4,621,737	409,251	3,428,058	.....	5,424,350	10,927,990	99,030	.....	200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222 95 54 4,660 Pittsburg, Ft. W. and Chic..P., O., I. & L.					24,894,193	*	.....	.....	1,794,576	5,500,000	818,538	.....	72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Sept. 30, 1870	18.6	—	1.4	—	Pittsfield and North Adams.....Mass.	—	—	—	—	443,678	.....	.....	.....	19,714,285	13,663,000	18,230	.....	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96
Oct. 31, 1870	45.0	—	1.4	67.5	4 6 3 117 Port Huron and Lake Michigan.....Mich.					489,113	34,493	.....	101,813	450,000	.....	.....	.....	—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20 22 13 270 Portland and Kennebec.....Maine.					2,871,264	*	.....	.....	44,100	505,000	76,319	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4 2 1 27 Portland and Oxford Central.....Maine.					550,000	*	.....	.....	993,100	1,222,848	268,519	.....	109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17 — 7 167 Portland, Saco and Portsmouth....Maine.					1,359,836	*	.....	.....	250,000	250,000	50,000	.....	27.5	.....	.....	.....	646,265	125,219	6	100	.....
May 31, 1871	30.0	—	—	80.0	Port Royal.....South Carolina.	—	—	—	—	1,200,000	*	585.069	79,576	1,500,000	.....	.....	.....	—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	.....
Mar. 31, 1870	26.0	—	2.0	—	3 3 2 56 Portsmouth, Gt. Falls and Conway..N. H.					370,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	(Under	construct	ion.)	.....	.....	10	100	125
Sept. 30, 1870	20.8	—	—	25.4	1 — — 25 Poughkeepsie and Eastern....New York.					629,198	*	.....	.....	170 000	200,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1870	15.0	—	0.6	—	4 6 3 11 Providence, Warren and Bristol.R. I. & M.					704,336	*	.....	.....	483,874	10,000	176,302	.....	26.0	.....	.....	.....	88,144	31,755	—	100	92½
Sept. 30, 1870	43.4	1.0	31.9	—	21 24 6 622 Providence and Worcester...R. I. & Mass.					1,618,575	509,711	114,275	56,187	437,917	55,000	16,500	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	40.0	—	—	—	Quincy and Warsaw.....Illinois.	—	—	—	—	1,400,000	.....	.....	.....	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
May 31, 1870	97.0	—	7.9	—	12 11 4 92 Raleigh and Gaston ¶.....North Carolina.					1,500,000	*	.....	.....	600,000	800,000	.....	.....	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8 7 1 37 Reading and Columbia.....Pennsylvania.					8,101,597	*	885,084	737,841	6,000,000	1,689,750	.....	.....	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	.....
Sept. 30, 1870	71.0	110.0	32.0	—	826 Rensselaer and Saratoga.....N. Y. & Vt.	36	63	16	223	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405	.....	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Sept. 30, 1870	140.5	1.5	11.2	—	Richmond and Danville ¶.....Virginia.	25	17	8	93	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285,392	1,782,488	48.0	172,982	.....	.....	201,689	56,200	—	50	.....
Sept. 30, 1870	75.5	—	5.0	10.0	14 15 17 135 Richmond, Frederick and Potomac ¶..Va.					2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	100
Sept. 30, 1870	22.1	2.8	3.9	—	Richmond and Petersburg ¶.....Virginia.	7	10	3	47	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3 3 2 Richmond and York River ¶.....Virginia.					1,440,321	*	.....	.....	650,000	712,173	78,148	.....	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	... ... Roanoke Valley.....Va. & N. Carolina.					482,612	*	.....	.....	427,402	.....	.....	.....	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	Rochester and Genesee Valley..N. York.	656,026	.....	.....	.....	557,560	70,000	.....	.....	38.3	.....	.....	.....	86,052	24,916	—	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3 1 1 26 Rome.....Georgia.	235,236	*	.....	.....	250,844	.....	.....	.....	22.0	.....	.....	.....	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39 29 13 604 Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,952	.....	2,997,800	1,777,900	334	.....	—	(Leased	& oper. by	Erie.)	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	33.0	—	1.0	57.0	3 3 1 25 Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	20.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42 34 14 1,100 Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	110
Dec. 31, 1870	22.0	—	6.5	—	6 3 4 171 St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Dec. 31, 1870	112.0	—	—	159.0	... ... St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	23½
Dec. 31, 1870	175.0	34.0	22.1	—	.... St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	—	—	—	200.0	2 St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	195.0	15.0	28.0	—	46 24 11 667 *St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	209.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	151.0	—	15.1	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	—	(Under	construct	ion—80 m.)	n oper. Ju	n. 1, '71.)	—	100	.....
Dec. 31, 1870	91.0	—	—	109.0	13 8 7 250 St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	60
Dec. 31, 1870	72.2	—	2.0	—	St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	158.0	—	—	17	10 4 315 St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Jun. 30, 1871	60.0	—	50.0	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Lens. &	oper.by N.	Missouri.)	.....	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16 12 4 200 *St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12 6 4 184 St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	16.6	—	—	—	2 1 12 Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Sept. 30, 1870	16.9	—	2.6	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14 18 19 237 Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	21.5	—	1.6	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10 10 4 58 Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	116.3	433,006	.....	.....	480,173	130,245	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	— — — — Sav., Griffin & North Alabama..Ga.& Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	.....
Dec. 31, 1870	20.0	—	1.0	215.0	1 — — 14 Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	.....	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	11.0	—	8.9	—	Schuylkill Valley.....Pennsylvania.	876,050	.....	.....	.....	576,050	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	.....
																		—	(Under	construct	ion.)	.....	.....	—	100	.....
																		—	(Leas. &	oper.by Ph	lla.& Read	ing.)	$ 23,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	69
Catawissa,* pref. and guar....	2,200,000	7	7	93½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	82½
Chicago and Alton, pref....	2,425,400	7	10	122
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	93½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	66½
Evansville and Crawfordsville pref..	100,000	...	...	..
Hannibal and St. Joseph, pref....	5,078,224	...	...	70
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	....	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	22
" " 2d pref	4,051,744	6	...	12½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref....	3,500,000	7	7	76
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	77
St. Louis, Alton and T. H., pref....	2,040,000	7	7	57
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	87½
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	..
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	..
Canal Stocks:				
Delaware Division,* guar....	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	122½
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	1

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	36 — @ 41 —
Pig, American, No. 1		37 — @ 38 —
Pig, American, No. 2		36 — @ 37 —
Pig, American, Forge		35 — @ 36 —
Bar, Refined, English and American		— — @ 86 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
	Store Prices.	
Bar, Swedes, ordinary sizes		112 50 @122 50
Bar, Refined		92 50 @ — —
Bar, Common		— — @ — —
Scroll		110 — @140 —
Ovals and Half-round		110 — @130 —
Band		— — @107 50
Horse Shoe		105 — @115 —
Rods, ⅜@3-16 inch		97 50 @132 50
Hoop		112 50 @160 —
Nail Rod	per lb.	7 @ — —
Sheet, Russia, as to No.'s	(gold)	15 @ — 15½
Sheet, Single D. and T. Common		5½@ — 6
Rails, English	(gold). per ton.	— — @ 63 —
Rails, American, at Works in Penna.	c'y.	70 — @ 71 —
Anvils, (Eagle)	per lb currency.	8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d.	per 100 lb.	— — @ 4 75
Cut Spikes, all sizes		— — @ 5 —
Clinch		6 25 @ 6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	10 @ — 33
Copper		— — @ — 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 41½@ — 41½
Straits	(gold).	— 37½@ — 37½
English	(gold).	— 37 @ — 37½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....	per box. 9 75 @10 25	10 75 @ 11 50
I. C. Coke	8 75 @ 9 25	9 75 @ 10 25
Coke Terne	7 75 @ 8 75	8 75 @ 9 25
Charcoal Terne	9 — @10 —	10 — @ 10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— 13½@ — 13½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 17½
Refined, Standard White (in ship'g order)		— 23½@ — 23½
Refined, prime White (in shipping order)		— — @ — —
Refined, S. W. (in jobbing lots)		— 25 @ — —
Refined, S. W. (in tin)		— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)		12 @ — 12½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)			(New List, Aug. 20th.)
6 by 8 to 8 by 10	(4 qlts.)	per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15	(4 qlts.)		10 50 @ 8 —
11 by 14 to 12 by 18	(4 qlts.)		12 — @ 9 25
14 by 16 to 16 by 24	(4 qlts.)		12 50 @ 9 75
18 by 22 to 18 by 30	(4 qlts.)		15 — @10 50
20 by 28 to 24 by 30	(4 qlts.)		18 50 @12 —
26 by 28 to 24 by 36	(4 qlts.)		19 50 @12 50
26 by 34 to 26 by 40	(3 qlts.)		21 50 @16 —
28 by 38 to 28 by 44	(3 qlts.)		22 — @16 50
28 by 46 to 30 by 48	(3 qlts.)		23 — @17 —
30 by 50 to 32 by 52	(3 qlts.)		24 50 @18 —
32 by 54 to 34 by 56	(3 qlts.)		20 50 @19 50
34 by 58 to 34 by 60	(3 qlts.)		30 — @22 —
36 by 60 to 40 by 60	(3 qlts.)		36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu 16.	W. 17
Canton Co.	78½	80	....	81½	81	
Central Pacific 6s	102	103	103	102½	102½	102½
Central of N. Jersey	110	110½	112½	113½	112½	113
Chicago & Alton	119	....	....	122	122	
" pref.	....	....	....	....	....	....
" 1 M	103½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	135	....	137	....	
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	69½	69½	71	72½	74½	75½
" pref.	92	92½	93½	94½	93½	93½
" 1st M	....	....	....	103	....	102
" S. F.	....	....	....	....	105	105
" Consol.	94	....	94	94	....	....
Chic., Rock Isl. & Pac.	108½	109	110½	110½	111½	113½
Chi., R. I. & Pa. 7s, 1896	102	102½	102½	102½	102½	102½
Clev., Col., C. and Ind.	88½	89	89	....	....	89
Clev & Pittsburg guar.	91	91½	92½	92	91½	92
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	98	....
" 4 M.	....	84	85	....	85	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	21	21½	22½	23½	23½	23½
" 1 M.	91	92½	93	93	93½	93½
" 2 M.	72½	72½	73	....	73½	....
Del. & Hudson Canal	....	124	124	....	....	....
Del. Lack. & Western	104½	105	106	106	105	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	35½	34½	35½	35½	34½	35½
" pref.	66	66	66½	66	65	66½
" 1 M. 7s, 1897	100½	....	....	....	....	101
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	93½	....	93½	93
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	89½
Hannibal & St. Joseph,	55	....	55	55½	55	....
" pref.	....	....	67	67	....	70
" 8s, conv.	98½	....	99	100	100	100
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	106	....
" 3 M 7s, 1875	103	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	104½	....	102½
Lake Shore & Mich. S'th	91	91	92	91½	92½	92½
Lake Shore Div. bonds	....	94	94	94	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	117	117	117	117	116½	117½
" S.F. 8s, 1882	....	....	....	116	....	....
M. S. and N. I.	1 M. S. F.	103½	....	....	103½	....
" 2 M.	98½	99	....	....	99½	99½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54½	54	54½	56	57½	59
" pref.	80	79½	81½	81½	82½	
" 1st mort.	93½	....	93½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	109½	110	110
" 7 3-10s con.	96	....	97	98	....	....
Missouri 6s	95½	96½	97½	96½	96½	96½
" H. & St. J. 8s	92	92½	....	92½	....	92½
Morris and Essex	92½	....	93	93	93	93
" 1st mort.	105	....	104½	105	106	
" 2d mort.	100	100	100½	100	101	
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	94	94½	....	95	
" 6s, S.F. 1887	....	91	....	91	91	
N. Y. Cen. & Hud. Riv.	96½	96½	97½	97½	97½	98½
" certificates	92½	93½	94	93½	94½	
N. York and Harlem	117	118	118	....	118½	
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	102	....	....
N. Carolina 6s, old	....	34	....	....	....	....
" new	17	....	....	17	....	....
Ohio and Miss.	47½	47½	48	47½	48	48½
" pref.	....	....	76	76	....	
" 1st M.	99½	....	....	....	....	99½
Pacific Mail S. S. Co.	56½	55½	56	55½	56½	58½
Panama	79½	78	78½	....	....	80
Phila. and Reading	114½	114½	114½	114½	....	....
Pitts., Ft. W. & Chi. gtd.	....	96½	96½	96	....	96½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	99½
Quicksilver Mining Co.	....	25½	26	26½	26½	26½
St. L., Alton & T. H.	....	....	....	....	....	25
" pref.	57	....	....	....	....	....
" 1 M.	....	....	....	....	....	99
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	78½	....	78½	....
Tennessee 6s, old	63½	....	....	65½	65½	65½
" new	63½	....	....	65½	65½	65½
Tol., Wab. & Western	73½	73½	74½	74	74½	75½
" pref.	....	....	....	....	87½	....
" 1 M.	101	100½	....	....	....	99½
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90½	....	92½	93	....	94
Union Pacific	31½	32½	32½	32½	33	33½
" 1st mort.	92	92½	93½	93½	93½	94½
" L. Gt. 7s	81	82	83½	84	83½	84½
" Inc. 10s	87	87½	88	88½	83½	88½
Virginia 6s, old	....	....	59	....	....	....
" new	....	....	....	....	....	....
" consol.	52½	52½	52	....	52½	53½
" def. cert.	21	....	....	....	21	20½

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	109⅜	109⅜	109⅜	109⅜	109⅝	110⅛
U. S. 5s, 10-40s, reg	109¼	109¼	....	109	109⅛	109⅛
U. S. 5s, 1881, reg	109⅞	....	....	....	....	....
U. S. 5s, 1881, coup	109⅞	109⅞	109⅞	110	110	110
U. S. 6s, 1881, reg	114⅜	114⅜	114⅜	114⅜	....	114⅜
U. S. 6s, 1881, coup	115	115⅛	....	115⅛	115	115⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	109⅛	....	....	....	110	110
U. S. 6s, 5-20s, c. 1862	109⅞	109⅞	110⅛	110	110	110⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	110	110⅜	110⅛	110⅛	....	....
U. S. 6s, 5-20s, reg. '65	....	110⅛	110⅛	....	....	....
U. S. 6s, 5-20s, c. 1865	111	....	111	....	111⅛	....
U. S. 6s, 5-20s, r. n. '65	....	109⅞	110	....	....	109⅞
U. S. 6s, 5-20s, c. n '65	109⅞	110⅛	....	110⅛	110⅛	110⅛
U. S. 6s, 5-20s, reg. '67	111	111⅛	....	....	111⅛	111⅛
U. S. 6s, 5-20s, c. 1867	111⅛	111⅞	112	111⅞	112	112
U. S. 6s, 5-20s, reg. '68	....	....	111⅛	112	....	....
U. S. 6s, 5-20s, c. '68	112⅛	....	112⅛	....	112⅛	112⅜
U. S. 6s, Pac.R.R.issue	115⅛	115⅜	115⅜	115⅞	115⅛	115⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	....	....	....	....	....	....
" preferred	46⅛	46⅛	....	46⅜	....	46⅛
Camden and Amboy	127⅛	127⅛	128	128	128⅛	128⅞
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	92
" 6s, 1889	89	....	....	....	....	....
" mort. 6s, '89	94⅛	....	....	95⅛	....	95⅛
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	95
Lehigh Navigation	40	40⅛	40	39⅞	39⅞	40⅛
" 6s, 1884	85	....	....	....	....	....
" Gold L	92	92⅛	....	92⅛	92⅞	93
" R. R. L	94	....	95	....	....	....
" Conv. L	....	....	....	....	96	....
Lehigh Valley R. R	61	61	....	61	61	60⅞
" 6s new coup	....	....	....	....	....	94⅞
" 6s new reg	....	....	94⅛	....	....	....
Little Schuylkill R.R	46	46	....	....	....	45⅞
" 7s	....	....	....	....	....	....
Minehill	52	52	....	53	....	....
Morris Canal	50	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	98	....	....	....	98⅜	....
" 7s	95⅛	....	95⅜	96	96	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39⅛	....	40	40	....	....
Oil Creek & Alleg. Riv.	46	46	46⅛	45⅞	46	46
" 7s	....	....	82⅛	....	82⅛	86
Pennsylvania R. R	59⅞	59⅞	59⅞	60⅛	60⅛	60⅛
" 1st M	98	100	100⅛	100⅛	....	100⅞
" 2d M	99⅛	....	99⅛	....	....	99⅛
" Gen. mort	92⅛	92⅜	92⅞	93⅛	....	....
" " reg	....	....	....	97	97⅛	....
Penn. State, 6s. 1st series	102	....	102	....	....	102
" 6s, 2d series	....	....	105	....	....	....
" 6s, 3d series	107	....	....	....	....	....
Philadelphia City, 6s	99	99⅛	99⅛	99⅛	99⅛	....
" new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	56⅞	57⅛	57⅛	57⅛	57⅛	57⅛
Philadelphia and Erie	25⅞	26⅜	26	26⅛	....	26⅛
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	88⅛
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	17	16⅛	17
" 6s, 1882	79⅛	79⅛	79⅛	....	79	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	83	....	....	....	....	....
Hestonville, (Horse)	20	20	20⅛	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	65
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	21⅛	....	21⅛	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	....	....	....	....	98⅛	99
" 1886	....	....	....	....	....	....
" 1890	98⅛	....	....	....	98	98⅛
" 1884	....	....	....	....	....	98
" 1900	....	97⅛	....	....	....	....
Balt and Ohio	142⅞	....	142	....	....	....
" bonds, 1875	93⅞	....	....	....	94	....
" " 1880	....	93	....	....	....	....
" " 1885	....	....	95	....	94⅛	....
Marietta & Cin. 1st M	97	....	....	97	97	97⅛
" 2d M	....	....	85⅛	....	....	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	39⅛	....	....	....	....	....
" bonds, 1885	90⅛	90⅛	....	....	90⅛	90⅛
" " 1900	....	....	....	86	....	....
Pittsb. & Connellsv. 7s	....	87⅞	87⅛	....	89⅛	90
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	91	....	....	....
Virginia 6s, Consol	55	52⅞	52	48	....	52⅞
" Defer. Certif.	20⅛	21	20⅛	20⅛	20⅛	....
City Passenger R R	....	....	....	23⅛	24	24

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 17.

	Th.11.	F 12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	148⅞	....	148⅛	148⅛	148⅛	149⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138	137⅛	137	138	....	137⅛
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	30⅛	30	30⅛	30⅛	30⅜	30⅛
Cheshire, pref	....	....	....	....	....	s82⅛
Concord	....	....	....	....	....	....
Connecticut River	....	137½	138	....	....	....
Eastern	105	105	104⅞	105	105	105⅛
Fitchburg	136⅛	136½	....	....	....	....
Manchester & Lawr'ce	....	....	....	148	....	....
Michigan Central	117	117	116⅞	117	117	117
Northern, N. H	....	....	116⅜	....	....	....
Ogdens. & Lake Champ	87⅛	87⅛	87½	....	88	88
" pref	105	....	....	....	106⅛	....
Old Colony & Newport	....	....	107⅞	....	....	108⅞
Ph., Wil. & Baltimore	56	56⅛	56½	56	56	56⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	32	32⅛	32⅜	32⅛	32⅛	34
" 6s	....	92	92⅛	93⅛	93⅛	93⅛
" Land Grant 7s	79⅛	80⅞	....	82⅛	82⅛	82⅛
" Income 10s	84	84	84½	84⅛	84⅛	84⅛
Vermont & Canada	98⅛	99	....	100	....	99⅞
Vermont & Mass	80⅛	....	80	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	73	....	....	s69⅛
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11⅛	11⅛	....	12	11⅞	....
Franklin	....	....	....	....	....	6
National	....	....	....	....	....	....
Pewabic	5	....	....	5⅛	5⅛	....
Quincy	35⅞	....	36	....	....	35⅛

London Stock Exchange.

	Closing Prices. Dec. 22.	Dec. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	87 — 92	90 — 95
Do. do., 2d mort., 1881	80 — 85	85 — 90
Do. Penn., 1st mort., 1877	87 — 92	90 — 95
Do. do., 2d mort., 1882	80 — 85	85 — 90
Do. Consol. 7 per cent. mort. 1890	37½ — 38⅛	39 — 40
Detroit and Milwaukee 1st mort. 7s	74 — 79	74 — 79
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	27 — 27⅛	28¼ — 29
Do. sterlg. 6 p. c. convertible bonds	77 — 79	80 — 85
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	110 —111	110 —112
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort 7s, 1897	78 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —100	99 —101
Do. General mort. 6 p. c. 1910	98⅛ — 99	99¼—100⅛
Do. $50 shares	46¼— 47⅛	48¼— 49⅛
Philadelphia and Erie 1st mort. 1881	95 — 97	96 — 97
Do. with option to be paid in Phila.	95 — 97	96 — 97

American Railroad Journal.

Saturday, January 20, 1872.

Stock Exchange and Money Market.

Money has been in much better supply, and the market has been working more favorably for borrowers, throughout the week, call loans closing comparatively easy at from 6@7 per cent. as the prevailing rates to the leading street firms. There has also been a freer currency noted for the best grades of mercantile paper within the range of from 7@10 per cent per annum. The city banks have been more liberal of accommodation, having added some 2½ millions to their loan and discount average, on a return, showing an increase of about 3⅛ millions in their legal tender reserve, and nearly nine millions in their deposit line. The pressure for aid, from all sources, has been less urgent, particularly on speculative account. The U. S. Sub Treasury augmented both its coin and currency balances, last week, the addition to the latter having been about 1⅛ millions, making the total currency reserve of the office $8,271,614 at the close of the week. The coin balance at the close of the week was $63,-714,283.

The city banks, in their latest return, show an increase of $3,640,500 of legal tender notes, with a reduction of $337,700 of specie, and an increase of $8,995,800 of deposits; also an increase of $2,-548,800 in their loan and discount averages, and a reduction of $52,900 in their item of circulation. The city bank exchanges, last week, averaged $114,057,538; and thus far, this week, 123¼ millions daily. The banks now hold $10,866,075 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $27,982,900, against $28,-990,404 same time last year. The city bank deposits are now $214,824,000, against $213,403,774 week ending Jan. 14, 1871. The legal tender reserve amounts to $43,699,000, against $50,575,911 same time last year. The circulation now stands at $28,439,300 against $32,049,804 same time last year. The loans are now $275,253,200, against $269,211,022 at this date last year.

The coin revenue of the Treasury department on Monday was $103,248,419, including $38,269,-500 represented by outstanding coin certificates. The currency reserve was $12,156,056.

The U. S. Sub-Treasury increased its currency balance $1,736,191 and its coin reserve $253,889 as the result of the week's business. The receipts of the office were $6,245,803 in coin, and $3,910,268 in currency; payments, $5,991,915 in coin, and $2,174,078 in currency. The office received $2,780,000 in coin or its equivalent, from customs; and disbursed $2,835,311 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,-406,446 of coin certificates, received for customs.

Government revenues have been fair in the line of customs, and light in that of excises, since our last. The excises yielded last week about 1¼ millions, and thus far since July 1, about 72 millions. The customs at the port of New York, last week were $2,608,446; and at the outports, equal to about $885,000 more, all in coin, or coin certificates.

There has been a less active movement in gold, with more steadiness and less buoyancy in the price. The speculative call has been less confident. The export drain has been rather more extensive, but the effect on the market rate was slight and transient. The customs call has been on a moderate scale. The range of the price during the week has been from 108¾@109⅛ and the closing quotation on Wednesday was 108⅞@109 against 108¾ the preceding Wednesday. The specie outflow, last week, was $572,-827. The Gold Exchange Bank clearances have averaged about 41¾ millions a day during the week. Wednesday's clearance were $23,593,000.

The "specie payment" resumption prospect before Congress has been discussed with much earnestness, and generally in an adverse temper, in the street, during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 18, 1872, $52,407,943, against $56,474,484 same time in 1870-1871.

The customs demand for Gold last week, averaged $463 340 a day; thus far, this week, it has averaged $430,000 a day or equal to a weekly aggregate of $2,580,000. The arrivals of specie from Europe, Havana and other foreign ports

last week were $48,070, and since Jan. 1, 1872, $45,702 against $79,945 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $82,877,360 against $76,930,758 same time in the preceding fiscal year 1870-71.

The export drain of specie was $569,413, last week, against $495,373, same week preceding year. The shipments since July 1, 1871 have been $23,239,936 against $42,339,014 same time in 1870-71.

Business in foreign exchange has been rather light, and rates have been without remarkable alteration. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109⅝@109⅞.

The produce exports from this port, week ending with Jan. 16, were to the currency value of $4,006,015.

Government securities has been in more demand and on the advance, with a limited offering of all issues reported.

Under the Treasury programme for January the U. S. Sub-Treasurer at this point proposed to sell, during the month, two millions of Gold, as follows: Thursday, January 11, $1,000,000; Thursday, January, 25, $1,000,000; and to buy in two million of U. S. bonds as follows: Thursday January 4, $1,000,000; Thursday January 18, $1,000,000.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅜@115½; U. S. Five-Twenties of 1862, (other than the bonds called in) 110⅛@110¼; U. S. Five-Twenties of 1864 at 110⅛@110¼; U. S. Five-Twenties of 1865, 111⅛@111⅜; U. S. Five-Twenties of 1865 consolidated, 110⅛@110⅜; U. S. Five Twenties of 1867, 111⅞@112; U. S. Five-Twenties of 1868, 112@112⅛; U. S. Ten-forties at 110⅛@110¼; U. S. Fives of 1881 (Funding Loan) 109⅞@110. Six per cent. currency bonds, 115½@115⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 3.	Jan. 10.	Jan. 17.
Consols	92¾	93	92⅞
U.S. 5-20's of 1862..	92¼	91⅞	92⅜
U. S. 5-20s, 1865....	94⅜	93¼	93¼
" 1867	94⅜	93¼	93⅝
" 10-40s	92⅛	92	92¼
Erie.	27¾	30½	

State bonds have been in rather better demand, closing rather more firmly.

There has been an unusually good investment demand for the better class of Railway bonds, and all the older issues of the more substantial loans have been strong in price. Central Pacific Sixes, have been actively sought after, closing at 102¾@103 ex the January coupon of 3 per cent. in gold. Chesapeake and Ohio Sixes have been in good request for investment purposes on the basis of 94 per cent. and accrued interest.

Of the Chesapeake and Ohio Trunk line of railway, from Richmond on the James, to Huntington on the Ohio River, a distance of 427 miles, 322 miles have already been completed, and are in actual operation, 227 miles of which, or more than half the main line, extend westward from Richmond through some of the most fertile Corn, Wheat and Tobacco producing sections of Virginia, to the famous White Sulphur Springs, a favorite Summer resort, which attracts a liberal patronage from pleasure and health seekers, and brings to the road an important contribution of passenger traffic. The other ninety-five miles of the main line, now in working order, and yielding an income to the Company, extend eastward from the Ohio River through the rich and well-settled agricultural and pasture lands of West Virginia to the Falls of the Kanawha, and the inestimably valuable coal, iron and other mineral resources of the Virginias, the early development of which, through the agency of the road and its connections, will add vastly to the revenues of the Company, and to the enhancement of its credit. On the connecting link of 105 miles between the White Sulphur Springs and the Falls of the Kanawha, work is being vigorously prosecuted, giving assurance of the completion of this great enterprise by the running of trains through from the present eastern to the extreme western end of the whole line before the close of the coming Summer.

Railway and miscellaneous share property has been quite active, and quoted generally higher and buoyant as to price.

General business has been more active, with more liberal dealings reported in Breadstuffs, Provisions, Naval Stores, and Cotton, though at variable prices. Pig iron has been unusually brisk and has advanced sharply. Domestic Cotton and Woolen fabrics have been more freely purchased at higher figures. Middling upland cotton closed on Wednesday at 21⅝@21¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,652,674 bales, against 1,969,306 bales same time in the preceding year; exports 808,809 bales, against 1,097,637 bales in the previous year; stock at the ports at latest dates, 506,464, bales, against 612,099 bales same date 1870.

At the Live Stock Markets, Beeves have been in fair demand at from 9½@14 cts.; Veals at 4½@11 cts.; Sheep at 5¼@8½ cts. Lambs at 6½@9½ cts.; Swine, at 4⅞@5¼ cts. per lb., all live weight. The week's receipts were 6,741 Beeves, 917 Veal Calves, 25,547 Sheep and Lambs; and 16,223 Swine.

Foreign goods have been moderately dealt in within the previous range as to price. The week's imports of foreign goods reached $6,249,201 including $1,617,996 of dry goods.

Ocean freights have been moderately active. Steam room scarce and higher. Sail room in fair supply at about former rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 92½; Ohio 6s, 1886, 103½: South Carolina 6s, new, Jan. and July, 29; do., Apl. and Oct., 28¾; North Carolina 6s, special tax, 12½; do. Fund Act, 1866, 23; Arkansas 6s, Fund Act, 54; do. 7s, L. R. and F. S. R. R., 53½: Alabama 8s, 95; N. Y. State 7s, B. L., 106⅛; do. 6s, 1874, 106½; Brooklyn 6s, W. L., 95; Pacific R. R. 7s, guar. by Mo., 100; Albany and Susq. R. R., 93; do. 1st. mort., 100¼; do. 2d mort., 97; Great Western 1st mort. 1888, 99; Ohio and Miss. 2d mort., 85¾; do. consol, 93¼; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Chicago and Milwaukee 1st mort. 92; Central of New Jersey 1st mort. new, 108½; Cedar Falls and Minnesota 1st mort., 84; Toledo, Peoria and Warsaw 2d mort., 82; Toledo, Wabash and Western consol., 90; Hannibal and Naples 1st mort., 90; Quincy and Toledo 1st mort., 91½; Galena and Chicago 1st mort., 107½; do. 2d mort., 100; New Jersey Southern 1st mort., 70; North Missouri 1st mort., 92; Chicago and North western Equipment 7s, 94; Cincinnati and Springfield 1st mort., guar. 96½; Long Island R. R., 68; New Jersey R. R. 127; St. Louis and Iron Mt. R. R., 60; do, 1st mort., 99; N. Y. and N. H. R. R., 143½; Central of New Jersey R. R., scrip, 106; L. S. and M. S. scrip, 89½; Western Union Tel., 78⅝; Quicksilver pref., 31⅜; Adams Exp., 92; U. S. Exp., 62; Am. Mer. Union Exp., 61½; Wells Fargo Exp., 59½; Consol. Coal of Md., 40⅝; Am. Coal, 44; Pennsylvania Coal, 214; Spring Mt. Coal, 62.

Philadelphia.—West Jersey R. R. 6s, 90½; do., 7s, 102½; Penn. and New York Canal 7s, 95¾; Susquehanna Canal 6s, 73¾; do., pref. bonds, 80; Lehigh Valley 7s, new, 103¼: Camden and Burlington County R. R. 6s, 87¼; Wilmington and Reading 1st mort., 99; Connecting R. R. 6s, 88¾; Elmira and Williamsport R. R. 5s, 60; Harrisburg and Lancaster R. R. 6s, 91½; Oil Creek and Allegheny River R. R. 1st mort., 86; West Chester and Philadelphia R. R. 7s, 96¾; Pennsylvania Canal, 6s, 75½; Schuylkill Nav. Imp. Loan, 82¼; Nesquehoning R. R., 57; Pittsburg 6s, 1886, 90; Allegheny County 5s, 78; New Jersey State 6s, exempt, 105¼; Dalzell oil, ¼. The latest quotations are: City 6s, 99@99½; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, W. L. 102@102¾; do. 1st series, 101⅛@103; do. 2d series 105@106; do. 3d series, 106⅛@107; Reading, 57¼@57⅜; do. mort. 7s, 1893, 105@—; do. mort. 6s, 1880, 91@—; Camden and Amboy, 128½@128¾; do. mort. 6s, 1889, 95@95¼; do. 1883, 91½@91⅝; do. 1889, 88@89; Pennsylvania R. R., 60½@60⅝; do. 1st mort., 100½@100¾; do. 2d mort., 99½@99⅝; do. General mort. coupon, 93@—; do. reg., 97@98; Little Schuylkill R. R., 45¾@46; Morris Canal, 52@52¼; do. pref., 128@—; do. 6s, 92@93; Susquehanna Canal, 6¼@—; do. 6s, 73@74; Schuylkill Nav., 8¾@9; do. pref., 17@17; do. 6s 1882, 79½@79; Elmira and Williamsport pref., 41@—; do. 7s, 1873, 91@95; do. 5s, 59@—; Lehigh Coal and Navigation, 39⅞@40⅛; do. 6s, 1884, 86½@86; do. R. R. Loan, 94⅜@95; do. Gold Loan, 92½@93; North Pennsylvania 46@49; do. 6s, 98@99; do., 7s, 96@—; do. Chattle 10s, 110@112; Philadelphia and Erie, 26⅜@26½; do. 6s, 90½@—; Minehill, 52¾@53; Catawissa, 15¼@20; do. pref., 47@47⅛; Lehigh Valley, 60½@60¾; do. 6s, new coupon, 94½@95; do. reg., 94½@96; do. 7s, 102¾@103½; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 64¼@65; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 31½@35; Green and Coates, 46@—; Chestnut and Walnut, 55@56; Hestonville, 20¼@20⅝; Union, 60@—; Germantown, 35@40.

Boston.—Stanstead, Shefford and Chambly 7s, 84½; Vermont Central 1st mort., 85; Leavenworth, Lawrence and Galveston 10s, 97½; Eastern R. R. 6s, 1874, 97¼; Western R. R. 6s, 1875, 98; Central Pacific 7s, 1883, gold, 101½; Cedar Rapids and Missouri 7s, 1916, 88¾; Vermont Central and Vermont and Canada 8s, 1877, 100½; Burlington and Missouri River R. R. 8s, in Nebraska, 1894, 96¾; Atchison, Topeka and Sante Fe 1st mort. 7s, 1900, gold, 82½; Ogdensburg and Lake Champlain 8s, 102¾; Chicago, Iowa and Nebraska R. R., 112⅝; Portsmouth, Gt. Falls and Conway R. R., 92¼; Worcester and Nashua R. R., 140;

Cincinnati, Sandusky and Cleveland R. R., 24; do. 7s, 84; Indianapolis and Cincinnati R. R., 5⅛; Rutland R. R., 23½; do. pref., 77; do. 7s, 83½; Summit Branch, 44½; Eastern (N. H.) R. R., 98½; Burlington and Missouri River R. R. in Iowa, 107¾; do. Creston Branch, 105; Boston Water Power Co., 46½; Cary Imp. 16⅜; Waverly Land, 5; Connecticut 6s, 1881, 98½; Maine 6s, 1889, 101⅛; Massachusetts 5s, 1891, gold, 97⅞; do. 6s, 1876, gold, 110; do. 6s, 5-20s, currency, 100⅛; New Hampsbire 6s, 1874, 100; Chicago 7s, 1892, 97½; do. 6s, 1877, 94; Boston 5s, 1885, gold, 98¾; do. 6s, 1880, currency, 101¼; do. 1877, 101; do. 1875, 100¾; Charlestown 6s, 1890, 99½; do. 5s, 1883, 90; Lynn 6s, 1891, 98¾; Hartford 6s, 1875, 97; Portland 6s, 1877, 98; St. Louis County 6s, 1885, 91; Cincinnati 7 3-10s, 1889, 105¾; do. 7s, 1886, 103½; St. Louis City 6s, 91; Lowell 6s, 1890, 99; Allouez Mining Co., 5⅛; Astor 1¼; Calumet and Hecla, 95¾; Humboldt, 65c.; Hanover, 1; Minnesota, 3; Pittsburg, 5⅝; Patherick, 1½.

Baltimore.—Maryland Defense Loan, 102¾; Virginia 6s, 1866, reg., 52; Virginia and Tennessee R. R. 2d mort., 6s, 76¾; do., 3d mort., 8s, 86; Northern Central 6s, 1900, gold, 90¾; Central Ohio 1st mort., 86; Orange, Alexandria and Manassas 7s, 81¾; Western Maryland 3d mort. guar., 91; Orange and Alexandria 4th mort., 8s, 84; Wilmington and Weldon 7s, 91; Marietta and Cincinnatti R. R., 2d pref., 12½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 89¾@90; Baltimore and Ohio, 142@143; do., pref., 99¾@100; do., 6s, 1875, 93¾@94; do., 1880, 93@93¾; do., 1885, 94¼@95; Northern Central, 40@—; do. 6s, 1885, 90¼@90¾; do., 1900, 88@—; do., 6s, 1900, gold, 90⅝@90¾; N. W. Va. 1st mort., 98¾@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 97@97¼; do., 2d mort., 85¼@85⅝; do., 3d mort., 75¼@77; Central Ohio, 29⅛@30; do., 1st mort., 85¾@86½; Western Md. 1st mort. 6s, 1890, 84@84; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90¾@91; do., 2d mort. pref., 70@71; do., 6s, guar. by Washington Co., 85@85; Richmond and Danville bonds, 79@—; Orange and Alexandria 1st mort. 6s, 92@95; do., 2d mort. 6s, 80@81; do., 3d mort. 8s, 90⅛@—; do., 4th mort. 8s, 84@—; Orange, Alex. and Manassas 7s, 82@82; Virginia and Tennessee 8s, 86@87½; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 76⅜@77¼; Baltimore 6s, 1875, 98⅝@98¾; do., 1884, 97¾@98¼; do. 1886, 97¾@98½; do., 1890, 98½@98½; do., 1893, exempt, 100½@101; do., 1900, 98@—; Memphis City 6s, 58½@60; Maryland 6s, 1890 96@—; do. Defense Loan, 1883, 102⅝@102¾; City Passenger R. R., 23½@24; George's Creek Coal, 80@82.

Northern Pacific Railroad.

The Northern Pacific Railroad First Mortgage Bonds, we learn, are coming into favor, not only with large capitalists, but with those of more moderate means, who are desirous of investing their savings from earnings or from profits, to the best advantage, both as regards the safety of the security, and the amount of income to be derived from the investment. Holders of all series of 5-20 bonds are especially interested, as the Treasury Department having just called in an additional twenty million dollars of 1862 bonds, renders it uncertain which of the four series of bonds may next be called, and makes it to the interest of holders to change the form of their investment, and convert their bonds into a first-class railroad security. The Northern Pacific Company offers the advantage of interest at the rate of 7-30 per cent. per annum in gold, and the security of a first and only mortgage on the great railroad itself, and also 500 acres of the finest lands in the country to secure every $1000 invested.

Rensselaer and Saratoga Railroad.

The earnings of the Rensselaer and Saratoga Railroad for the year ending September 30, 1871, were:

From passengers	$632,973 44
" freight	828,705 11
" other sources	115,015 68
Total	$1,576,694,23

And the payments were:

Transportation expenses	$1,035,572 36
Interest	107,839 53
Dividends, including U. S. Rev. tax	187,125,00
Other payments	83,951 20
Total	$1,414,488 09

Capital stock, $6,000,000; funded debt, $1,925,000; total cost of road and equipment, $6,990,985,06; length of road operated, 181 miles; number of engines, 36; passenger coaches, first class, 46; second class cars, 20; baggage 17 and freight 850.

Business for 1871; Mileage of passengers, 16,868,835; movement of freight in tons, 22,146,373 during the year.

Albany and Susquehanna Railroad.

The earnings of this road for the year ending September 30, 1871, were:

From passengers	$341,099 23
" freight	637,042 35
" other sources	91,854 82
Total	$1,069,996 40

And the payments were:

Transportation expenses	$802,509 27
Interest	305,000 00
Dividends	39,250 00
Rent of Cherry Valley R. R.	12,671 92
Total	$1,209,431 19

This road is leased to the Delaware and Hudson Canal Company. The amount of capital stock is $3,280,000; Funded debt, $4,399,000; Floating debt, $83,440. Total cost of road and equipment, $8,530,663 45.

Length of road, 142 miles; length of branches, 22 miles: number of engines, 31; number of first-class passenger cars, 24; baggage cars, 12; freight cars, 316; coal cars, 700; gravel cars, 142.

It will be observed that the receipts were $139,434 79 less than the payments. This sum was, however, more than made up to the Delaware and Hudson Canal Company, in the superior facilities afforded them in transporting the thousands of tons of coal passing to new markets over the road. So that even this road made money for its lessees.

☞ A very full meeting of the stockholders of the Framingham and Lowell Railroad was held at South Framingham on the 13th inst., at which it was voted to lease the road to the Boston, Clinton and Fitchburg Company for the term of twenty years, the stockholders to receive thirty per cent. of the gross receipts. If this action is ratified by the Legislature, the lease will be assumed in April.

Consolidated U. S. 5s, 4½s, and 4s, or Chesapeake and Ohio Sixes.

Holders of Five-Twenties and other maturing or high-priced securities can exchange them or reinvest their capital with great safety and advantages of profit and income by substituting in their place the Chesapeake and Ohio Gold Bonds. Only one-eighth part of this loan remains unsold, which is being rapidly taken, with every prospect that the future demand will increase their market price far above the limit fixed by the Company (94 and interest) for the remainder.

Among the Directors of the Company are Messrs. C. P. Huntington, William H. Aspinwall, A. A. Low, David Stewart, Jonas G. Clark, and others, of New York City, whose personal attention to its affairs insures honorable and successful management.

We offer them with the same confidence with which we have recommended to our friends and customers the bonds of the Government and the Central Pacific Railroad Company, and have no doubt that they will command a like confidence and price with the latter in home and foreign markets.

Principal payable in 1899, interest May and November. They are issued as registered or coupon bonds in denominations of

$100, costing with accrued interest, to-day..... $95 18
$500, costing with accrued interest, to-day.....$475 92
$1,000, costing with accrued interest, to-day.....$951 84

We buy and sell, as usual, Government and Central Pacific Bonds, and receive them in exchange for Chesapeake and Ohio Bonds. Accounts of Banks and others received, on which we allow interest at the rate of four per cent. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

FISK & HATCH,
Bankers, &c., No. 5 Nassau-st.
Harvey Fisk,
A. S. Hatch.

New York, Jan. 12, 1872.

☞ The engineers engaged in surveying the route of the Baltimore and Drum Point Railroad have reached Mount Harmony. The line of survey will deflect to the eastward of Colonel Hughes's route at a point near All Saints' Church, and run through the lands of Dr. J. J. Allnutt, John A. Cox, Esq., to Sandy Bottom; and thence in nearly a direct line to Port Republic, at which place it will join the route of the first survey. Should the road be located on this line, it will pass a short distance east of Prince Frederick.

☞ The Ohio Falls Car Works, at Jeffersonville, Ind., are among the most extensive in the West. They were established in 1864, with a cash capital of $300,000; have since increased to $600,000. Th company has 26 acres, five under cover. The works have the capacity for building and furnishing 10 freight cars per day, and 100 passenger cars per year. The railroad track within their inclosure will reach several miles. They employ daily over 700 men, paying out every month $30,000.

☞ The total tonnage of the Maryland Coal mines in 1871 was 2,345,153 tons, against 1,717,075 tons in 1870, an increase of 628,078 tons. The total shipment of gas coal from the Maryland mines last year was 1,672 tons.

Journal of Railroad Law.

RAILROAD COMPANIES—RULES IN DETAIL AS TO DELIVERY OF GOODS TO CONSIGNEES.

The facts in the late case of Fenner *vs.* The Buffalo and State Line Railroad Company, (44 N. Y., 505,) are fully and clearly stated in the following opinion by—

EARL, C.—It is well settled in this State, that an intermediate carrier, one who receives goods to be transported over his route, and thence by other carriers to their place of destination, generally remains liable as a common carrier until he has delivered the goods to the next carrier. Miller *vs.* Steam Navigation Co., 10 N. Y., 431). It was deemed wise policy that the principles of the Common Law should be so expounded and applied, that the liability of one carrier should continue until that of the next carrier commenced. Chief Judge Johnson, in Gould *vs.* Chapin, says: "No owner can be supposed to have an agent to superintendent each transhipment of his goods, in the course of a long line of transportation; and if the responsibility of each carrier is not continued until delivery in fact to the next carrier or at least until the first carrier, by some act clearly indicating his purpose, terminates his relation as carrier, we shall greatly diminish the security and convenience of those whose property is necessarily abandoned to others, with no safe guards save those which the rules of law afford." In Mc Donald *vs.* The Western Railroad Corporation, Judge Smith, speaking of the carriage of goods over successive lines, says: "The owner loses sight of his goods when he delivers them to the first carrier, and has no means of learning their whereabouts till he or the consignee is informed of their arrival at the place of destination. At each successive point of transfer from one carrier to another, they are liable to be placed in warehouses there perhaps to be delayed by the accumulation of freight or other causes, and exposed to loss by fire or theft, without fault on the part of the carrier or his agents. Super-added to these risks, are the dangers of loss by collusion, quite as imminent while the goods are thus stored at some point unknown to the owner as while they are in actual transit. As a general rule, the storing under such circumstances should be held to be a mere accessory to the transportation, and the goods should be under the protection of the rule which makes the carrier liable as an insurer, from the time the owner transfers their possession to the first carrier till they are delivered to him at the end of the route." I have extracted this much from the opinions of these learned judges to bring into view the grounds upon which the decisions were based and to show that they apply only to intermediate carriers, and not to carriers who transport the goods to their final destination. That the principles laid down in these decisions should be thus limited, were held in the Court of Appeals, in the case of Northrop *vs.* Syracuse, B. and N. Y. R. R. Co., decided in 1867. In that case the defendant agreed to transport for the plaintiff, a certain quantity of wheat from Tully, in the County of Onondaga, to Chenango Forks, and did so transport the same. The wheat was in bags and was marked directed to the plaintiffs, at Chenango Forks, although they resided fifteen miles from there at Chester village, where they intended to carry the wheat. No one being present for the plaintiffs to receive the wheat, on its arrival at Chenango Forks, it was deposited there in the freight house of the defendant, at four o'clock in the afternoon, August 8, 1859. The plaintiffs on the afternoon of the next day received notice that the wheat had been sent from Tully to Chenango Forks, and the following night the wheat was consumed by fire; and on the 10th of August, the plaintiffs sent for, and demanded the wheat. It was held that the defendant was not liable as a common carrier for the wheat, and that the plaintiffs could not recover. The rule was laid down in that case that when a railroad carrier safely transports goods to their place of destination, and, finding no one there to receive them, or to whom notice can be given of their arrival, places them in its freight house, and keeps them there uninjured for a reasonable time, ready for delivery, it ceases to be liable as a common carrier; and that it is not necessary for the carrier to give notice of the arrival of the goods to a consignee, who, as in that case, did not reside at, or in the immediate vicinity of, the place to which the goods were consigned.

The courts below defeated the defendant in this case, upon the erroneous assumption that it was an intermediate carrier within the meaning of the cases first above cited, and hence that this case was controlled by the principles laid down in those cases. The contract of an intermediate carrier is to carry the goods to the end of his route, and there delivered them to the next carrier for further transportation. The contract of the final carrier is to transport the goods to their place of destination, and there deliver them to the consignee or owner; and such was the contract in this case. Here the goods were consigned to F. P. Fenner, Dunkirk, and defendant undertook to carry them to Dunkirk, and there deliver them to the consignee, and had no duty whatever as to their further transportation. It was the duty of the plaintiff, or her consignee, to take the goods at Dunkirk, and see to, or arrange for their further transportation. The defendant, in this case, was no more an intermediate carrier, than the defendant in the case of the Northrup *vs.* Syracuse, B. and N. Y. R. R. Co. The rule to be applied to the case, then, is the one that is applicable to carriers who carry goods to their final destination. This rule is not very definitely determined in this State. In Massachusetts, and some of the other States it is settled that the moment a railroad carrier carries goods to their final destination, according to its contract, and deposits them in its freight-house, ready for delivery, its liability as carrier ceases, and it remains liable simply as a warehouseman, but this rule has not been adopted in this State, and should not be. It is not always, or generally practicable for the consignee to be present, on the arrival of the goods, to receive them; and it is just as important that the carrier should continue to be liable, as an insurer of the goods, for a reasonable time after their arrival, until the consignee can have an opportunity to take charge of them, as that it should thus be liable during the transit of the goods to their place of destination.

At an early day, when all goods were carried on land in wagons, it was generally the duty of the carrier to deliver the goods to the consignee personally, or at his place of residence or business. This was so because the carrier could go anywhere with his wagons and make the delivery. But carriers upon water, as they were confined by their means of transportation to the water, were bound only to deliver their goods upon the wharf or pier, and if the consignee was present, it was his duty at once to take charge of the goods. If he was not present, but lived at the place of destination it was the duty of the carrier to give him notice of the arrival of the goods. If he was absent, dead, or could not be found, the carrier discharged his duty by depositing the goods in a warehouse, subject to the order of the consignee. It seems to me, that substantially the same rules, and for the same reasons, should be applied to a railroad carrier; it is obliged to stop at the depot as the water carrier is at the wharf, and unless the consignee is present on the arrival of the goods to take them from the cars, it must, as is the well known and uniform custom, place them in its freight house. From the drift of this decision in this State, I think we may fairly infer the following rules as to the delivery of goods at their place of destination by railroad carrier: If the consignee, is present upon the arrival of the goods he must take them without unreasonable delay. If he is not present, but lives at or in the immediate vicinity of the place of delivery, the carrier must notify him of the arrival of the goods, and then he has a reasonable time to take and remove them. If he is absent, unknown or cannot be found, then the carrier can place the goods in its freight house, and, after keeping them a reasonable time, if the consignee does not call for them its liability as a common carrier ceases. If, after the arrival of the goods, the consignee has a reasonable opportunity to remove them, and does not, he cannot hold the carrieras an insurer. The carrier's liability thus applied and limited I believe will be found consonant with public policy and sufficiently convenient and practicable. (Roth *vs.* Buffalo and State Line R. R. Co. 34 N. Y. 548).

Within these rules of law I think the defendant in this case was not liable for the loss of the goods in question. The teamster, Austen, was plaintiff's agent. He had notice of the arrival of the goods and paid the freight and gave the defendant a receipt for them. Just at that time the railroad employee was engaged in delivering other freight, but there was no refusal to deliver these goods, and, so far as appears, no unwillingness to deliver them; and I think we are bound to infer, that if Austen had demanded the goods, they would have been delivered to him. It was getting late, and as Austen intended to return again the next day, for his convenience the goods were permitted to remain. I say for his convenience. It matter not that it was also for the convenience of the railroad employee, or fortheir mutual convenience. It is sufficient that Austen could have had the goods and that they were left under an arrangement in which he participated, and to which he assented, as much for his convenience as for the convenience of the other party. Suppose the arrangement had been to leave the goods there a week, or a month for their mutual convenience would the railroad company have remained liable as a common carrier? Here, then, there is a case, where the consignee's agent had notice of the arrival of the goods and had an opportunity to remove them and he left them in the defen-

dant's freight-house because it was more convenient for him to call for them the next morning. Under such a state of facts when the goods were thus left in the freight-house for the mutual accommodation of both parties, should the law impose upon the one party the responsibility of an insurer? I think not, and that neither justice nor public policy require that, upon the facts existing in this case the defendant should be held liable as a common carrier.

I am therefore in favor of reversing the judgments and granting a new trial, costs to abide the event.

Ordered accordingly.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 8th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1871, together with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date.

[Here follow the usual transportation and income accounts, which we omit, as they are given below in condensed form.]

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year's business:

1870.

Travel, 446,328 passengers	$1,205,539
Merchandise, 1,754,943 tons	1,690,444
Coal, 3,750,990 tons	6,498,871
Mail	34,242
Miscellaneous	142,271
Gross receipts	$9,571,367
Gross expenses	6,508,786
Net profits	$3,062,581

1871.

Travel, 719,845 passengers	$1,641,395
Merchandise, 2,305,234 6-20 tons	2,306,643
Coal, 4,584,450 4-20 tons	8,287,293
Mail	86,678
Miscellaneous	290,834
Gross receipts	$12,562,843
Gross expenses	7,555,903
Net profits	$5,006,940

Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1870, were 68 per cent. of gross receipts. Year 1871, were 60 1-10 per cent. of gross receipts.

The receipts and expenses, per passenger and per ton, including renewal fund, rents of laterals, taxes, interest, &c., based upon coal tonnage of main line only, have been as follows:

1870.

Per passenger	cost $1 84.8	received	$2 70.1
Mdse., per ton	cost 68.1	received	96.8
Coal, per ton	cost 1 35.2	received	1 73.3

1871.

Per passenger	cost $1 68.5	received	$2 28.0
Mdse., per ton	cost 68.9	received	1 00.0
Coal, per ton	cost 1 21.4	received	1 80.8

Including renewal fund, rents of laterals, taxes, interest, &c., based upon entire coal tonnage of the company, on main line and on the branches or laterals:

1870.

Per passenger	cost $1 84.8	received	$2 70.1
Mdse., per ton	cost 68.1	received	96.8
Coal, per ton	cost 1 09.5	received	1 40.8

1871.

Per passenger	cost $1 68.5	received	$2 28.0
Mdse., per ton	cost 68.9	received	1 00.0
Coal, per ton	cost 92.7	received	1 38.1

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road		$5,006,940 47
Add:		
Amount heretofore deducted from income for account of sinking fund of loan matured and paid off July 1, 1871		$56,980 00
		$5,063,920 47
From which deduct:		
Int. on bonded debt	$733,162 00	
Int. on bonds & mort.	79,112 05	
S. F. loans, 1872, '74, '77	25,000 00	
		837,274 05
		$4,226,646 42
Cost of sundry new bridges	$112,772 22	
Cost of sundry new depots and workshops	97,871 87	
Cost of extension of wharves Nos. 7 and 8, Richmond	17,729 51	
		228,373 60
Dividend Fund of 1871		$3,998,272 82
Amount to credit of reserved fund, 1870		201,914 57
Total reserved fund 1871		$4,200,187 39
Out of which has been paid, in July, 1871, five per ct. dividend on $31,554,075 28	$1,577,703 76	
United States & State taxes	118,063 53	
		1,695,767 29
		$2,504,420 10
There has been declared a dividend payable in cash on the 15th of January, 1872, of five per cent. on the preferred and common stock $31,567,075 28	$1,578,353 70	
United States & State taxes on dividend and on excess of net profits over divid'ds declared	136,510 44	
		1,714,864 20
Balance of reserved fund		$789,555 90

From the above statements it will be seen that the year just closed has been a very successful one, the tonnage, gross receipts, and net profits being greater than those of any previous year. During the year the labor question again assumed a troublesome aspect. The difficulties between the Workingmen's Benevolent Association and the coal operators culminated in a general strike throughout the Anthracite coal regions of Pennsylvania, and from the 10th of January to the 16th May but little coal was carried to market. After four months of idleness the workingmen accepted the proposition of their employers to submit all questions at issue to the decision of an umpire. The Hon. William Elwell, President Judge of the Twenty-sixth Judicial District of Pennsylvania, who was suggested by the workingmen as an umpire, and accepted by the coal operators, decided upon a basis of wages for the year 1871, under which work was resumed in the Schuylkill, Mahanoy and Shamokin regions, upon the 16th day of May last. The entire anthracite coal tonnage of the company during the seventeen weeks of the strike was only 563,164 06 tons, and for the remaining thirty-five weeks of the year it amounted to 4,898,316 18 tons.

The workingmen suffered more than the company from results of this disastrous strike, and those of the regions above mentioned must have lost at least two millions of dollars, which can never be regained. It is a gratifying fact, however, that the present officers of the Workingmen's Association are disposed to profit by the experience of their predecessors, and to agree with their employers upon a fair basis of wages for the ensuing season, under which it is believed the trade will move on continuously throughout the year.

The repeated and serious interruptions of the business of the company, caused by strikes in the coal region during the last few years, and the many fluctuations in the coal trade, produced by alternate periods of expansion and depression resulting therefrom, have directed the attention of the Managers of the company to the necessity of exercising some control over the production of coal, so as to prevent a recurrence of the difficulties heretofore experienced, and it was believed that the best way of accomplishing this result without injuriously affecting individual interests was for the company to become the owners of coal lands situate upon the line of its several branches.

In order to provide the means to make these purchases, a loan of twenty-five millions of dollars was authorized, and secured by a mortgage dated the first day of June last executed to the Fidelity Trust and Safe Deposit Company of Philadelphia, a copy of which mortgage is annexed to this report. Of the loan thus authorized $6,000,000 of bonds will be retained to retire the previous mortgage bonds of the company, amounting in the aggregate to $5,801,200, and of the balance $11,962,000 have already been issued for the purchase of coal lands. Up to this time about seventy thousand acres of the best anthracite coal lands in Pennsylvania have been acquired and will be held by an auxiliary company, known as the Philadelphia and Reading Coal and Iron Company, of which the Philadelphia and Reading Railroad Company is the only stockholder.

The result of this action has been to secure and attach to the company's railroad a body of coal land capable of supplying all the coal tonnage that can possibly be transported over the road for centuries. This result has been obtained without imposing any serious financial burden upon the company, for the lands purchased are already so far developed that it is estimated they will produce in rents during the year 1872, $1,200,000, and it is believed that in less than three years the net annual revenue arising from the lands will be greater than the interest payable upon the loan issued to secure them.

The entire coal tonnage of the year has been 6,002,573.03 tons. During one week in the month of June 187,767.17 tons of coal were transported, and the average weekly coal tonnage for the four weeks ending July 1 was 179,360.07 tons.

The increase of the passenger and merchandise business has kept pace with the increase of the coal traffic, and the aggregate railroad receipts of the company from other sources than coal have been $4,275,550, against $3,072,496 for the previous year, showing an increase of $1,203,054; of which amount, however, $708,408 62 is due to the business upon the Philadelphia, Germantown and Norristown Railroad, which was not worked by the company in 1870.

During the year the extensions of the Lorberry Creek Branch and the Pickering Valley Railroad have been completed. The Perkiomen Railroad has been extended to Green Lane, and numerous branches and laterals to new collieries have been constructed in the coal region. The number of miles of railroads now controlled and worked by the company, when reduced to single track, is 1,266.3. For further details of the working of these lines, the stockholders are referred to the accompanying reports of the general superintendent and chief engineer.

The production of rails at the company's rolling-mill during the year amounted to 19,113 tons at a cost of $64 69 per ton, including in the cost the old rails rerolled at an estimated value of $45 03 per ton.

The following table shows the product of the mill for each year since its erection, with the number of tons of each year's production since removed from the track:

Years.	1868. Tons.	1869. Tons.	1870. Tons.	1871. Tons.	Total. Tons.
Product.....	8,971	17,037	17,557	19,113	62,678
Worn out in '68.	5				5
" '69.	175	2¼			177¼
" '70.	904	164¼	1¼		1,070
" '71.	1,418	614	240	3¼	2,275¼
Total worn out.	2,502	780¾	241¼	3¼	3,527¾
Per cent.....	.278	.046	.014	.00018	.056

From this statement it will be seen that of the 62,678 tons of rails rolled by the company and laid in the track during the last four years, but 5 6-10 per cent. have yet been worn out. Of the production of 1868, 27 8-10 per cent. have been removed up to this time, showing that 72 2-10 per cent. of the first year's manufacture are still in use, although a tonnage of over 20,000,000 has been moved over them at speeds varying from ten to forty miles an hour.

The gross receipts of the six steam colliers during the year were	$264,855 16
And the total expenses, including $13,912 15 carried to credit of insurance fund, was.....	230,135 53
Leaving a net profit of.....	$34,719 63

The business of the Schuylkill Canal, including the transportation line, shows a loss for the year of $15,446 25, after charging to expenses, $41,881 90, for sinking fund of the Schuylkill Navigation Company Improvement bonds. The result of the year's business upon the canal has been much more satisfactory than was anticipated, and henceforth it is believed that the lease of the works of the Schuylkill Navigation will be a source of revenue to the company. The boat stock has been much improved and enlarged, and is believed to be in better condition now than it has been for several years. The coal tonnage of the canal for the season was 1,010,170.17 tons, and it will be fully equipped for a business of 1,400,000 tons next year.

The business of the Philadelphia, Germantown and Norristown Railroad, during the year, has been very satisfactory, the net earnings of the line having been more than enough to pay the rent and all expenses, so that during the first year of the term the lease has been a source of profit to the company.

Upon the 25th of March last the Mahanoy and Shamokin Railroad Company was merged into the Philadelphia and Reading Railroad Company, and upon the 8th of May last the Northern Liberties and Penn Township Railroad Company and the Lebanon and Tremont Railroad Company, the latter previously formed by the merger of the Pine Grove and Lebanon, Lorberry Creek and Good Spring Railroad Companies, were also consolidated with the Philadelphia and Reading Railroad Company, and the investments of the company, which in last year's balance sheet appeared under the several heads of Willow Street Railroad, Mahanoy and Shamokin Railroad stock, Lorberry Creek Railroad stock, Good Spring Railroad stock, Union Canal Railroad, Good Spring Railroad extension, Lebanon and Pine Grove Branch, Lorberry Creek Railroad bonds, Pine Grove and Lebanon Railroad stock, Lorberry Creek Railroad extension, Shamokin Valley and Pottsville Railroad purchase, and Greenwood Coal Company's Railroad are now added to, and this year appear under the head of "Railroad" in the general balance sheet herewith submitted. Since the close of the year's business the managers have authorized the lease of the Susquehanna Canal, extending from Columbia to the tidewater of the Chesapeake Bay, and forming, with the Reading and Columbia Railroad, an outlet for the western part of the Schuylkill Coal Field, and upon the first of the present month a formal lease and contract was entered into by which the possession of the canal passed to this company, at an annual rent equal to the interest upon the debt of the canal company, and one-half of the net profits of operating the canal after deducting rents and the cost of all improvements, provided that after the year 1880 the rent to be paid in addition to the amount of interest shall not be less than a sum equal to three per cent. upon the present capital of the canal company. The possession of these works seemed to be necessary to the proper development of the western coal fields, and it is believed that with the increased coal tonnage of the Reading and Columbia Railroad, and the great addition to the traffic which must result from the enlargement of the Pennsylvania canals, the business of the canal will soon become large enough to reimburse the company for the annual outlay.

This report must be closed in the same manner as that of last year, by alluding to the death of one of the officers of the company. Mr. Charles E. Byers, the late chief engineer, died upon the 10th of July last after a short illness. Mr. Byers had been in the service of the company for many years and had filled the position of chief engineer since November, 1866. His professional ability, personal integrity and unswerving fidelity to the company were always recognized and appreciated by all who knew him. The position of chief engineer made vacant by his death has been filled by the appointment of Mr. William Lorenz, late principal assistant engineer, and for many years resident engineer at Lebanon.

By order of the Board of Managers,
FRANKLIN B. GOWEN, President.

After the reading of the report the following resolutions was unanimously adopted:

Resolved, That the report of the Board of Managers, this day presented and read, be and the same is hereby approved, accepted and adopted, and that the action of the Board in relation to the several matters therein mentioned, and the lease and contract with the Susquehanna Canal Company, are ratified and approved.

2. *Resolved*, That the execution and delivery by this company of the mortgage to the Fidelity Insurance, Trust and Safe Deposit Company, dated the first day of June, 1871, for twenty-five millions of dollars, to secure the payment of the bonds therein mentioned, is hereby ratified and approved.

3. *Resolved*, That the Board of Managers be and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and if in their opinion needful, to enter into any contracts or agreements for that purpose.

4. *Resolved*, that the powers and authorities conferred upon them, and granted to, the Board of Managers by the resolutions passed at prior annual meetings be, and the same are hereby continued.

5. *Resolved*, That a vote of thanks be and the same be presented to the President and Board of Managers for the able manner in which the business of the road has been conducted during the past year.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company held Jan. 8, 1872, the following gentlemen were unanimously elected officers for the ensuing year;

President.—FRANKLIN B. GOWEN.
Managers.—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Charles E. Smith.
Treasurer.—SAMUEL BRADFORD.
Secretary.—J. W. JONES.

☞ The receipts of the Lehigh Valley Railroad for the year ending November 30, 1871, including interest on investments, income from coal lands, etc., were $5,902,382 23; and the operating expenses, $3,462,029 78—leaving net income, $2,440,352 45. The total coal tonnage for the year was 2,889,074, against 2,622,433 in 1870, and 2,331,407 in 1869. From July 31, to November 30, 1871, 1,715,220 tons were carried—showing a carrying capacity of over five millions of tons if the trade could be evenly distributed throughout the year.

Western Railroad Sinking Fund.

The Treasurer of Massachusetts has submitted the final annual report of the Commissioners of the Western Railroad Sinking Fund for the year ending Dec. 31, 1871.

The amount of the fund January 1, 1871, was	$707,445 13
Amount of income received in 1871..	34,264 31
Amount received of Boston and Albany Railroad Company	49,498 85
Total.....	$791,208 29

—which has been disbursed in the redemption of Massachusetts bonds issued in aid of the Western Railroad Corporation due April 1, 1871, as follows:

To Baring Brothers & Co., London, for £113,400.....	$547,041 60
For bonds paid in Boston, £11,400..	55,022 40
For bonds held by the fund, surrendered, £32,600.....	156,480 00
For premiums paid for Exchange....	32,664 29
Total.....	$791,208 29

It will be seen that these transac ions of the Commissioners are final. The fund is disbursed, the account closed; and the last dollar of liability of the Commonwealth on its bonds issued thirty years ago in aid of the Western Railroad Corporation extinguished. No losses have occurred on any of the securities in which the fund was invested for the last twenty years, and but a small amount before that time; nor has the fund ever been subjected to any expense whatever for its management. By reason of the disarrangement of financial matters consequent upon the late war, the result is less satisfactory than it would otherwise have been, more than $620,000 having been paid out of the earnings of the fund in premiums over and above the coin value of exchange purchased and remitted to pay the bonds. But notwithstanding this heavy and unexpected item of expense, the object for which the fund was created has been substantially and fully accomplished.

☞ The earnings of the Chicago and Northwestern Railway for the twelve months ending December 31, 1871 were $10,997,868, against 12,203,408 for the corresponding twelve months of the previous year—a decrease of $1,205,540. For the first six months of the company's fiscal year (June 1, to November 30, 1871,) the earnings were..... $6,239,211
Operating expenses, taxes, interest on bonds, sinking funds and rent of leased roads..... 4,318,673
Net income six months..... $1,920,538
Balance of income account, May 31, 1871. 333,559
Total income December 1, 1871... $2,254,097

☞ The Bristol (Tenn.) *Courier* says that during the present week two locating corps will start out upon the line of the Virginia and Kentucky Road. One will begin locating at and from this point. The other will proceed to Cumberland Gap and locate the tunnel through the same. This tunnel will be over four thousand feet in length, and will be let to contract at once and work commenced on it at four different points. As soon as this corps is done locating the tunnel it will return to Clinch river, thirty-five miles from Bristol, and locate this way till it meets the corps starting out from Bristol. The line from Bristol to

Clinch river will be let to contract early in the spring.

☞ The Smyrna (Del.) *Times* says: "Mr. Ambrose Pierson, chief engineer of the Smyrna and Delaware Bay railroad, will commence the survey of a route from Clayton to Massey's this week or next. The object is to connect the 'Bombay Hook road' with the Kent County road, which is expected to terminate at or near Deep Landing, on the Chesapeake, opposite Baltimore. Such a route would form the most direct line across the Peninsula, between the two bays, and would be shorter than the proposed road between Cambridge and Lewes."

☞ The engineers engaged by the St. Croix and Penobscot Railroad Company to make a survey for the proposed extension of their line to Grand Lake have completed their work, and are now engaged in making estimates. They have obtained a better line than expected, and have met but a few natural obstacles. The deepest cut necessary is but 15 feet, while the only grade that is at all heavy is but 90 feet in a distance of three miles. It is their opinion that the road can be constructed at a very reasonable cost.

☞ The supervisors of Brooke county, West Virginia, on the 8th inst. subscribed to the Pittsburg, Wheeling and Kentucky Railway Company (the new link to connect Wheeling with the Pennsylvania railroad) the remaining $40,000 authorized by the people of that county in November, 1868. This makes the subscription by the county $100,000. The county will issue 7 per cent. five-twenty bonds free of county and township taxation.

☞ The gross earnings of the West Chester and Philadelphia Railroad for the year ending October 31, 1871, were $315,449 33; and the expenses, including taxes, $188,631 52—net earnings, $126,817 81. The number of passengers carried was 737,473. During the year the company have consolidated their seven and eight per cent. mortgage bonds and floating debt into one seven per cent. mortgage loan, clear of taxes.

☞ The Helena (Ark.) *Clarion* says that H. Van Vleek, chief engineer, and R. W. Rogers, division engineer of the Mobile and Northwestern railroad, are making arrangements for commencing work at that point immediately. The contract requires that thirty miles shall be completed and in running order by June 1, 1872. The iron will be there about the 26th of January.

☞ The amount of the Sinking Fund of the Norwich and Worcester Railroad January 1, 1871, was $285,141 90; interest received during the year, $25,584 60; annual payment, $10,000—total, $316,762 50; from which deduct premium paid on purchase of bonds, and salaries, $6,029,99—leaving amount of Fund January 1, 1872, $310,696 51.

☞ The Huntingdon and Broad Top Railroad reports a coal tonnage for the year 1871 of 319,845 tons, a decrease on the tonnage of 1870 of 971 tons.

☞ The Groshen and Pine Island railroad was leased to the Erie Railway Company on the 9th inst.

☞ O. H. P. Archer has been elected Vice President of the Erie Railway Company in place of James Fisk, Jr., deceased. The office of comptroller has been abolished, and an auditing committee, composed of Henry Thompson, H. N. Otis and John Hilton, appointed instead.

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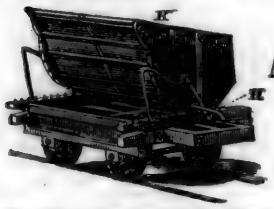
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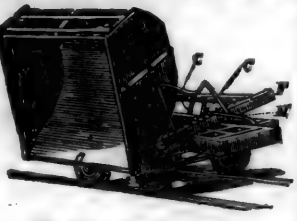


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 4] SATURDAY, JANUARY 27, 1872. [WHOLE No. 1,866. VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 27, 1872.

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To the Editors of the Evening Post:

In your special dispatch from Washington it is stated that the St. Joseph and Denver City Railroad Company are prosecutors before the House Judiciary Committee in the controversy for the transfer of the Hannibal and St. Joseph Railroad Company to the Atchison and Pike's Peak Rail road Company; that the St. Joseph and Denver City Railroad Company have issued unauthorized bonds and the amount of land claimed is not represented in the General Land Office as being under the grant. Upon inquiry from the officers of the Company we are directed to say that they have never appeared as prosecutors of the above-mentioned case; nor have they ever authorized any one to so appear; nor do they claim any lands from any Company. We are also directed to state, and of which we have full knowledge, that the amount of lands granted to the St. Joseph and Denver City Railroad Company, as withdrawn and certified in the General Land Office, exceed the amount claimed by the St. Joseph and Denver City Railroad Company, and form no part of the lands in controversy before the House Committee, which lands were granted to the Hannibal and St. Joseph Railroad Company, and not to the St. Joseph and Denver City Railroad Company, consequently the Denver Company have no interest in them whatever.

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☞ The certificate of incorporation of the Ohio and Kentucky Railroad was filed at Columbus, Ohio, on the 16th inst. The termini of this road are Lancaster, Fairfield County, and a point directly north of Maysville, Kentucky, on the Ohio river, in Brown county, Ohio. The railroad will pass through the counties of Fairfield, Pickway, Ross, Pike, Highland, Adams and Brown. The capital stock is $2,000,000. The road will connect at Maysville with the railway system of Kentucky and the South.

Massachusetts Railroads.

On another page we give a compilation of the material statistics of the railroad system of Massachusetts, taken from an advance copy of the Report of the State Railroad Commissioners. We presume that full copies will be in circulation in a few days, and then we shall be able to chronicle the names of said commissioners whose courtesy has enabled us to lay before our readers so valuable an abstract. Massachusetts has always been a leading State in the publication of exact statistics of public affairs; but in the present report on her railroad matters, which for fullness in every sense of the word not only exceeds all former published reports, but also sets an example that ought to be demanded from every other State, on so important a subject, the State has attained an eminence that cannot be gainsaid.

The railroad reports of New York are, on the contrary, essentially defective. They report in fact nothing. The Pennsylvania reports, though in form almost identical with those of New York, are more explicit chiefly in describing the nature of bonds and debentures issued by the companies respectively. Ohio also issues a very respectable report. But Massachusetts, as above stated, makes the best report, in the best form, of any we have had from any State. In naming the reports of Maine, New Hampshire, Vermont, New Jersey, &c., we can only name them as a disgrace to each. What the public requires is positive information, and with exception of Massachusetts, Ohio and Pennsylvania the reports published tend rather to be-cloud than to impart information.

There are many things in the Massachusetts reports that have never appeared in others, and all is given in a concise, proper form. Especially in the description of bonds and other securities, the report before us is intelligible. We have also a specific item showing the personality of the several companies reporting; the exact length of track; the cost in gross and per mile, and a large number of other items not heretofore looked for in such reports, and for the first time in reporting on railroads, we find statements in relation to the progress of steel and steel-capped track in the State. In some instances we find that the use of steel rail is as yet an experiment, in other cases

we see that the improvement has become a fixed idea in railroad economy. The following table shows to what extent it has been adopted in Massachusetts, the Mother of American Railroads, and on the whole the best managed Railroad State in the Union :

	Main Line. miles.	Steel. miles	Steel Capped miles.
Boston and Albany	201.65	62.80	0 25
Boston and Maine	74.25	10.75	2.25
Boston and Providence	44.09	23 00	2.00
Cheshire	53.62	0.10	0.52
Connecticut River	50.00	3 25	0.50
Eastern	44.20	4.50	1.00
Fitchburg	50.00	.....	5.50
Hartford and New Haven	62.00	48.00	15.00
Norwich and Worcester	59.40	1.50	.....
Old Colony and Newport	130.50	9.00	.....
Providence & Worcester	43.41	6.00	.....
Worcester and Nashua	45.69	.....	1.00

It thus appears that in the 858.81 miles of main line 196.92 miles, or 22 per cent., is already laid with steel or steel capped superstructure. Taking into consideration the very recent Bessemer discovery, this is doing exceedingly well. In ten years from date we expect that every first-class road in the country will have adopted the policy of using the best material in railroad construction following in the wake of the small but great State of Massachusetts.

Railroads in Kansas.

No State in the Union can probably show a more rapid railway development during the past six years than Kansas, being from 38 to 1,800 miles. This estimate does not include any portion of the various lines lying without the State.

The Kansas Pacific Road, under the stimulus of the munificent land grant and loan by Congress, has been completed since 1865, and has now in operation, including main line and branches, nearly 800 miles.

The Missouri, Kansas and Texas road has in operation 480 miles, and will be completed to Red river by June of the present year.

The Leavenworth, Lawrence and Galveston Road is 186 miles in length, and the Missouri River, Fort Scott and Gulf Road 161 miles.

The Atchison, Topeka and Santa Fe has 136 miles in operation, having constructed 75 miles during the past summer.

The Mission Valley Road is to be completed from Wyandotte to Lincoln, Nebraska, during 1872, and the St. Joseph and Denver Road is pushing forward to Fort Kearney.

The subsidies and land grants to these railroads have enabled the companies to push their enterprises in advance of the tide of population, and at the same time secure control of vast quantities of the best lands in the State.

☞ The Toronto and Nipissing Railroad is now open to Woodville (65 miles from Toronto), where it makes a valuable connection with the Midland running from Port Hope to Lake Simcoe. Its extension to Coboconk, on Gull River, 88 miles from Toronto, will be vigorously prosecuted in the spring.

☞ During the year 1871 there were 167 miles of railroad completed in the State of Connecticut. The total mileage in the State in January, 1871 was 742 miles; and at the beginning of this year 909 miles.

Fitchburg Railroad.

The receipts from operations of this road for the year ending September 30, 1871, were :

From passengers		$510,126 41
" freight		755,836 80
" express		27,937 44
" mails		9,676 81
" rents		18,013 21
" interest		6,350, 49
		$1,327,841 16
Expenditures, viz :		
Repairs of road	$148,749 11	
" bridges	16,544 95	
" locomotives	103,804 12	
" cars	104 846 90	
" structures	47,892 29	
" shops, tools, etc	9,679 82	
Renewals of iron	80 020 69	
Fuel	108 777 48	
Oil and waste	10,313 55	
Passenger department	92,884 63	
Freight department	148,564 15	
Switchmen	17,938 68	
Removing ice and snow	1,962 41	
Gratuities and damages	8,586 42	
Taxes, insurance, etc	82,357 97	
Salaries, office exp., etc	27,680 11	
		1,010,603 23
Net earnings		$316,737 93

The company have 36 locomotives, 43 passenger, 11 mail and baggage, 435 eight-wheel and 312 four-wheel merchandize, and 36 gravel cars. Number of miles run by passenger trains, 334,-138 ; by freight trains, 320,206 ; by other trains. 11,713—total, 666,057. Number of passengers carried, 1,793,222; do. carried one mile, 22,705,-034. Length of main line, 50.68 miles ; length of Watertown Branch Railroad, 6.60 miles ; length of Lancaster and Sterling Branch Railroad, 12.42 miles ; length of Peterboro' and Shirly Railroad, 23.62 miles ; length double track (main line) 50.68 miles ; length of side and other tracks 32.63 miles—total length of tracks belonging to the company, 176.63 miles. The report says :

Our last annual report was made for a period of only ten months, and as the amount of the receipts and expenditures for the different months show considerable variation, we are unable to make a very accurate comparison with the business of the past year ; but considering both expenditures and receipts to be directly in proportion to the number of months included in each report, we find that the gross income has increased $24,216 44,—that the expenditures are likewise $10,221 09 greater than those of the preceding year, and consequently the net earnings have increased $13,995 35.

In comparing the number of passengers carried, and the receipts of the years 1870 and 1871, we find after deducting the Lexington and Arlington Railroad, and the State Encampment business, an increase of 109,503 in the number of regular passengers carried, and of $11,587 53 in the passenger receipts.

The gross receipts for freight transportation during the year,—are also $54,604 50 in excess of the like receipts of the preceding year.

During the year the Union Cattle Market at Watertown has been completed ; it was opened for use in March last, and has proved to be admirably adapted for the purposes for which it was designed.

This market has enabled us to retain cattle and other business upon our road, which would otherwise have been diverted therefrom ; but as an investment alone, has not as yet been remunerative.

One object in establishing this market, was to enable us to perform the increased cattle business which will come over our lines after the completion of the Hoosac Tunnel.

As soon as this tunnel line is opened, it will probably be necessary to increase the number of cattle yards, &c., and this can be done at a comparatively small expense, as the grading is all completed, and the corporation owns sufficient land adjoining the market to extend it to at least three times its present size.

Some of the large expenditures for the year have been for the following purposes :—

At Boston, four new draw bridges—three for trains, and one for vehicles—have been constructed over the channel of Charles River ; a new pile bridge, forming a part of our new avenue to the freight-houses and yards, has also been built over the property purchased of the Commonwealth for that purpose ; the old pile bridge built in 1847, and extending from Boston to Charlestown, has been cut down and rebuilt.

The flats adjacent to our bridge over Miller's River have been dredged out, making a safe and convenient channel for vessels, about two thousand feet in length, with ten feet of water at low tide.

At Marlboro', on the Marlboro' Branch Railroad, the High Bridge some three hundred feet in length, and eighty feet in height, has been replaced by a permanent earth embankment.

At Croton Junction, land has been purchased, and a large passenger station erected by our corporation and the Worcester and Nashua Railroad Company.

Many improvements have been made in our road bed, tracks, and equipments ; they are all in good order, and their condition improves with every succeeding year.

An increase has been made in the number of trains, and the miles run by them. We are now running daily, six through trains, several of them express, and running at high speed. These have added considerably to our expenses, and will still continue to do so.

Work upon the Hoosac Tunnel is steadily progressing, and the time is rapidly approaching when this important route to the West will be in active operation. In order to provide properly for the large increase of business which we may reasonably expect from this source, and likewise to furnish better facilities for other connecting railroads, considerable expenditures should be made during the ensuing year for new freight avenues, new freight stations, elevators, and other important improvements.

The assets of the corporation on the 30th of September last were as follows :

Cash	$17,646 25
Notes receivable	25,207 62
Uncollected freight	39,153 17
Stock materials	107,852 11
Fuel	30,922 00
Real estate	204,939 77
Renewal fund	95,280 90
	$521,001 82

And the liabilities were :

Due connecting roads	$1,655 06	
Unclaimed dividends	5,916 00	
Unclaimed State tax	2 81	
		7,573 87
Total surplus		$513,427 65

At the close of the present year, twenty-three hundred shares of the issue authorized by vote of the stockholders June 29, 1870, remained unsold, and were debited at their par value to renewal fund, and credited to capital stock, that the capital of the company might represent the full number of shares issued ; therefore, renewal fund will be entitled to the proceeds of these shares, par and premium when sold, which will give at present prices, a balance of $200,000 to the credit of that account.

The present balance to the debit of renewal fund account is equivalent to a loan in anticipation of the sale of the above stock, hence its appearance as an asset.

TRIAL BALANCE SEPTEMBER 30, 1871.

Construction accounts	$4,000,000 00
Real estate	204,930 77
Cash	17,646 25
Notes receivable	25,207 62
Receipts from freight	39,153 17
Stock materials	107,852 11
Fuel	30,922 00
Renewal fund	95,280 90
	$4,521,001 82
Capital stock	$4,000,000 00
Profit and loss	513,427 95
Unclaimed dividends	5,916 00
Unclaimed State tax	2 81
Receipts from passengers	1,655 06
	$4,521,001 82

President.—WM. B. STEARNS.

Directors.—WM. B. Stearns, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,189,222 63	$1.253,387 91
" freight	458,091 54	510,228 16
" express	38,990 94	39,915 93
" extra baggage	1,965 53	1,628 35
" U. S. mail	14,906 48	13,872 50
" miscellaneous	15,578 01	22,291 24
" property acc'ts.	67,514 60	22 640 92
	$1,786,269 76	$1,863,965 01
Expenditures, viz.:		
Maintenance of way	$189,529 77	$242,694 92
Locomotive power	168,141 56	182 132 35
Fuel	149 756 21	155,880 73
Train expenses	266,001 05	311,330 68
Station expenses	138,223 35	174,660 66
Mail expenses	441 42	543 18
Office establishment	50,586 17	59,667 37
Insurance and taxes	30,543 12	31,309 76
U. S. tax	24,816 49	.....
	$1,018,039 14	$1,158,219 65
Balance	$768,230 62	$705,745 36
Rent of B. & M. R.R.	$3,215 04	$3,215 04
Int. paid and accrued	203,785 67	255,648 18
Total rent and int	$207,000 71	$258,863 22
Net income	$561,229 91	$446,882 14

From the foregoing statements it will be seen that the actual receipts from the business of the railroad, exclusive of property account, have been $1,841,324 09, against $1,718,755 16, for the preceding year, an increase in ordinary revenue of $122,568 93. Our expenses for the same period were $1,158,219 65, against $1,018,039 14, being an increase of $140,180 51, showing that although our business has largely increased, every dollar of that increase and more too, has been expended upon the road itself, in its operation, in repairs and improvements, of which the public rather than the stockholders have the immediate benefit.

We have laid down within the year 2,724 tons of rails, 450 tons of welded rails, and 56 697 sleepers, upon our road and branches. The cost of iron and sleepers used in repairs amounting to about $250,000.

We have built at various points on the line new side tracks and turnouts, to the extent of 17,546 feet, about three and a quarter miles.

Our gravel trains have been in constant service in raising and improving road bed and embankments; the pay-rolls for labor amounting to $88,736 99.

During the year we have added to our stock twenty new passenger cars, of the value of about $95,000, of which twelve have been built in our own shops; we have also added new, six baggage cars, thirty long box cars, forty platform cars, and fifty coal cars, of the value of about $80,000.

We have added during the year to our motive power nine new first class engines of the value of about $100,000; of which three have been built in our own shops, and we have rebuilt three.

In the carpenters' department a very large amount of work has been done; new passenger depots have been built at Marblehead and at Amesbury, and very considerable repairs made on many others; an additional shop has been built at the car factory at Salem.

At Newburyport a new brick engine house has been built; a new turn-table has been put in there, and also at Middleton. Our engine house at Prison Point is being enlarged.

At Portsmouth we have put in a new turn-table, and are building a new engine house and coal sheds, on the land purchased for that pu pose. We have also filed a location under the laws of the State of New Hampshire, over a strip of the Portsmouth Mill Pond, adjoining our track, 400 feet wide, and have commenced filling for additional track room there; and in settlement of land damages therefor have found it expedient to purchase the mills and the whole of the mill pond.

At Lynn—where there have been for a long time deep seated complaints about the passenger accommodations, but where our facilities for freight business in its present magnitude are so limited that we send trains away to distant side-tracks to wait their turns to be hauled back and discharged—we have negotiated for the purchase and acquisition of a valuable tract of land for station purposes, both passenger and freight, extending from Market Street to Pleasant Street on both sides of our railroad, and comprising nearly four acres, at a cost of $200,000. A passenger station is already well advanced in progress of erection thereon. We have also bought about a half acre additional, westward of Pleasant Street, for $16,398, for the purpose of additional extension of freight tracks and accommodations. Improvements of an enlarged character are also in progress at the old passenger station on Exchange Street.

We have filled with solid embankment a large portion of the bridge between the Fitchburg Railroad crossing and Somerville, at an expense in addition to use of train, of about $14,642 25.

We have also covered with a pile wharf structure, under authority heretofore given by the Legislature, a space, adjoining our bridge between the Charles River draw and Miller's River, of 48,268 square feet, giving us so much additional accommodation for side tracks and station purposes at a cost of about $41,468 73.

The extension of our double track has been continued from Beverly eastward, and will soon be completed into Ipswich, nine miles. The total expenditure for that work so far has been about $118,471.

The joint lease of the Portland, Saco and Portsmouth Railroad, to the Boston and Maine Railroad, and the Eastern Railroad Company, having been terminated according to the notice referred to in our last Annual Report, a separate contract has been made between the Portland, Saco and Portsmouth Railroad and this Corporation, embodying substantially the same provisions as in the former joint contract, but increasing the rent or dividends to the Portland, Saco and Portsmouth stockholders to ten per cent. currency annually, instead of six, as before. The net earnings since the contract have exceeded the rate of ten per cent., in addition to other advantages. A contract for twenty years has been entered into between this Company and the Portland, Saco and Portsmouth Railroad Company, and the Maine Central Railroad Company, by which it is hoped the great and growing eastern business will be facilitated and cheapened by being directed or allowed to flow in its natural channel to and from Boston.

The large outlays heretofore made, and which will hereafter be required for new rolling stock, for new side tracks and depots, and depot grounds and accommodations at various points on the line, and especially at the terminal stations, and also for the second track, make a further addition of capital necessary, either in the form of bonds or stock.

It will be remembered also that our '72 bonds, to the amount of $380,000, gold, will be due in a few months.

Previously to the accident at Revere, we had issued 2000 shares of new stock under authority heretofore given, but did not think it expedient to continue the issue under the depression caused by that disaster.

We recommend that authority be given to the Directors to issue bonds according to the provisions of the statutes on that subject, to an amount not exceeding $1,500,000.

The work upon the extension of the Portsmouth, Great Falls and Conway Railroad, has been pressed forward with energy. The extension was opened for travel to Ossipee, seventeen miles, in August; and to West Ossipee, twenty-eight miles, in October; and to Conway, forty miles, on the 8th day of December, 1871.

When it is remembered that the work, though partially commenced in November of 1870, was not fully entered upon with adequate force until the following month, this result cannot but be deemed most satisfactory. Forty miles of railroad, through the difficult mountain regions of New Hampshire, have in fact been constructed and put in operation within the period of about twelve months; and it has been well and thoroughly constructed, as a first class railroad, with suitable side tracks, turn-tables, engine-houses, and tasteful and convenient depot buildings, both for passengers and freight at every station, and with the telegraph line, the property of the Corporation, extended and in use the whole length of the road. This result reflects credit upon the chief engineer, T. Willis Pratt, Esq., and his efficient corps of assistants, and on Mr. G. F. Hitchings, the contractor for the permanent way, and also upon those in charge of each department of the work.

Between Conway and North Conway the work is well advanced, and will doubtless be completed early next season.

The total expenditures to the present time for construction have been about $860,000, of which about $600,000 has been paid in on stock issued a year ago; the remainder has been chiefly advanced by this Company, to be replaced by a further issue of stock of that Corporation in due time.

Preliminary arrangements have been made for the lease and construction of the Wolfboro Railroad, under authority heretofore given.

The number of miles run by locomotives has been 1,189,811. Number of passengers carried, 4,635,482. Tons of freight carried, 378,199.

TRIAL BALANCE September 30,

	1870.	1871.
Cost of railroad	$5,688,301 39	$5,927,801 99
" equipment	997,752 49	1,261,498 55
" property	721,163 98	767.760 86
Unfinished work	131,213 08	352,411 00
Rail iron, coal, etc.	.....	241,854 21
Balances	491,294 05	448,138 84
Cash	15,525 89	25,696 38
	$8,045,250 88	$9,025,161 88
Share capital	$4,062,600 00	$4,262 600 00
Bond capital	3,037,400 00	2,987,400 00
Balances	66,986 14	92,915 56
Interest	34,173 87	57,590 86
Temporary loan	615,200 00	1,520,145 68
Dividends	.....	13,291 00
Profit and loss	228,890 87	91,218 78
	$8,045,250 88	$9,025,161 88

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Henry L. Williams, Samuel Hooper, Thornton K. Lothrop, Ichabod Goodwin, Benj. E. Bates, and Franklin Haven.

Treasurer.—JOHN B. PARKER.

Superintendent.—J. PRESCOTT.

New York, West Shore and Chicago Railroad.

Among the great railway projects of the country, is one known as the West Shore and Chicago road, the general route of which is given as up the west shore of the Hudson from New York city, thence it will take a westward course to Buffalo, and thence by the most practicable route to Chicago. The company has purchased the New York and Fort Lee railroad, which gives an entry to the city and locates the lines as far as Hoboken. Surveys for the balance of the route have been made as far as Buffalo, but the announcement of the route most favored by the company would be inadvisable at the present time, as they are negotiating for the right of way. The company is said to be composed of some of the most prominent business men of New York, and it is reported that Mr. Courtney, the President, has recently returned from Europe, whither he has been for the purpose of negotiating the sale of the bonds of the company. His trip was successful; the company now have no bonds upon the market, and it is proposed as early as possible in the spring to commence the construction of the road. This seems to be entirely different from the Canada Southern railway, of which Mr. Milton Courtwright is the President, and the progress of whose line between Buffalo and Chicago has repeatedly been referred to in the Commercial during the past three months. The negotiation of the bonds of Mr. Courtney's road indicates solidity on the part of its projectors and managers; and, as in all other enterprises promising increased transportation facilities, the people of the West have a deep interest in its success.—*Toledo (O). Commercial.*

New York Canals.

EXTRACT FROM THE REPORT OF THE AUDITOR.

The following exhibit shows the entire amount of revenues from all sources, other than taxation of all the canals of the State, for the last fiscal year. The expenditures and payments are also given for the same period, and the application of the surplus revenues in accordance with the requirements of the constitution.

Statement of the revenues of the canals, with the expenses of collecting the tolls and ordinary repairs, during the fiscal year ending September 30th, 1871.

Receipts:

Tolls	$2,813,686 29
Rent of surplus water	1,267 50
Interest on current revenues	23,661 00
Miscellaneous receipts	3,935 15
	$2,842,549 94

Payments, viz:

To canal commissioners for ordinary repairs	$185,697 83	
To contractors for repairs	549,049 34	
To superintendents for ordinary repairs	731,920 28	
To collectors for salaries, clerk hire, pay of inspectors, and expenses of collector's office	89,054 49	
To weigh-masters and assistants	14,044 12	
For salaries chargeable to the annual revenues, refunding tolls, printing, and other miscellaneous payments	88,851 19	
		1,658,617 25
		$1,183,932 69
Reserve for payment of appropriations under act chapter 653, laws of 1871		202,344 01
Surplus revenues of the canals for the fiscal year ending Sept. 30th, 1871		$981,588 68

This surplus revenue has been appropriated and set apart in accordance with the provisions of article seven of the constitution, to sinking fund under section two.

The financial condition of the canals for the last fiscal year is as follows:

Balance in the treasury and invested, Oct. 1, 1870		$2,743,441 87
Received from all sources during the fiscal year ending Sept. 30, 1871	6,956,867 40	
	$9,700,809 27	
Paid during the same period	5,200,692 25	
Leaving a balance Sept. 30, 1871 of		$4,499,617 02

Said balance is invested and deposited as follows, viz:

Amount deposited in banks	$4,445 818 02	
Amount invested in U.S. 10-40 bonds	50,000 00	
Real estate, etc., Bank of Corning	3,799 00	
		$4,499,617 02

The Canal debt paying interest September 30, 1871 is as follows:

	Principal.	Am't int.
Under article 7, section 1, of the constitution	$1,106,420 00	$55,321 00
Under article 7, section 3 of the constitution	9,285,000 00	557,100 00
Under article 7, section 12 of the constitution	1,575,000 00	94,500 00
	$11,966,420 00	$706,921 00

The application of the balances of the several sinking funds which are now in the treasury and temporarily invested, to the payment of the canal debt reduces it as follows:

Total Canal debt September 30, 1871, $11,966,580; balance of sinking funds September 30, 1871, including temporary investment, $2 010,992 92—leaving a balance of $9,955,787 08; to which add deficiency in sinking fund under act. 7, sec. 8, $356,766 65—debt after applying all the sinking funds, $10,312,853 73.

The unpaid and outstanding Canal debt, on the 30th of September last, and for which certificates of stocks have been issued, is $11,966,580, maturing as follows: in

1837	$160 00	
1872		$2,257,900 00
1873		5,150,100 00
1874		3,205,420 00
1875		473,000 00
1877		880,000 00
Amount paying interest		$11,966,420 00
Amount not paying interest		160 00
Total debt		$11,966,580 00

The average rate of interest on this debt is 5 91-100 per cent.

These stocks were on the 30th September, 1871, held as follows, viz:

In the United States	$9,917,120 00
In foreign countries	2,049,300 00
	$11,966,420 00
The annual interest on the stock debt, under article 7, section 3, of the constitution, is	$557,100 00
Amount required to purchase coin for the payment thereof, estimating coin at ten per cent. premium	55,710 00
	$612,810 00

On the 30th September, 1871, the sinking fund, under this section, was overdrawn $356,766 65, in payment of the interest on this debt.

In addition to the above stock indebtedness, the canal revenues are chargeable with a portion of the general fund debt of the State, known as the General Fund Debt, for which the canals are liable. This debt is now, in accordance with the provisions of section 2 of article 7 of the Constitution, the first lien on the "*surplus revenues*," and on the 30th Sept. 1871, was $4,040,026 40. The Sinking Fund applicable to payment thereof, amounted to $1,805,744 20.

It will be seen from the preceding statements that, on the 30th day of September last the aggregate amount of canal and General Fund indebtedness, for which certificates of stock have been issued, and now bearing interest, was $16,006,606 46.

The interest on this debt is payable quarterly, on the first days of January, April, July and October, in gold.

The sum required annually to pay the interest on the above debt, estimating the premium on gold at ten per cent., is $1,020,671 52.

The following statement shows the aggregate receipts and payments on account of the ordinary expenses of the canals for the last two years:

	1870.	1871.
Re'ipts from tolls, etc.	$3,107,138 90	$2,842,954 94
Payments to superintendents and repair contractors	$1,846,262 71	$1,280,969 62
Payments by Canal Commissioners for repairs	421,455 87	185,697 83
Payments to collect'rs and their assistants and weigh-masters.	104,406 39	103,098 61
Refunding tolls, salaries of officers, etc.	73,421 45	88,851 19
Advanced by deposit banks or reserved for ordinary repairs prior to 30th September	591,528 87	202,344 01
Total expenses for yr.	$2,537,164 29	$1,860,961 26
Net receipts	$569,974 61	$981,588 68

This statement shows a falling off in the toll receipts of the last fiscal year as compared with with those of 1870, of $264,588 96; but included in the receipts for tolls in 1870 (which has reference to the fiscal year from October 1st, 1869, to September 30th, 1870), and the collection of tolls at the higher rates then in force, from and including September to the close of navigation in 1869, it being about three-sevenths of a year's collections, which accounts for the excess of tolls for 1870 over those received in 1871. There is quite a gain in the net receipts owing to the large decrease in the cost of maintaining and repairing the canals, viz.:

Decrease in expenditures	$676,203 03
Less decrease in receipts	264,588 96
Increase in net receipts	$411,614 07

The repair trust fund is composed of deposits made by repair contractors, to secure the faithful performance of their several contracts.

The balance of this fund on hand, as per last report was	$36,826 01
Interest on same during the year	1,656 64
Balance 30th September, 1871	$38,482 65

The requirements of section 1 of article 7 have been complied with by making provisions for the payment of that portion of the Canal Debt provided for in that section. The Sinking Fund is amply sufficient to meet that debt when it matures. The next charge in order of pricrity upon the surplus earnings of the canals is an annual contribution of $1,500,000 as a sinking fund to pay the interest and redeem the principal of the General Fund Debt. The first contribution to this sinking fund after provision was made for the payment of the Canal Debt mentioned in section one was in 1869, when the full amount called for by the section was contributed. At the close of the fiscal year in 1870, the surplus earnings applicable to the General Fund Debt Sinking Fund were

but $569,974 61, leaving a deficiency of $930,025 39. The surplus revenues applicable to the General Fund Debt for the year ending September 30th, 1871, were $981,588 68, less by $518,411 32 than the amount called for by the Constitution. The General Fund Debt charged upon the canal revenues, and for which no other provision is made, after the application of the above amounts of surplus revenues, amounted, on the 30th day of September last, to $2,234,282 11, and is redeemable at different periods between this date and 1878.

Estimating the surplus earnings of the canals by the results of the season of navigation just closed, they will suffice to discharge the entire debt charged upon them by April 1st, 1886.

With a wise management of the canal revenues, it is believed that there need be no falling off in the annual contribution to this object; and if the Legislature and the administrative and financial canal officers co-operate to accomplish the payment of the debt, there can be but little doubt it will be extinguished by the day named.

The portion of the canal debt for which the surplus earnings of the canal are pledged by section three of the same article, and known as the "Enlargement Debt," amounted at the close of the last fiscal year, to $9,285,000. The sinking fund to provide for interest and principal of this enlargement debt, was overdrawn in payment of interest during the last fiscal year. The deficiency on the 30th day of September, 1871, amounted to $356,766 65.

A portion of this debt, amounting to $1,562,900, becomes due on the 1st day of July, 1872, and with the deficiency above mentioned, is to be provided for.

The provisions of the Constitution give ample power to the Commissioners of the Canal Fund for that purpose. The provision is that if the "said Sinking Fund shall not be sufficient to redeem any part of the principal at the stipulated times of payment, or to pay any part of the interest of such loans as stipulated the means to satisfy any such deficiency, shall be procured on the credit of the said Sinking Fund." This is but making a new loan on the same pledge to redeem the old. It is only when means cannot be procured upon a credit of the Sinking Fund to satisfy the claim of creditors, that a resort is to be had to taxation by virtue of section four of the same article. So long as the canals yield a surplus after the payment of the expenses of collection, superintendence and ordinary repairs, this pledge, aside from the credit of the State and the power of taxation, furnishes ample security for any loans that may be needed to satisfy the claims of creditors under this section. The credit of the State, without a pledge of the prospective revenues of the canals, is abundant to enable its financial officers to obtain the means for any purpose for which money may be borrowed under the Constitution. There will be no necessity for legislation upon the subject, the Commissioners of the Canal Fund having ample power to do all that is required to raise the means to redeem the principal about to become due, and make good the Sinking Fund, and by the instrumentalities thus providently prescribed, this portion of the State debt can with ease be extended until the revenues, properly charged with its payment, will be sufficient for that purpose.

The constitutional provisions are wise and abundant, for the occasion, and any legislation, not necessary, might be mischevious in its consequences.

The debt under article 7, of section 12, of the Constitution, created for the payment of the floating debt of the State, by a vote of the people in 1859, amounted to $1,575,000, on the 30th day of September, 1871. The sinking fund, applicable in payment of the principal and interest on the same day, amounted to $877,401 35. The amount of $695,000 of this debt becomes due July 1st, 1872, and can be paid from the sinking fund.

The Canal Debt on 30th of September, 1871, was:

Debt of 1846, under art. 7, sec. 1..		$1,106,580 00
Enlargement, under art. 7, sec 3..		9,285,000 00
Floating debt, under art. 7, sec. 12		1,575,000 00
		$11,966,580 00
General fund debt, Sept. 30, '71...		4,040,026 40
Total amount of canal and general fund debt.....		$16,006,606 40
Balances in sinking fund, 30th September, 1871:		
Under art. 7, sec. 1..	$1,138,591 56	
Under art. 7, sec. 12.	877,401 36	
	$2,010,992 92	
Less overdraft on sinking fund, under art. 7, sec. 8, to pay interest.....	356,766 65	
Net balance in canal debt sinking fund..	$1,654,226 27	
Balance in sinking fund for general fund debt.....	1,805,744 29	
Total balance in sinking fund		3 459 970 56
Total canal and general fund debt, after applying sinking fund		$12,546,635 84

New Railways in Illinois.

In the report of the Railroad Commissioners of Illinois, we find that the length of railroad lines in this State, December 1st, 1871, was 5,490¼ miles. There was, on December 1st, 1871, in course of construction, but not completed, 1,208 miles, which, when completed, will make a grand total of 6,698¼ miles. The railways now in process of construction are stated to be the following:

Bloomington and Ohio River railroad, 70 miles of grading completed, whole finished probably in 1872.

Chicago, Pekin and Southwestern railroad, 162 miles from Chicago. Grading nearly completed, and 20 miles of track to be laid in December.

Chicago, Danville and Vincennes railroad, 210 miles from Chicago to Vincennes, Indiana. Road completed to Danville, Vermillion county.

Champaign, Monticello and Decatur railroad, 42 miles from Champaign to Decatur. Road about half completed.

Cairo and Vincennes railroad, 150 miles from Cairo to Vincennes, Ind. Grading partly done.

Cairo and St. Louis railroad, 135 miles from East St. Louis to Cairo, via Waterloo, Sparta, Murphysboro, and Jonesboro. Gauge 3 feet.

Chicago and Iowa railroad, 83 miles from Aurora to Forreston. Commenced in 1871, and track laying completed Nov. 25th, 1871.

Decatur, Sullivan and Mattoon railroad, 40 miles from Decatur to Mattoon. Most of the iron laid.

Decatur and State Line railroad, 129 miles from Mokena to Decatur. Grading and bridging completed.

Fairbury, Pontiac and Northwestern railroad, 30 miles from Fairbury to Streator. Commenced business in July, 1871.

Gilman, Clinton and Springfield railroad, 110 miles from Springfield. Grading and bridging completed in 1870. Track laying commenced May, 1871. Road completed for business Nov. 22, 1871.

Indiana and Illinois railroad company, 15 miles from Indianapolis, 72 miles of line in Illinois. Work now progressing.

Illinois Farmers' railroad, 30 miles from Jacksonville to Virden; 18 miles in operation.

Lafayette, Bloomington and Mississippi railroad, 79¼ miles from Bloomington to Indiana State line; track laying began September, 1871, and 50 miles completed December 1.

Plymouth, Kankakee and Pacific railroad, from Plymouth, Ind., to Hennepin, Ill., 100 miles from State line to Hennepin. Grading completed, and work progressing on the bridge over the Illinois river, at Hennepin.

Peoria, Atlanta and Decatur railroad, 70 miles from Peoria to Decatur. Grading under contract.

Peoria and Rock Island. Last rail laid July 7th, and road in operation.

Pekin, Lincoln and Decatur railroad, 75 miles from Paris to Decatur. Grading and bridging progressing, and 15 miles of track laid.

Quincy, Alton and St. Louis railroad, 22 miles completed and in operation.

Springfield and Northwestern railroad, 72 miles from Springfield to Lewiston. Grading and bridging progressing and 22 miles of track laid.

Springfield and Illinois Southeastern railway, 226 miles from Shawneetown on the Ohio river to Beardstown on the Illinois river. Opened for business from Shawneetown to Beardstown, 139 miles; Springfield to Beardstown, 45 miles; under construction from Pana to Altamont, 42 miles. Whole to be completed February, 1872.

Michigan Town Railroad Bonds.

In the United States Circuit Court yesterday morning, the cases of George H. Taylor vs. The City of Battle Creek, and Edward B. Talcott vs. The Township of Pine Grove were decided. These cases involved the question of the validity of municipal bonds issued in aid of railroads under the general railroad aid laws of Michigan. The former case arose in the Eastern district of Michigan and the latter in the Western district. Both were argued together a few days ago in this city before Judges Emmons, of the Circuit Court, Withey, of the Western District Court, and Longyear, of the Eastern District Court. All these judges participated in the decision, and all concurred.

The opinion of the court was read by Judge Emmons, and was a very learned and exhaustive discussion of all the points raised. He reviewed the decisions upon the question of the authority of the Federal courts to go behind the decisions of State courts upon the construction of State constitutions and statutes. He discussed at considerable length the public character of railroad corporators, and dissected the decision of the Michigan Supreme Court in the case of the People vs. Salem, in which they held the Railroad Aid law unconstitutional.

He held that the bonds issued by municipalities in aid of railroads, having been issued in good faith and transferred to the hands of innocent purchasers, are valid contracts, as between the citizens of Michigan and other States, which the Federal courts will enforce. But this only applies to bonds issued before the law was declared unconstitutional by the State court. Contracts made subsequent to that decision will not be enforced by this court.

Judge Withey and Longyear read concurring opinions.

The result of this decision, if it is confirmed, as it will doubtless be, in the United States Supreme Court, is that the railroad aid bonds are valid in the hands of non-residents of Michigan, and can be collected through the United States courts. It will not then take long to transfer every bond from the hands of Michigan holders to those of non-residents, when their collection can be enforced. As this can only be done by a process of the courts, which process would have to be invoked to collect any instalment of interest, it will be seen that some trouble and considerable expense will still accrue to municipalities before these bonds can be got rid of. But by this decision they are saved from repudiation, and innocent bondholders are made whole. Doubtless it would be better for the municipalities to confess judgment at once on the whole amount of their bonds and thus save the costs of going through litigation in each case.

It is estimated that the amount of bonds issued by cities and townships in Michigan in aid of railroads, and which are covered by this decision, is $1,500,000. Very many of these are now held outside the State, and the balance will soon find their way out.—*Detroit Post, Jan. 17.*

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,826	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,461	106,855	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,500,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,560	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,71)	729,274	783,099	807,815	777,183	828,447	746,800	612,809	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,287	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
Chicago and Alton:													
1863	109,850	101,385	104,372	122,084	132,301	145.542	149.137	157,948	170.044	170.910	156.869	153,294	1,673.706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224.257	312,165	354,554	320,879	307,503	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	387,956	307,919	236,824	3,840,092
1866	228,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867	243,787	157,852	235,961	282,165	335,510	342,358	354,244	415,952	408,999	426,752	359,102	330,109	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,015	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,669	418,709	506,081	497,519	475,608	441,197	404,264	4,849,465
1871	343,550	340,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	463,056	369,420	5,257,315
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,156	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,385	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,259,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,257	1,448,942	1,541,057	1,211,530	879,900	11,632,759
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,38 , 71
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	655,423	602,.82	774,944	787,641	1,094,101	952,899	851,846	1,093,337	1,281,574	1,047,318	1,008,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,793	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	24 ,646	2 0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	266,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,822
1863	299,944	271,085	275,643	269,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,847	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,185	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	578,261	696,228	841,368	979,401	914,406	814,413	696,677	8,823,482
1870	623,388	661,789	601,.26	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	733,989	714,854	884,208	865,845	761,904	719,909	.....	.....
Marietta and Cincinnati:													
1866	90,411	85.447	84.351	81,181	96,388	103,373	98,043	106.921	104.886	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,247	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,589	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	104,246	110,213	111,117	111,127	118,407	132,948	133,531	144,073	141,316	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,089	174,002	172,189	216,624	295,956	322,369	307,474	258,834	2,650,702
1863	242,078	245,858	236,432	238,495	236,463	206,221	193,328	215,449	308,168	376,488	339,794	30 ,186	3,168,056
1864	252,435	278,848	348,802	338,276	271,553	265,780	268,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,683	329,105	413,501	476,681	490,694	447,970	528,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,717,846
1869	454.590	330.400	420,951	460,288	630 844	678,923	586,531	525,547	744,732	1,040,102	801 195	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661.020	808,318	908,313	791,014	529 758	7,420,421
1871	396,700	327,431	377,571	483,884	662,567	668,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,956
North Missouri:													
1869	119,721	94,927	136,293	149,184	139,000	150,416	160,149	155,586	231,662	235,513	246.838	203,595	2,024,860
1870	213,101	196,207	239.161	269,490	259,000	208,493	196,724	229,099	264,690	235,240	266,836	245,726	2,833,399
1871	191,789	197,120	232,166	206,070	201,761	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283.130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 390 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	253,861	2,984.041
1869	180,366	216,080	221,459	214,409	218,639	223,286	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,286	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	248,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,307	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,440	344,195	355,677	341,373	321,659	236,103	3,438,930
1871	212,005	217,947	319,765	285,416	284,732	275,351	287,540	329,270	364,128	359,857	385,103	299,552	3,630,696
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,537
1863	335,685	361,834	396,771	429,929	505,517	464,809	461,884	574,486	714,302	815,902	746,955	526.009	6,324,083
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 020
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	850,742	887,703	874,974	436,990	10.657,124
1867	500,488	834.561	703.618	836,403	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	637,143	1,006,631	1,159,726	1,113,398	889,924	8,755,083
1869	479,286	525.490	755,433	904,834	499.463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,852	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 963	198,884	244,834	212,227	177,864	2,250,142
1867	149,658	149,342	174,153	188,102	171,736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155.388	130,545	140,408	148,987	204,597	198,910	210,473	174,500	168,696	1,936,763
1869	132,623	127.817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,263
1870	152,398	158,788	172,219	172 347	155.081	150,719	129,567	167,305	158,627	163,2-5	152 909	137,794	1,871,031
1871	143,468	124,810	164,697	140,302	134,390	139,751	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116.242	107,524	126,012	127,412	126,775	124.988	123,948	1,372,236
1871	125,218	122,373	144,523	126,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,745,708
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,966	406,766	351,756	333.480	3,809,358
1868	278,712	265,137	257,800	256,525	260,529	293,344	283,833	454,209	460,203	423,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,369	323,377	434,284	4,252,343
1870	312,133	293.645	295.278	318,099	340,892	348,683	322,756	466,431	508,042	451,298	425.687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
Union Pacific:													
1869	.....	.....	.....	.....	797,913	706,602	623,560	617,585	788,467	999,665	827,388	716,829	5,709,183
1870	528,529	500 180	589,288	568,803	812,536	746,486	643.068	664 961	798,621	719,698	670,168	606,083	7,854,094
1871	479,573	470,995	469,599	554,540	720,464	725,474	675,895	681,665	809,402	717,962	709,142	542,698	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending	Length equiv. single track	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness: Bonded Debt.	Indebtedness: Floating Debt.	Earnings: Gross.	Earnings: Net.	Dividends on paid Capital.	Value of Shares: Par.	Value of Shares: Paid.	Value of Shares: Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.95	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	816,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun P.& P.P.N.Y.	685,864	300,000	379,000	30,446	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	103,000	180,000	100,000	(Opened Oct. 1, 1870.)			—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—			—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass	734,671	727,800	150,000	74	—	—	9.0	100	100	104½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	907,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.00	152	34	Citizens' (Pittsburg).....Pa.	244,886	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	....
Sept. 30,'70	3.25	26	6	Genesee & Water st.(Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	369	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	....
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,146	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	366,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	....
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg..Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	397,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	80	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1 ,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	32
Oct. 31,'70	8.25	154	25	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,609	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,000	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	65
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,956	10.0	50	30	61
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	48	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,000	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,688,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.66	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8 900	3,010	4	100	100	....
Oct. 31,'70	3 88	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,006	1 487	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Interest: Int.	Interest: Payable.	Annual Taxable.	Latest Price.
	$	pc			
Albany.					
1st Mortgage	40,000	7	J.& J	18—	....
Bleecker St. & Fulton Ferry					
1st Mortgage	94,000	7	J.& J	187.	...
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J.& J	1881	...
Broadway and 7th Avenue					
1st Mortgage	400,000	7	J.&D	1888	..
Brooklyn, Bath & Coney I.					
1st Mortgage	80,000	7	J.& J.	18—	..
Brooklyn City:					
1st Mortgage	500,000	7	J.& J	188.	..
Bklyn City, Hun.P.& P.P.					
1st Mortgage	370,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage	400,000	7	J.& J.	1890	...
Brooklyn City & Newtown					
1st Mortgage	300,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch					
1st Mortgage	84,500	7	J.& J.	18—	...
Buffalo street:					
1st Mortgage	141,500	7	J.&D.	1881	...
Cambridge (Boston):					
1st Mortgage sinking fun	150,000	6	J.& J.	1888	....
Central Park, N. & E.River					
1st Mortgage	326,000	7	J.& J.	1874	...
Citizens' (Pittsburg):					
1st Mortgage	50,000	7	J.& J.	1879	..
Coney Island and Brooklyn					
1st Mortgage	214,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery					
1st Mortgage	700,000	7	J.& J.	18 -	...
Eighth Avenue (N. Y.):					
1st Mortgage	303,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.)					
1st Mortgage	160,000	7	J.& J.	1878	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark					
1st Mortgage	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage	250,000	7	J.& J	1879	....
2d mortgage	250,000	7	J.& J.	1896	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown:					
1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br. Morris'a & Fordh.					
1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.					
1st Mortgage	25,000	7	J.& J.	1874	....
Lombard and South st.(Ph.)					
1st Mortgage	62,500	7	J.& J	1885	....
Lynn and Boston:					
1st Mortgage sinking fun	50,000	7	J.& J.	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fun	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	1876	...
Orange and Newark:					
1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1885	...
Philadelphia City:					
1st Mortgage	200,000	6	J.& J.	1831	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M&N	1867	....
Pittsb., Allegh'y & Manch.					
1st Mortgage	23,000	7	A.&O	1874	....
Quincy:					
Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.)					
1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage	33,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.&D	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J.& J	18—	....
Third Avenue (N. Y.):					
1st Mortgage	100,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage	85,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages	105,000	6	var.	var.	...
Union (Phila.):					
1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage	200,000	7	J.& J.	1887	...
Watervliet.					
1st Mortgage	130,000	7	J.& J.	1885	...
West Hoboken.					
1st Mortgage	61,000	7	M&N	1878	...
West Philadelphia:					
1st Mortgage	100,000	7	J.&D	1878	....
Worcester:					
1st Mortgage	20,000	6	A.&O	1877	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*), are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,246 350	— & —	.....
Atlanta and West Point.100	1 232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O.	Oct '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 635	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Jan. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 3½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar..100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.100	1 380,000	J. & J.	Jan. '72 4
" " pref.100	1,183,400	J & J.	Jan. '72 4
Camden and Amboy* ..100	5,847,800	J A J.O.	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,677	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov.'71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	789,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,969	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*... 50	2,967,800	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A J&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val.100	848,984	— & —	.....
Concord 50	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '71 3
Connecticut Riv. 0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq 100	207,283	— & —	.....
Cumberland Valley.....	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,300,200	J. & J.	Jan. '72 4
East Mahanoy * 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 00	4,082,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*...100	800,000	F. & A.	Aug. '71 1½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,186,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 5½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,600	F. & A.	Feb. '72 4
" " (guar.).100	538,500	F. & A.	Aug. '71 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Nov.'71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '71 4
Memphis & Charleston* 25	5,312,725	J. & D.	Jan.' 69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Sonuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck.....100	1,864,400	F. & A.	Aug.'71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N. Haven & Northamp..100	605,000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*..... 100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
N. rthern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Alleghany R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,969,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	749.000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,286	J.A. J.O.	Jan. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Ports., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '71 4
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300 000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	800,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	669,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,880,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey..... 100	1,209,000	F. & A.	Aug.'71 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 4s
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct '71 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70 3
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov.'71 7
Coney Island & Brookl..'0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat. 00	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	.....
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July'71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)...100	197,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July'71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)... 100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July'71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May'71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'71 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 5
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Aug 71 35c
" " (pref.). 50	2,898,977	F. & A.	Aug.'71 0½
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'71 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 1½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,698,400	— & —	.....
" certif..... 100	7,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	8,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug.'66 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1872.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,729,000	6	Jan. & July.	1880	114½
.. .. coupon	4,686,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861 ..... registered	124,985,150	6	Jan. & July	1881	114½
.. .. coupon	64,336,050	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	68,377,650	6	May & Nov.	1882	110½
(5-20s) ..... coupon	352,651,300	6	" "	1882	110½
Loan of March 3, 1863 ..... registered	53,386,750	6	Jan. & July.	1881	114½
.. .. coupon	21,632,250	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,492,500	6	May & Nov.	1884	110
Loan of June 30, 1864 (5-20s) ..... registered	40,924,350	6	May & Nov.	1884	110
(5-20s) ..... coupon	40,916,650	6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ..... registered	43,062,800	6	May & Nov.	1885	110½
.. .. .. (5-20s) ..... coupon	120 254,900	6	" "	1885	111½
.. .. 2d series (5-20s) ..... registered	63,463,050	6	Jan. & July.	1885	110
.. .. .. (5-20s) ..... coupon	166,226,050	6	" "	1885	110½
.. .. 3d series (5-20s) ..... registered	91,160,000	6	Jan. & July.	1887	111½
.. .. .. (5-20s) ..... coupon	229,815,250	6	" "	1887	112½
.. .. 4th series (5-20s) ..... registered	12,606,500	6	Jan. & July.	1888	111
.. .. .. (5-20s) ..... coupon	26,659,550	6	" "	1888	112½
Loan of March 3, 1864, (10-40s) ..... registered	138,035,050	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s) ..... coupon	56,532,250	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71. registered	88,684,400	5	F. M. A. & N.	1881	108½
.. .. coupon	8,313,250	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	23,025 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency	398,360,679	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ").	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	95
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	109½
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	98½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1843	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	62½
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'85	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'76-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed. (cur.)	3,064,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	445.500	6	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg	1,856,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	....
.. —Balt. & Susq. R. R. Loans	289,000	3	" "	1890	97
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	99
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	216,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,661,398	6	" "	1883	103
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'7-'76	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	72-'88	97½
.. —	133,000	6	June & Dec.	'72-'77	....
.. —Union Fund Loan of 1861 ...	3,000 000	6	Jan. & July.	'71-'76	110
.. — .. .. of 1863 ...	600,000	5	" "	'77-'78	....
.. —Const Defense Loan	585,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	95½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,605,000	6	Mar. & Sept.	1889	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R & Hoosac T. stg.	3,606,580	5	" "	88-'90	97½
.. —	985,500	5	" "	'91-'99	97½
.. —Southern Vermont R. R. ...	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.) ...	3,699,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,821,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds ...	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds ...	60,000	6	Jan. & July	1879	....
Minnesota—State Building Loan Bonds ...	250,000	7	Jan. & July.	'77-'78	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks) ...	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	95
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	93
Nebraska—(No Debt)	.....	....	.....	.....	....
Nevada—State Loan Bonds	500,000	16	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861.	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'85	100½
.. — .. of Oct. 1, 1865.	1,000,000	6	April & Oct.	'71-'76	100½
New Jersey—War Loan of 1861 (free) ...	1,299,900	6	Jan. & July.	'71-'84	100
.. — .. of 1863 (free) ...	1,002,900	6	" "	'86-'88	....
.. — .. of 1864	593,400	6	" "	'97-'02	103½
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	106½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	106½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	103
.. —	5,150,100	6	" "	1873	....
.. —	2,099,000	6	" "	1874	100½
.. —	473,000	6	" "	1875	100
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'99	38
.. — .. (old) ..	3,639,400	6	April & Oct.	'71-'99	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	92-'99	....
.. — .. (new) ..	1,739,000	6	April & Oct.	92-'99	15½
.. —Funding &c. Bonds of '66-'68	1,821,400	6	Jan. & July.	1899	....
.. —	11,407,000	6	April & Oct.	1899	24
.. —Special Tax Bonds	1,254,317	6	" "	1899	12½
Ohio—State Loan (New York)	1,600,000	6	Jan. & July.	1870	....
.. — .. (")	4,095,300	6	" "	1875	....
.. — .. (")	2,400,000	6	" "	1881	101
.. — .. (")	366,975	6	" "	1886	101½
.. —Union Loan (Columbus)	176,156	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	92,850	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	4,731,300	5	Feb. & Aug.	1872	....
.. —	90,400	6	" "	1872	96
.. —	7,890,550	6	" "	1877	102
.. —	726,950	6	" "	1877	96
.. —	9,237,050	6	" "	1882	105
.. —Inclined Plane Loan	400,000	6	" "	1882	96
.. —Military Loan	2,769,250	6	April & Oct	1879	107
.. —State Stocks (old)	384,000	6	Feb. & Aug.	1871	107
.. — .. (old)	3,377,000	6	Jan. & July.	1882	101½
.. — .. (old)	112.000	5	Feb. & Aug.	'77-'78	104
Rhode Island—War Bonds of 1862	1,100,000	4½	Jan. & July.	1882	....
.. — .. of 1863	736,000	6	Mar. & Sept.	1892	100
.. — .. of 1863	239,000	6	Jan. & July.	1893	101
.. — .. of 1864	841,000	6	April & Oct.	1883	....
South Carolina—Fire Loan of Stock 1838 ...	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg.)	484,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	1868	....
.. —State Capitol bonds	1,997,738	6	" "	'74-'77	51
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71-'90	....
.. —Conversion Bonds of 1869	1,285,800	6	" "	'87-'97	....
.. —Funding & Special Bonds '68	1,692,150	6	J. A. J. & O	1888	28½
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	....
.. —*	239,166	5	April & Oct	Var.	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66½
.. —*Funding Bonds	4,089,503	6	" "	"	....
Texas—No legal debt	.....	....	.....	.....	6½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'76	....
.. — .. Certificates	201,000	6	" "	71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	50
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	60
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	71-'90	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	92
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1878	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	38½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	....
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	8	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	68½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	90
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	95
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	81½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'18	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	10,000pm	7*	Jan. & July.	New York.	1899	....
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	108½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86
Central Pacific of California:						
1st Mortgage gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1888	113
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	6	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	98
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York	1885	65½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	89½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	105
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1886	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	107
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,540,000	7	May & Nov.	" "	1915	94½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)12⁸ m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104
Chi. & Southwes'n (C.,R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (M.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	17,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	700,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g F'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,500	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta (C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	93½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	73
Columbus & Ind.Cen.(C.C.& I.C.):						
2d Mortgage	$21,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,210,000	7	May & Nov.		1951	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1850	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1866	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	90½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1873	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89½
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1886	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	133,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,653,000	7	March & Sept	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,000,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1866, (secd.)	1,916,619	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Can. & Ottawa R. R.)	150.867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	92
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga. e	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1862	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1908	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	160,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	107
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	3,500,000	7	Feb. & Aug.	"	1888	99½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	70½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Con. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	60,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	98
1st Mort. (Q. and Palmyra R.R.)	100,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	8,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1,416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	102½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1883	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,980,000	7	April & Oct.	New York.	1899	....
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort (" " ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1883	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1938	92
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W.):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	...
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	600,000	7	Jan. & July.	New York.	1898	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95½
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort.(" ")	2,693,000	7	" "	" "	1877	99½
1st Mort.(Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort.(Sch.& Three Riv.R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	92
2d Mort. (" ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi:	500,000	7	June & Dec.	" "	1894	....
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (F. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galverston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	94½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	8	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	...
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	...
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'watn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	.....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July	Boston.	1899	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,480	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	6	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,893,000	7	" "	" "	1877	99½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&St.P):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	88
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	112
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,254,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RB & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	...
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1880	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,800	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,029,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,500	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1890	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1.0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" " ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" " ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" " ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	"	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	80
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	91½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	2?,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	75,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	18,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	500,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	83½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	82½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CH&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1890	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Jane. & Decatur (T W & W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1890	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.P.R.L.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1888	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	97
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W & O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	600,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	95
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	77½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'76-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie)						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	88½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.& CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	67½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	93½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.)				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d serice)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'68	76,000	8	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1883	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	400,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	82
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	102
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	82
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92⅝
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1858	160,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	760,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor. by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	90½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan	200,000	6	" "	"	1897	95
Gold Loan	5,000,000	6*	June & Dec.	"	1897	96
Gold Loan	980,000	6*	" "	"	1894	93½
Convertible Loan	1,996,820	6	" "	"	1877	97
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1878	90
Boat Loan, sinking fund	236,965	7	" "	" "	1885	85½
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	70
Plain Bonds	171,384	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	73½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1833	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1858	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	96½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,087,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	87,597	—	100	98
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	63.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	443.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,580	21,375,061	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	142
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	185
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,835	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe...Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	—	—	—	.....	1,100,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	42,000	33,293	5½	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	206	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	—	—	—	—	—	—	—	—	177.0	—	—	10 mos.	470,732	110,948	—	100	3
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	135
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	137½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	140
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	58.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	109½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River	.)	.....	—	100	42
Apr. 30, 1871	45.0	—	302.0	3	—	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	127½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	6	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	—	428,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	50	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	9	100	111½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B. & Ohio.)	842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,348,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	.....	.....	—	(Oper.	by Erie &	N. Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,784	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	121
Apr 30, 1871	400.0	—	167.0	—	175	94	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,285,928	1,964,317	16,590,510	14,309,459	1,888,023	2,707,889	642.0	4,113,932	56,320,468	286,969,525	7,207,885	2,779,011	10	100	141½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	166	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(Re-orga	niza. of Cin. Peru &	Chic.)'	.....	.....	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	....	(Is now	completed	to Danv.)	.....	.....	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	.....	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	112½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	73½
Jan. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Will be	completed	in 1871.)	.....	.....	8	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	68	26	2,966	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354 451	17,000,000	8,777,742	59,988	2,719,378	591.0	3,610,117	44,609,479	161,864,519	6,028,287	2,622,828	—	100	110½
Jan. 30, 1871	270.0	—	8.6	—	...	...	...	....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	.....	.....	.....	345,000	500,000	.....	.....	....	(Leased	and oper. b	y North M	issouri.)	.....	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....	40.0	25,000	.....	.....	24,379	2,096	8	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974.405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	—	100	...
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....	.....	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	.....	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	261,277	26,713	6	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	& oper. by	Kentucky	Central.)	.....	.....	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	.....	(Leased	& oper. by	Ind., Cin.	and Laf.)	84,000	—	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	.....	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,732	120,452	700	81,009	382,600	615,000	21,294	.....	42.0	.....	.....	.....	152,136	44,851	7	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....	171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	25
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,609,033	27,294,924	148 875,51	3,328,281	980,044	—	100	89½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	.....	391,456	198,402	2,057,589	1,582,600	25,948	76,675	.....	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....	76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,612	222,192	225.0	1,157,478	19,488,051	96,807,404	2,783,741	1,137,430	—	100	92½
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....	.....	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,470	10	100	22
Dec. 31, 1870	76.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,875,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	7	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire	1,500,000	*	63,040	106,631	1,500,000	.....	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1871	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	.....	(Leased	& oper. by	Concord.)	25,000	.....	10	100	...
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	—	100	138
Dec. 31, 1870	—	—	—	44.0	...	...	...	....	Connecticut Valley.....Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,365	81,000	.....	.....	.....	.....	.....	.....	.....	.....	6	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....	.....	(Oper.	by Phila.	& Trent.)	.....	.....	—	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	.....	(Oper.	by Northe	rn N. H.)	.....	.....	—	100	...
Dec. 31, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Sept. 30, 1870	7.5	—	2 5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	84.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690 026	158,977	8	50	...
Dec. 31, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	681,079	87,783	24,909	12,682	400,000	300,000	.....	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,816	.....	.....	(Nearly	completed	at date.)	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa	1,018,000	*	.....	.....	258,000	830,000	.....	.....	.....	(Being c	onstructed	at $26,000	pr.mile.)	.....	.....	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730.256	.....	156,925	2,398,972	4,245,000	124,968	.....	141.4	.....	.....	.....	1,062,406	395.011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....	31.8	.....	.....	.....	124,327	16,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....	.....	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	.....	127,515	84,352	1,230,941	882,700	136,476	.....	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	3,876	Delaware, Lack. and Western.....Penn.	15,100.000	3,725,000	.....	.....	18,808,850	3,3 8,000	2,660,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	104
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2 547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	508,228	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	3	100	...
May 31, 1871	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wil	l.& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....	.....	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi. Iowa.	2,000 000	.....	.....	.....	500,000	1,000,000	.....	.....	.....	(U	nder cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000	.....	.....	.....	5,000,000	880,000	.....	.....	.....	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	72
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg....N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....	.....	(U	nd r cons.	to be comp	leted in 1	71.)	.....	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties....N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	284.000	.....	.....	.....	89,800	175,000	.....	.....	.....	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	.....	(Lens. &	oper. by P	hila. & Re	ading.)	.....	—	100	...
Dec 31, 1870	36.0	—	0.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	.....	.....	.....	1,109,200	495,900	.....	.....	.....	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	100	78
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga	9.164,695	*	91,018	521,331	1,969,624	5,019,058	235,407	2,562,937	270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	107½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 21, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	.....	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....	.....	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	.....	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	.....	(Leas. &	oper. by N	. Central.)	165,000	.....	14	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,558	532,548	.....	83,636,900	28,398,800	.....	.....	845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,864,601	—	100	84½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,000,230	2,577,500	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404.792	182,279	223,511	.....	520,700	3,000,000	.....	.....	58.0	96.100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,658	872,970	101,366	51,600	1,144,053	1 240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Cov'r	ned oper.	in Jan. 18	71.)	.....	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330.089	*	23,259	1,406	150,000	160,000	26 .450	.....	5.8	.....	.....	(10 mos.	26,514	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130.000	.....	.....	.....	90,000	.....	35,800	.....	.....	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	780	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	136
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....New Jersey.	393,731	.....	.....	.....	150,011	100.000	143,720	.....	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,789	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida	5 300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,780,000	*	.....	.....	800,000	1,800,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109 0	—	1.1	—	—	—	—	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic	in fall of 18	70.)	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159.427	.....	.....	.....	80,000	14,000	66,632	„	.....	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	18	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	.....	99,267	.....	23.0	69,544	.....	.....	62,912	5,5..	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,000	250,000	.....	.....	.....	(Rapidly	approac	hing comp	letion.)	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	8	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	n.of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receiver.)	.....	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156.000	*	1,316,844	246,144	4,200,800	21,238	625,963	.....	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	106,294	226,500	75,500	.....	11.7	31,940	.51,186	88,264	30,350	10 950	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)					—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)					—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk †.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western †.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia † ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* †.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	53½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by Pennsylvania.)			1,538,422	796,601	7	50	106
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,998	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill †.Conn. & R.I.	4,704,866	*			2,037,939	2,055,500			123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,062	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central †.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	131
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....		.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction on at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	47
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	188.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	50	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250.000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....				6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	—	—	—	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640.000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	—	499,496	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston †...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky †....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss..Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	91½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction on at $33,000 p. m.)			.....	.....	—	—	—
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W & Chi.)			49,507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	376,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,246,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	18,207,248	39,606,088	5,938,167	2,320,760	10	50	123
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	50	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	108	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	106	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to Pine Bl. 70 m.			.....	.....	—	58	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Under cons. to be completed in 1871.)			Read'g.)	271,651	6½	100	91½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Leased & oper. by Phila. &			.....	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	63
Jan. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	164,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000.000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	$200,000	$ 67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	....

RAILROAD JOURNAL

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. b	y Erie.)	.....	.....	12	100	80
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5¼	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	'm.& Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York..New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	4·2	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	120
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				.....	.....	.....		6.5	(Owned	by Cam.&	Amboy.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*			57,200	100,000	57,381	.....	—	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			289.6	2,228,683	.....	.....	3,144,045	366 816	—	50	53½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,160,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1.389.328	120, 06	10	100	128
Dec. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9 562,650	2,359,500	530.471	434,578	101.7	995,234	.....	.....	2.577,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)				100	....
Mar. 31, 1871	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	92½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10.000	176,302		—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55.000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000,000	46,000	135.000	117,698	48.3	348,465	.....	(10 mos.	661.717	193,811	10	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)		—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	161.0	600.87.	16,481.419	22,373,357	1,656,169	583,253	7	100	100
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89.741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698.746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97.618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	65,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847.100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	392,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475.270	10	100	98
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*			1,256,936	12.000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	0.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000			239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	23
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Croix and Penobscot.....Maine.	809,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	62
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	.....	.....	.....	.....	St. Louis and South Eastern.....Illinois.	.....	.....			7,250,000	3,250,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	*			1,000,000	1,000,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	50.0	—	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,247,817	*			2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	.....	.....	.....	.....	Salem.....New Jersey.	278,328	*			180,550	100,000			—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684				300,000	40,000			—	(Leas.&	oper. by Re	nsselaer &	Saratog.)		8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*		179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588		140,901		—	(Oper.te	mporarily	by Mac. &	West'n.)		—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Leas. &	oper. by Ph	ila. & Read	ing.)	£28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	160
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	60
Catawissa,* pref. and guar....	2,200,000	7	7	94
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	84½
Chicago and Alton, pref....	2,425,400	7	10	123
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	91½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	93½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	66
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	57
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Lattie Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	24
" " 2d pref	4,051,744	6	...	12½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	82½
Mine Hill and Schuylkill Haven,* guarnteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref....	3,500,000	7	7	74
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,500	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	....	7	7	70
St. Louis, Alton and T. H., pref....	2,040,000	7	7	57
Sandusky and Cincinnati, pref....	445,500	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	122½
Schuylkill Navigation, pref....	2,888,997	6	6	15
Union, preferred....	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	...	....
Mariposa Mining, pref....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	36 — @	41 —
Pig, American, No. 1		38 — @	38 —
Pig, American, No. 2		37 — @	37 —
Pig, American, Forge		35 — @	36 —
Bar, Refined, English and American		— — @	86 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		Store Prices.	
Bar, Swedes, ordinary sizes		112 50 @	— —
Bar, Refined		95 — @	— —
Bar, Common		— — @	— —
Scroll		112 50 @	142 50
Ovals and Half-round		110 — @	130 —
Band		— — @	107 50
Horse Shoe		107 50 @	117 50
Rods, ⅜@3-16 inch		100 — @	135 —
Hoop		115 — @	162 50
Nail Rod	per lb.	— 7½ @	— —
Sheet, Russia, as to No.'s	(gold)	— 15 @	15½
Sheet, Single D. and T. Common		— 5½ @	6
Rails, English	(gold) per ton.	— — @	62 —
Rails, American, at Works in Penna.	c'y.	70 — @	72 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast	(2d and 1st quality) per lb.	— 15 @	— 18
English Spring	(2d and 1st quality)	— 7 @	— 10
English Blister	(2d and 1st quality)	— 10 @	— 17
English Machinery		— 11 @	— 13
English German	(2d and 1st quality)	— 10½ @	— 12
American Blister "Black Diamond"		— — @	— 12
American, Cast, Tool,	do.	— 15 @	— 16
American, Spring,	do.	— 9 @	— 11
American Machinery	do.	— 9 @	— 10
American German	do.	— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— @	4 75
Cut Spikes, all sizes		— @	5 —
Clinch		6 25 @	6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @	— 33
Copper		— — @	— 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold) per lb.	— 41 @	— 41½
Straits	(gold)	— — @	— 37
English	(gold)	— 36½ @	— 36½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 10 25 @	11 —	11 — @	11 50
I. C. Coke		9 — @	10 25 @	10 75
Coke Terne		8 — @	7 — 9 — @	9 50
Charcoal Terne		9 — @	10 — 9 @	10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13 @	— —
Crude, 40 @ 47 gravity (in shipping order)		— 16½ @	— 17
Refined, Standard White (in ship'g order)		— 23½ @	— —
Refined, prime White (in shipping order)		— — @	— —
Refined, S. W. (in jobbing lots)		— 25 @	— —
Refined, S. W. (in tin)		— 28 @	— 28½
Naptha, Refined, (65 @ 73 gravity)		— 12 @	— —
Residuum	per bbl.	4 — @	— —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.
(Single Thick.)

Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 .....(4 qlts.)...per 50 feet.	10 — @ 7 75
8 by 11 to 10 by 15.....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18.....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24.....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30.....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30.....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36.....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40.....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44.....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48.....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52.....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56.....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60.....(3 qlts.)	30 — @22 —
38 by 60 to 40 by 60.....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Canton Co.	81½	....	....	....	....	....
Central Pacific 6s.	102½	....	102½	102	102½	102½
Central of N. Jersey.	112½	....	112½	112¾	112	111½
Chicago & Alton.	121	....	121½	....	....	....
" pref.	....	....	123	....	....	....
" 1 M.	....	....	....	....	....	105
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	141½	....	....	....	....	....
" 8s, 1883	113	....	....	....	....	....
Chic. & Northwestern.	74½	74½	74½	73½	73½	....
" pref.	....	93½	93	92½	91½	....
" 1st M.	102½	....	101	....	101	101
" S. F.	105	....	....	....	....	....
" Consol.	94	94	....	94½	94½	....
Chic., Rock Isl. & Pac.	110½	112	112½	111	109½	110½
Chi., R. I. & Pa. 7s, 1896.	102½	102½	103	103	....	....
Clev., Col., C. and Ind.	89	89½	....	....	....	89½
Clev. & Pittsburg guar.	92½	92½	92½	92½	92½	92½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	85½	85½	85½	86	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	23½	23½	22½	22½	23½	22
" 1 M.	93½	93½	93½	93½	93½	93½
" 2 M.	....	....	....	....	73	....
Del. & Hudson Canal	....	....	....	....	120½	....
Del. Lack. & Western.	105½	105	104½	104½	104	103½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	35	34	34	33½	33½	34½
" pref.	....	....	....	....	....	65
" 1 M. 7s. 1897.	102	....	102	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	98	....
" 3 M. 7s, 1883.	....	....	....	96½	....	96½
" 4 M. 7s, 1880.	....	....	....	93½	....	93
" 5 M. 7s, 1888.	....	....	91½	....	....	....
Great Western 2d mort.	....	....	....	....	....	89½
Hannibal & St. Joseph.	....	57½	56½	....	52	52½
" pref.	71	....	....	....	65½	67
" 8s, conv.	99½	100	99½	99½	99	98
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	106½	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central.	130	132	130	....	131	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	92½	91½	91½	89½	90½
Lake Shore Div. bonds.	95	94	....	94	....	95½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	117½	118	....	117½	118	117½
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104	....	....	....	104	....
" 2 M.	....	....	99	99½	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	2½	2½
Milw. and St. Paul.	58½	58½	57½	56	55	56
" pref.	....	82½	82½	....	82½	....
" 1st mort.	93½	94½	94½	94½	94½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	110	....	....	110½	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s.	97	97	....	....	96½	95½
" H. & St. J. 1ss	93½	94	....	....	....	93
Morris and Essex.	92½	93	92½	93	92½	92½
" 1st mort.	105½	....	....	....	105½	105½
" 2d mort.	101	101	....	....	....	101
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	96	....	96½	96	96	96
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	97½	....	97½	....
" certificates.	94½	....	93½	93½	....	....
N. York and Harlem.	....	118	....	....	116½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	102	....	....	102	....	....
N. Carolina 6s, old.	33	....	....	33	....	....
" new	17	....	....	....	15½	....
Ohio and Miss.	49½	48½	47½	48	47½	....
" pref.	75½	....	76	....	74	....
" 1st M.	....	....	....	....	99	....
Pacific Mail S. S. Co.	58½	58½	58½	59½	58	58½
Panama	....	....	....	....	....	....
Phila. and Reading.	114	114½	114½	114	114½	....
Pitts., Ft. W. & Chi. gtd.	96	96½	96½	96½	....	....
" 1 M.	105½	....	....	....	....	105½
" 2 M.	....	....	....	....	....	103
" 3 M.	99½	....	....	....	....	....
Quicksilver Mining Co.	26½	27	27½	29	29½	28½
St. L., Alton & T. H.	25	....	....	....	....	....
" pref.	....	....	....	57	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	90
" Income bds	79	....	....	79	....	....
Tennessee 6s, old.	66	....	66½	67½	68	66½
" new.	66½	66½	66½	67	67½	....
Tol., Wab. & Western.	74½	74½	74½	....	74½	75
" pref.	86	86	....	....	86	....
" 1 M.	101	101	....	....	....	....
" 2 M.	94½	94	94	....	94½	95
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	94½	....	94	94	93½	....
Union Pacific.	35½	37½	36½	39½	38½	38½
" 1st mort.	94½	94½	93½	93	93	92½
" L. Gt. 7s.	84½	84	....	83½	82½	81½
" Inc. 10s.	88½	88½	87½	87½	87½	....
Virginia 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	51½	52	51	51½	....	51½
" def. cert.	19	18½	18½	....	....	15

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	109¾	109¾	110	109⅞	109⅞	....
U. S. 5s, 10-40s, coup.	110¾	110¾	110¾	110¾	110¼	....
U. S. 5s, 1881, reg.	....	....	109	108¼	....	....
U. S. 5s, 1881, coup.	110	110	110¼	....	110¼	....
U. S. 6s, 1881, reg.	114¼	114⅜	....	114⅝	114⅝	....
U. S. 6s, 1881, coup.	115¼	115⅜	....	115⅞	115¼	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	110½	....	110½	110⅜	....
U. S. 6s, 5-20s, c. 1862.	110¼	110¼	110¼	110¼	110¼	....
U. S. 6s, 5-20s, reg. '64.	110	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110¾	110¼	....	110⅜	....	110¼
U. S. 6s, 5-20s, reg. '65.	....	....	....	110⅜	....	....
U. S. 6s, 5-20s, c. 1865.	111¼	....	....	111⅜	111⅜	111¼
U. S. 6s, 5-20s, r. n. '65.	110	....	....	110½	110⅜	110
U. S. 6s, 5-20s, c. n '65.	110⅜	110⅜	110¼	111	110⅜	110⅜
U. S. 6s, 5-20s, reg. '67.	111¼	111¼	111⅜	111⅜	....	....
U. S. 6s, 5-20s, c. 1867.	112¼	112⅜	112⅜	112⅜	112⅜	112⅜
U. S. 6s, 5-20s, reg. '68.	112	111	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	112¼	....	112⅜	112¼	....
U. S. 6s, Pac.R.R.issue	115⅜	....	115⅜	115¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa	....	....	....	....	....	....
" preferred	47	47	47¼	....	43⅜	....
Camden and Amboy	128¼	128¼	128	127¼	127⅜	127¼
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	90
" mort. 6s, '89	....	....	95½	....	95¼	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39⅛	40	40	....	39⅞	....
" 6s, 1884	....	....	....	87½	....	....
" Gold L.	93	....	93½	....	93½	93½
" R. R. L.	95	....	....	....	....	....
" Conv. L.	86⅜	....	....	87	....	....
Lehigh Valley R. R.	60⅜	60¾	61	61⅜	61¾	61½
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	95½	....
Little Schuylkill R.R.	45⅞	....	45¼	45¾	....	....
" 7s	....	....	....	....	....	....
Minehill	53	....	....	52½	52¾	52⅜
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	47	....	....	....	47	47
" 6s, 1880	....	....	....	93¾	....	93⅜
" 7s	....	97	....	97	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40	....	....	40½	....	40½
Oil Creek & Alleg. Riv.	45¾	45⅞	46	46	45¼	45¾
" 7s	....	83¾	....	....	....	....
Pennsylvania R. R.	60⅜	60¼	60	60¼	60¼	60⅜
" 1st M.	100¾	....	....	....	....	....
" 2d M.	....	....	....	....	100	....
" Gen. mort.	....	95⅜	95¼	95	....	....
" " reg.	....	97½	....	97¾	97¾	97¼
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	99¼	....	....	98	....	97
" new	100¼	100¼	100¼	100¼	100¼	100¼
Philad., Germ. & Nor.	....	....	....	87	....	87
Phila. & Reading	57¼	57¼	57	57¼	57	56⅞
Philadelphia and Erie	26¼	26⅛	26⅞	27	27¼	26⅜
" 6s	....	....	....	....	....	....
" 7s	89	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	17	....	....	17¼	17¼	....
" 6s, 1882	79	....	....	78¼	....	79
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	83	....	....	82½	....	....
Hestonville, (Horse)	....	....	21½	20⅞	21	....
Chestnut & Wal.	....	....	55	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	65	65½	65	65	65	....
Spruce and Pine	....	....	....	....	....	32
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	....	99	....	....	99½
" 1886	....	....	....	....	98½	98½
" 1890	....	99½	99½	99½	99½	99½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	97½	97½	97¼	....	97½	97¼
" 2d M.	....	85¾	....	....	86½	86½
" 3d M. 8s	75¾	....	....	75¾	75¾	....
Northern Central	....	40¼	40	....	40½	40¾
" bonds, 1885	....	90¾	....	....	90¾	....
" " 1900	....	90	....	....	....	....
Pittsb. & Connellsv. 7s	90	90½	90¼	90¼	....	....
N. W. Va. 1st mort.	99	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53	51¼	50¼	51¼	51¼	52
" Defer. Certif.	20¼	....	19	....	18	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	149¼	....	149¼	....	....	149
Boston and Lowell	....	....	....	....	135	....
Boston and Maine	138	....	138¾	138½	138¼	139
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	3	....	....
" 7s, new	30⅞	31¼	32	34	33	33½
Cheshire, pref.	....	....	....	85	....	84⅞
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106	106	106½	107½	....	....
Fitchburg	....	....	136	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117¼	....	118	117⅞	117⅞	118
Northern, N. H.	....	117	....	....	....	....
Ogdens. & Lake Champ.	....	88	87⅞	88¼	89	88¾
" pref.	....	....	....	....	....	....
Old Colony & Newport	....	110	110⅞	110½	....	110⅜
Ph., Wil. & Baltimore	56¼	....	56¾	56⅝	56⅞	56⅞
Portl'd, Saco & Ports.	....	128	....	....	....	130½
Union Pacific	35¾	37¼	37½	39	38¼	37⅛
" 6s	94½	93¼	93¼	93½	....	92
" Land Grant 7s	82½	....	....	81¾	....	80⅛
" Income 10s.	....	83¾	84¼	84	83⅝	83⅝
Vermont & Canada	....	....	100¾	....	100¼	100¼
Vermont & Mass.	82	82	....	....	82	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	104½	....	....	104¼
Metropolitan	....	....	....	68	67½	66¾
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	11¾	12	12⅛	12¾	12⅛	12⅞
Franklin	....	....	6¾	7¼	7⅜	7⅛
National	....	....	....	....	....	....
Pewabic	....	....	6	....	....	....
Quincy	35¾	35¾	....	....	40	40

London Stock Exchange.

	Closing Prices. Jan. 5.	Dec. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	90 — 92	90 — 95
Do. do., 2d mort., 1881	87 — 85	85 — 90
Do. Penn., 1st mort., 1877	90 — 92	90 — 95
Do. do., 2d mort., 1882	87 — 85	85 — 90
Do. Consol. 7 per cent. mort. 1896	40 — 41	39 — 40
Detroit and Milwaukee 1st mort. 7s	74 — 79	74 — 79
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	31 — 31½	28½ — 29
Do. sterlg. 6 p. c. convertible bonds	83 — 85	80 — 85
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	112 —113	110 —112
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	73 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	97 — 98	99½—100½
Do. $50 shares	48½— 49½	48½— 49½
Philadelphia and Erie 1st mort. 1881.	96 — 97	96 — 97
Do. with option to be paid in Phila.	96 — 97	96 — 97

American Railroad Journal.

Saturday, January 27, 1872.

Stock Exchange and Money Market.

Money has been fairly active through the week, the demands having been stimulated to some extent, by the reports of financial trouble among some of the saving institutions, of late organization, and more or less questionable connections and management. The speculative inquiry for accommodation has been brisk on the basis of the full legal rate of seven per cent, to the more prominent of the Stock Exchange firms; with 6@7 per cent. quoted as the ruling figures to the Government houses, whose wants were provided for, with comparative promptness. The mercantile call for aid has been fair, and strictly first-class business paper has been rated at from 7@9 per cent. per annum. The U. S. Sub Treasury augmented its coin balance, last week, nearly 2¾ millions, while reducing its currency reserve about 1⅜ millions, making the total of the latter $6,887,191 at the close of the week. The coin balance at the close of the week was $66,425,206.

The city banks, in their latest return, show an increase of $1,720,500 of legal tender notes, with a reduction of $289,600 of specie, and an increase of $5,537,500 of deposits; also an increase of $3,779,700 in their loan and discount averages, and a reduction of $68,100 in their item of circulation. The city bank exchanges, last week, averaged $119,346,694; and thus far, this week, 122 millions daily. The banks now hold $10,929,625 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $27,693 300, against $28,520,495 same time last year. The city bank deposits are now $220,361 500, against $211,690,030 week ending Jan. 21, 1871. The legal tender reserve amounts to $45 419,500, against $49,774 557 same time last year. The circulation now stands at $28,371,200 against $31,988 274 same time last year. The loans are now $279,032,900, against $270,853,791 at this date last year.

The coin reserve of the Treasury department on Tuesday was $104,500 000 including $37,500,000 represented by outstanding coin certificates. The currency reserve was $11,500,000.

The U. S. Sub Treasury reduced its currency balance $1,384,423 and increased its coin reserve $2,710,923 as the result of the week's business. The receipts of the office were $6,339,371 in coin, and $1,689,078 in currency; payments, $3,628,450 in coin, and $3,073,502 in currency. The office received $3,819,000 in coin or its equivalent, from customs; and disbursed $1,870,242 of coin interest.

The U. S. Sub-Treasurer retired last week, $3,487,466 of coin certificates, received for customs.

Government revenues have been on a more liberal scale since our last. The excises yielded last week about 1¾ millions, and thus far since July 1 1871 about 73½ millions. The customs at the port of New York, last week were $3,740,466; and at the outports, equal to about $1,250,000 more, all in coin, or coin certificates.

The gold movement has been comparatively tame and the price has been remarkably steady, throughout. The speculative inquiry has been spiritless. The customs call has been somewhat brisker. The export drain has been lighter than has been anticipated. The range of the price during the week has been from 108⅞@109¼ and the closing quotation on Wednesday was 108⅞ against 108⅞@109 the preceding Wednesday. The specie outflow, last week, was $372,465. The Gold Exchange Bank clearances have averaged about 25⅝ millions a day during the week. Wednesday's clearance were $21.001,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 20, 1872, $54,278,185, against $58,824,080 same time in 1870-1871.

The customs demand for Gold last week, averaged $636,500 a day; thus far, this week, it has averaged $525,000 a day or equal to a weekly aggregate of $3,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $15,838, and since Jan. 1, 1872, $61,540 against $159,416 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1. 1871, have been $86,196,043 against $80,227,409 same time in the preceding fiscal year 1870-71.

The export drain of specie was $372,465, last

week, against $807,363, same week preceding year. The shipments since July 1, 1871 have been $23,602,401 against $43,196,377 same time in 1870-71.

Foreign Exchange has been in moderate request at about previous quotations. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109 5/8@109 7/8.

The produce exports from this port, week ending with Jan. 23, were to the currency value of $5,150,172.

Among the negotiations of American securities, recently brought to a most successful issue in Frankfort, was that of the $6,080,000 loans of the San Joaquin branch of the Central Pacific Railroad Company, through the agency of Messrs. Fisk & Hatch, who marketed the Central Pacific bonds, and are the financial agents of that company, and who are now marketing the loan of the Chesapeake and Ohio, which company is practically under the same management as the Central Pacific.

Under the Treasury programme for January the U. S. Sub-Treasurer at this port proposed to sell, on Thursday, January, 25, $1,000,000 Gold.

Government securities has been in fair request at generally well supported prices, with the chief dealings reported through the commission houses, for investment purposes.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115 3/8@115 5/8; U. S. Five-Twenties of 1862, (other than the bonds called in) 110 1/8@110 3/8; U. S. Five-Twenties of 1864 at 110 1/8@110 1/4; U. S. Five-Twenties of 1865, 111 @111 3/8; U. S. Five-Twenties of 1865 consolidated, 110 5/8@110 3/4; U. S. Five Twenties of 1867, 112 1/8 @112 1/4; U. S. Five-Twenties of 1868, 112 1/4@ 112 3/8; U. S. Ten-forties at 110 1/2@110 3/4; U. S. Fives of 1881 (Funding Loan) 110 1/8@110 1/4. Six per cent. currency bonds, 114 3/8@114 3/4.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 10.	Jan. 17.	Jan. 24.
Consols	93	92 7/8	92 5/8
U. S. 5-20's of 1862	91 7/8	92 3/8	92 1/4
U. S. 5-20s, 1865	93 1/4	93 1/4	93 1/4
" 1867	93 1/4	93 5/8	93 5/8
" 10-40s	92	92 1/4	92
Erie	30 1/2		

State bonds have been in fair demand, closing steadily.

There has been an active investment inquiry noted for the better class of Railway loans, with a firm market for the favorite of the older issue. Central Pacific Sixes, have been taken as freely as offered at the ruling figures, closing at 102 1/8 @102 1/4. Chesapeake and Ohio Sixes have been in better request for investment purposes on the basis of 94 per cent. and accrued interest.

The way traffic on the portions of the through Chesapeake and Ohio line at present in actual running order affords a handsome percentage of net earnings, serving as an indication of the liberal revenues which must accrue on the working of the entire roadway, from the Ohio River to the sea-board, and the consequent large, active, and very lucrative freight and passenger business, which must inevitably result from the establishment of direct, short, cheap, and otherwise advantageous communication between the teeming valley of the Ohio and the great producing States of the West, and the Atlantic sea-board, which will secure easy access to the markets of the world. Based on this important East and West trunk line, and constituting an absolute lien on this productive railway property, is the First Mortgage Loan of the Chesapeake and Ohio Railroad Company, of which Loan the original authorized limit was $15,000,000, but of which less than two millions now remain to be disposed of. The bonds, which cover and comprise all the obligations of the corporation, are recommended as constituting a first-class form of lucrative investment, being protected by the pledge of the entire line of railroad from Richmond to the Ohio River, with its franchises, equipments and all other property, and with the additional guarantees afforded by the eminently responsible management and financial agency of the Company, which include the names of some of our most successful business men, bankers and railroad builders. Intimately identified with this enterprise as its President and controlling chief is Mr. C. P. Huntington, who, as Vice President of the rich and prosperous Central Pacific Company, has so largely contributed to the efficiency and success of the latter road. Messrs. Fisk & Hatch, the well-known bankers of the Central Pacific, are also the bankers and financial agents of the Chesapeake and Ohio Company.

Messrs Tanner & Co., bankers and financial agents of the St. Joseph and Denver City Railroad Company's First Mortgage Sinking Fund Land Grant Bonds, report the very satisfactory progress of the work of marketing the small remainder of this loan, which is a thirty year obligation, with interest at Eight per Cent., free of tax payable in February and August in each year, and both principal and interest payable in gold. Messrs Tanner & Co., in a special card, very emphatically contradict a Washington rumor unfavorable to the St. Joseph and Denver corporation, in regard to the ownership in dispute between two or three companies, to certain Land Grant territory in the West. The subject was last week, or the week before, referred to the Judiciary Committee of the House. Messrs. Tanner say that the facts are grossly misrepresented by the special dispatch to the *Evening Post*; and, on the authority of the officers of the company they state that the St. Joseph and Denver corporation have never appeared as prosecutors in the case; nor have they ever authorized any one to so appear; nor do they claim any lands from any company. They further state, of their full knowledge, that the amount of lands granted to the St. Joseph and Denver City Railroad Company, as withdrawn and certified in the General Land Office, exceed the amount claimed by the St. Joseph and Denver City Railroad Company, and form no part of the lands in controversy before the House Committee, which lands were granted to the Hannibal and St. Joseph Railroad Company, and not to the St. Joseph and Denver City Railroad Company.

Railway and miscellaneous share property has been quite active, opening strong and buoyant, but through the later half of the week showing marked depression, weakness, and irregularity, under urgent realizations at the Stock Board, on the part of speculative operators.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Arkansas 7s, issued to Central R. R., 53; N. Y. State 7s, B. L., 106¾; North Carolina 6s, special tax, 12¼; do. Fund Act, 1866, 24; South Carolina 6s, old, 51; do. new, Jan. and July, 28¼; do., Apl. and Oct., 25½; Cedar Falls and Minnesota 1st mort., 84; South Side (L. I.) 1st mort. 93; Cleveland and Pittsburg consol., 95; Cincinnati and Springfield 1st mort., guar., 96¾; Great Western 1st mort. 1888, 99½; Ohio and Miss. 2d mort., 86; do. consol, 94; St. Louis and Iron Mt. R. R., 62; do. 1st mort., 97¾; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 102½; North Missouri 1st mort., 93½; Cleveland and Toledo 2d mort., 96½; Long Dock bonds, 94; Galena and Chicago 1st mort., 107; do. 2d mort., 100¼; Toledo, Peoria and Warsaw 1st mort., E. D., 94½; East Tenn., Va. and Ga. 1st mort., 92; Central of New Jersey 1st mort. new, 108½; Chicago and Milwaukee 1st mort., 95; Pacific R. R. 7s, guar. by Mo., 100; Buffalo, New York and Erie 1st mort., 94; Albany and Susq. 2d mort., 97½; Quincy and Toledo 1st mort., 93; Milwaukee and St. Paul 1st mort. Iowa Div., 88; Warren R. R., 88; N. Y. and N. H. R. R., 143½; New Jersey R. R., 127; Rome, Watertown and Ogdensburg R. R., 98; L. S. and M. S. scrip, 87¼; Manhattan Gas, 223; New Jersey Central Land and Imp. Co., 70½; Maryland Coal, 23; Spring Mt. Coal, 67; Consol. Coal of Md., 39¼; Cumberland Coal and Iron, 46; Quicksilver pref., 31⅞; Western Union Tel., 78¼; do. 7s, 97; Adams Exp., 91½; U. S. Exp., 61; Wells Fargo Exp., 59; Am. Mer. Union Exp., 61.

Philadelphia.—Philadelphia and Reading 6s, 1880, 92⅛; do., Gen'l mort. 7s, 100¼; West Chester and Philadelphia R. R. 7s, 98½; Connecting R. R. bonds, 89⅛; Oil Creek and Allegheny River R. R. 1st mort., 86; Penn. and New York Canal 7s, 96¼; Wilmington and Reading 7s, 100; Morris Canal 1st mort., 92; do., 2d mort., 90; Huntingdon and Broad Top Mt., 1st mort., 101½; do. consol., 48½; Elmira and Williamsport 5s, 60½; Allegheny Valley 7 3-10s, 92; Harrisburg and Lancaster 6s, 91½; Chesapeake and Delaware Canal 6s, 94; Union Canal 6s, 15; West Jersey 7s, 102½; Pennsylvania Canal, 6s, 75; Susquehanna Canal 6s, 73½; Delaware Division Canal, 49½; East Pennsylvania R. R., 39; Camden and Atlantic pref., 80: Allegheny County 5s, 73; Pittsburg 5s, 73; New Jersey 6s, exempt, 105½. The latest quotations are: City 6s, 97@96¼; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, W. L. —@101¼; do. 1st series, 101½@102; do. 2d series 105@106; do. 3d series, 108@109; Reading, 56⅞@57; do. mort. 7s, 1893, 100@100½; do. mort. 6s, 1880, 92 @92⅜; Camden and Amboy, 127@127½; do. mort. 6s, 1889, 95@95½; do. 1883, 92¼@—; do. 1889, 89½@90; Pennsylvania R. R., 60¼@60⅜; do. 1st mort., 100@101; do. 2d mort., 99½@100; do. General mort. coupon, 93½@95½; do. reg., 97½@98; Little Schuylkill R. R., 45@45⅞; Morris Canal, —@50; do. pref., 120@125; do. 6s, 92@93; Susquehanna Canal, 6@10; do. 6s, 73½@75; Schuylkill Nav., 8½@9; do. pref., 17⅜ @17¾; do. 6s 1882, 79@79¼; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 91@95; do.5s 60½@—; Lehigh Coal and Navigation, 39½ @40; do. 6s, 1884, 87¼@—; do. R. R. Loan, 93@94; do. Gold Loan, 93¼@93½; North Pennsylvania 47@48; do. 6s, 98½@99; do., 7s, 97@

97¼; do. Chattle 10s, 110@112; Philadelphia and Erie, 26⅝@26⅞; do. 6s, 91@92; Minehill, 52½@52⅝; Catawissa, 15½@17; do. pref., 46⅝@46⅞; Lehigh Valley, 61½@61⅝; do. 6s, new coupon, 94½@95; do. reg., 95@96; do. 7s, 102@103½; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 64¼@65; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 31½@85; Green and Coates, 47@—; Chestnut and Walnut, 55@56; Hestonville, 21@21½; Union, 65@—; Germantown, 35@40.

Boston.—Vermont Central and Vermont and Canada 8s, 1877, 100; Burlington and Missouri River R. R., 109¾; do. 7s, 1893, 95; do. 1875, 100¾ do. 8s, in Nebraska, 99; Boston, Concord and Montreal 6s, 1889, 90; Conn. and Passumpsic Rivers R. R. 6s, 1876, 94¾; Eastern R.R. 6s, 1885, 98½; do. 1874, 98¼; Grand River Valley R. R. 8s, 1879, guar., 103¾; Cincinnati, Sandusky and Cleveland R. R., 25; do. 7s, 1890, 83⅜; N. Y., Prov. and Boston 7s, 1876, 98; Central Pacific 7s, 1883, gold, 101; Cedar Rapids and Missouri 7s, 1916, 89¾; Framingham and Lowell 1st mort. 1890, 90; Dixon, Peoria and Hannibal 8s, 1889, 97¼; Vermont Central 1st mort., 85; Vermont and Massachusetts R. R. 6s, 92; Jackson, Lansing and Saginaw 8s, 102; Mansfield and Framingham R. R., 7s, 1889, 90; Western R. R. 6s, 1875, 98¼; Ogdensburg and Lake Champlain 8s, 1878, 102; Summit Branch, 45; Norwich and Worcester R. R., 125; Rutland R. R., 23; do. pref., 76; Granite Railway, 70¾; Worcester and Nashua R. R., 139⅞; Indianapolis and Cincinnati R. R., 47⅛, Chicago, Iowa and Nebraska R. R., 112⅛; Housatonic R. R. pref., 111; Cary Imp. 15⅞; Waverly Land 5⅞; Boston Water Power Co., 46½; East Boston Land, 16; Massachusetts 6s, 1874, gold, 108⅛; do., 1872, 108½; do., 1876, 108⅜; do. 5s, 1891, 97¼; do. 1894, 99¼ New Hampshire 6s, 1874, 100¾; Maine 6s, 1873, 100⅛; St. Louis 6s, 1888, 91; Boston 5s, 1886, gold, ind., 96¾; do. 5s, 1884, 98; do. 1886, 98⅝; Hartford 6s, 1876, 97½; Chicago 7s, 1886@1892, 99: Covington, Ky., 7 80s, 1890, 101⅞; Charlestown 6s, 1891, 99¾; Cincinnati 7s, 1886, 104⅜; do., 7 3-10s, 1889, 106; Lowell 6s, 1890, 99½; Allouez Mining Co., 6; Aztec, 40c.; Calumet and Hecla, 115; Canada, 35c; Dana, 1; Hanover, 2; Humboldt, 90c; Minnesota, 3½; Madison, 50c.; Petherick, 2¼; Pittsburg, 6; Rockland, 2; Star, 25c.

Baltimore.—Northern Central 6s, gold, 1900, 91⅛; Western Maryland 3d mort. guar., 91; do. bonds guar. by Wash. Co., 81½; do., 2d mort. pref., 70; Orange, Alexandria and Manassas 7s, 82½; Orange and Alexandria 2d mort. 6s, 80¾; do., 4th mort., 8s, 85; Virginia and Tennessee 3d mort., 8s, 87; Central Ohio R. R. 30; do. 1st mort., 86¾; Marietta and Cincinnati 1st pref., 24; Maryland Defense 6s, 103; Virginia 6s, old, reg., 45; Memphis City 6s, 59. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅜@90½; Baltimore and Ohio, 144@148; do., pref., 99¼@100; do., 6s, 1875, 94@94; do., 1880, 93@93¾; do., 1885, 94¾@95; Northern Central, 40¼@40¾; do. 6s, 1885, 90½@91; do., 1900, 88@90; do., 6s, 1900, gold, 91@—; N. W. Va. 1st mort., 98½@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 97½@98½; do., 2d mort., 86@87; do., 3d mort., 75½@75⅝; Central Ohio, 29@30; do., 1st mort., 86⅜@86½; Western Md. 1st mort. 6s, 1890, 84@84; do. 2d mort. guar. by Baltimore City, 90@92; do., 3d mort., guar., 90¾@91; do. 2d mort. pref., 70@71; do., 2d mort. guar. by Washington Co., 81½@85; Richmond and Danville bonds, 79@—; Orange and Alexandria 1st mort. 6s, 92@95; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 91⅛@—; do., 4th mort. 8s, 85@85¼; Orange, Alex. and Manassas 7s, 82¼@82½; Virginia and Tennessee 8s, 87@88; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 76@77¼; Baltimore 6s, 1875, 99½@100; do., 1884, 97¾@98¼; do. 1886, 98@98½; do., 1890, 99¼@99⅜; do., 1893, exempt, 100¼@101; do., 1900, exempt, 99@—; Memphis City 6s, 58¾@59¼; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 103@—; City Passenger R. R., 23½@24; George's Creek Coal, 80@82.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY having still twenty-eight years to run, with interest payable May 1 and Nov. 1, both principal and interest payable in gold coin in the City of New York, are recommended by us for safe and permanent investment for the following reasons, viz:

1. **They are thoroughly secured.**
2. **Like the Central Pacifics they will be widely known, very popular and always marketable.**
3. **They will be dealt in at all the prominent Stock Exchanges in this country and Europe, and have the advantage of both a home and European market.**
4. **They should largely advance from the present price of 94 and accrued interest, when all sold by the Company, as Central Pacifics have done.**

The total issue is $15,000,000, OF WHICH LESS THAN **$2,000,000** NOW REMAIN UNSOLD.

They are in denominations of $100, $500 and $1,000, Coupon or Registered.

THE CHESAPEAKE AND OHIO being under able and honorable management, partly identical with that of the CENTRAL PACIFIC, there securities should take equal rank in popularity and market value.

For exchange of Five-Twenties or for new investments, we cordially recommend either the Central Pacific or Chesapeake and Ohio Six Per Cent Gold Bonds.

We continue to deal in Government securities, buy and sell investment Stocks and Bonds at the Stock Exchange; open accounts with depositors, upon which we allow interest at the rate of four per cent., make collections in all parts of the country, and transact a general Banking business.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

☞ Messrs. GILEAD A. SMITH & Co. have leased the Rolling Mill, at Danville, Pa., known as the "Danville Iron Works," and are now prepared to execute orders for Light Rails for Railroads, Collieries, Furnaces, Mills, &c. See Advertisement in another column.

☞ Mr. S. B. Stimson has been appointed Superintendent of the West Wisconsin Railroad, in the place of Mr. J. B. G. Roberts.

☞ ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S

FIRST MORTGAGE SINKING FUND LAND GRANT BONDS,

BEARING EIGHT PER CENT. (8 p. c.) INTEREST. PAYABLE IN GOLD, FREE OF TAX,

AND IN DENOMINATIONS OF $1,000, $500 AND $100, can be obtained from the undersigned, or through the principal banks and bankers throughout the United States.

The attractive features of these securities are recognized in the fact that, although they have been but a short time on the market, they are nearly all absorbed, and but a small amount are now for sale.

They combine a perfect security with a liberal rate of interest. This interest account is made light for, and easily borne by; the Company, through the operation of the Sinking Fund created from sales of the Company's land, which, in many cases, draw interest at the rate of ten (10) per cent. per annum. The security behind them is ample in every particular, as they constitute a first and only mortgage on a trunk line of railroad which will soon connect the City of St. Joseph, Mo., (an important railway centre.) with the Union Pacific Railroad at Fort Kearney, materially shortening the distance between the Atlantic and Pacific coasts. In addition to this, the bonds have further security in the fact that there is included in the Mortgage the Company's magnificent Lands, amounting to 1,500,000 acres, known to be among the best in the United States. The Mortgage Indenture prohibits the sale of these Lands at less than Four (4) Dollars per acre, and payable to the Trustees under the Mortgage, for the clear and express purpose of retiring these Bonds. The amount thus realized exceeds the entire amount of Bonds which can be issued, and leaves the road, property and franchises free.

The Bonds have thirty years to run, with interest at Eight per Cent., free of tax, payable in February and August in each year.

Both principal and interest are payable in gold.

The principal in New York. The interest in either New York, London or Frankfort-on-the Main, at the option of the holder, without notice, and in the gold currency of the country in which they are presented. They are coupons or registered.

Trustees—Farmers' Loan and Trust Company.

The present price of these Bonds is 97½ and accrued interest in *currency*, from Aug. 15, 1871. But they are receivable at par and accrued interest in payment for lands sold by the Company. The right is reserved to advance the present selling price without notice.

Maps, circulars, documents and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the Bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division eight per cent. (8s.) *recently placed by us at* 97½, *being now quoted at from* 101½ *to* 102½ *and accrued interest.*

TANNER & CO.,
Bankers, No. 11 Wall-st

Journal of Railroad Law.

RAILROAD COMPANIES HAVE SUPERIOR RIGHTS OVER CITIZENS AT CROSSINGS—NO LEGAL RESTRICTION AS TO RATE OF SPEED AT CROSSINGS.

The late case of Warner *vs.* The New York Central Railroad Company, (44 N. Y., 465,) was an action to recover damages for an injury sustained by the plaintiff in November, 1863, from an alleged collision of the cars of the defendants with the plaintiff's carriage. The plaintiff and his son were driving in a single wagon, on a highway approaching the City of Rochester from the West. The highway crossed the railroad about two miles west of the city, and in passing over the railroad crossing at that point, the plaintiff alleges that his carriage was struck by the cars, overturned and himself severely injured.

The jury rendered a verdict for $5,000 for the plaintiff, which was affirmed by the General Term.

The following is the opinion of the Court delivered by—

LEONARD, C.—The judge, in the course of his charge, made the following observations, viz: "The defendants have a right to construct a railroad to run through the country and to cross all highways that intervene along the course of their track; they have nothing more than a right to cross the highways; they do not own them, they belong to the public. Every man has a common right with all others, to pass along the highway, and the railroad has no more right in crossing the highway than a person has, in passing along the highway. In crossing the highways, the railroad has the same rights that citizens have in crossing two roads that cross each other in right angles. They are bound to exercise care and prudence in crossing, and neither has superior rights." The defendants' counsel asked the court to charge that a railroad has a right to cross the highways at such speed as it deems proper, so far as the public are concerned, and that there is no negligence to be inferred from the rate of speed at which the trains are run across the country. The court charged, that they may run at such rate of speed as they may think proper, subject to liability to respond for damages they may cause, when not restrained by municipal laws. Ordinarily they are governed as to speed only by the consideration of prudence.

The defendants' counsel said: it is not a fact that bears on the question of negligence, and negligence is not imputable from it.

The court then charged: they unquestionably have a right to run at such rate of speed as they please, outside the city limits, and when no municipal law interferes, but if they do damage by their extreme speed they are subject to respond for it, they are bound to exercise such care and prudence as will guard against injury to persons on the highway. The defendants' excepted to the refusal to charge as requested, and to charge as given.

The defendants' counsel then requested the court to charge his proposition in a more simple form, that the railroad had a right to cross the highways at such rate of speed as they chose, of hich the public are bound to take notice.

The court charged as requested, subject to the same qualification and added: no doubt the pub lic must take notice of the right of the railroad company to run trains at a high rate of speed.

It is difficult to say what idea was finally left on the minds of the jury, from the observations of the court, taking together the charge and the responses to the requests made by the defendants' counsel.

The charge conveyed the opinion that a high rate of speed at the crossing was a fault of the railroad, which would subject them to responsibility for such damages as they should occasion to the citizen who might be injured at the crossing. The court responding to the request of counsel, conceded the right to run at such a rate of speed as the railroad thought proper, when not restrained by municipal law, and again added, if they do damage by their extreme speed they must respond for it. And on the renewal of the request, repeated the same instructions with the like qualifications. The instructions requested were exceedingly important to the defendants' case.

The evidence was conflicting as to the ringing of the bell and the blowing of the steam whistle as the train approached the crossing. There were acts of prudence required by law to be observed, and more than usually necessary when the train was run at a high rate of speed. The statute prescribes that a sign shall be posted at the crossing, calling attention to the fact that it is a railroad crossing, and that the bell shall be rung for a certain distance before the train reaches it. The defendants were alleged to be negligent as to the precaution of ringing the bell as required by law. The rate of speed increased the danger and the negligence, in case any precaution was omitted.

If the whistle was blown and the bell rung the engineer in charge might reasonably assume that the plaintiff, who was in sight, approaching the crossing on the public highway on a line diverging from the rail track but a few yards, for a distance of several hundred feet, would be notified of the danger and stop in season to avoid it. There was no want of humanity or care, on the part of the engineer, in continuing the high rate of speed at which the train was running, after he saw the plaintiff on the highway, if he gave the proper signals. The law places no restrictions upon the rate of speed at which the trains may run across the country, at the crossings of the highways or elsewhere; nor is the train required to stop or reduce the speed at such places. Nor does the law subject the railroad company to liability for damages occurring from the rate of speed, if the signals required by law are observed. It is true that municipal corporations may regulate the rate of speed within their corporate limits; but that fact had no relation to this case, as the accident appears to have occurred at some distance from any city. The qualification suggested was inappropriate to the occasion. It has been held in numerous cases, that the traveler must look out for the trains at the crossings, before driving on to the rail track, and if one is seen to be approaching, it is his duty to wait until it has passed (Ernst *vs.* The Hudson R. R. R. Co. 39 N. Y. 66.

The citizen must yield to right of way at the crossings. The traveler who should drive his carriage on to the track when he saw the approach of a train would bring the injury on himself, if a collision occurred, and would have no just claim for the recovery of damages. A train of cars running at a high rate of speed as it appears was done in this instance, can not be stopped until it runs several hundred feet after the signal to stop has been given. It would be impracticable to require them to stop when the citizen intending to pass was nearer to the crossing than the train, or for any other reason. The object of the signals is to notify the traveler, so that he can look out for his safety, and allow the train to pass the crossing before he exposes himself to danger by a possible collision. If the traveler prefers to pass the crossing when the train is approaching, he does it at his own risk, and it is not true that the railroad company is subject to the damages which may be occasioned by the rate of speed, or by refusing to stop and yield the right of way to the private citizen where the company have carefully observed the requirements of the law as to signals.

The instructions asked for were correct in principle and the defendent was entitled to have the law so declared.

The qualification, as to the liability of the company, for damages occasioned by the rate of speed at which they run their trains, was incorrect, and the reference to city limits and the municipal law was inappropriate. The idea, or principle of law, as presented by the request of counsel, was changed and confused by the qualifications of the Court. It is impossible to determine that no injury was occasioned by the refusal to give the instructions demanded, without any qualification. The conduct of the defendents' as presented by the charge, was highhanded and lawless. It improperly carried the suggestion that the company claimed to own the highway at the crossing, and that the public, and the plaintiff, had been illegally deprived of the enjoyment of the rights secured by law.

I am satisfied that an error was committed in this respect, and that the exception was well taken.

The judge also instructed the jury, that the plaintiff will be presumed to be free from fault, if nothing else appears in the case, because it cannot be supposed that a man would bring an injury upon himself. There is no presumption of negligence against either party. It is the duty of the plaintiff to prove, and the right of the defendant, who is charged with negligence causing an injury, that he should prove by satisfactory evidence, that he did not contribute to the injury by any negligence on his own part. This proof, in some form, constitutes a part of the plaintiff's case herein. It must appear, either from the circumstances of the case, or from evidence directly establishing the fact, to the satisfaction of the court and jury, that the plaintiff is free from any fault contributing to the injury.

It may be assumed that the plaintiff, or the party injured, is anxious for his own safety; but it cannot be presumed that the plaintiff is free from fault, if nothing else appears in the case, for the reason that some evidence is required to overcome such presumption, and the plaintiff would be thereby relieved from proving, either by direct evidence or the surrounding circumstances that he is not in any fault. (Johnson *vs.* H. R. R. R. Co. 20 N. Y. 65).

The circumstances may show without other evidence, that there was no contributing negligence

on the part of the injured party ; but that is not a mere presumption.

The evidence was conflicting in this case, as to the exercise of proper care on the part of the plaintiff, arising in part from the circumstances under which the accident occurred, as well as from the direct testimony of witnesses. The instruction was wholly without warrant or application to the facts of this case, and was duly excepted to by the counsel for the defendants.

The court admitted evidence on the part of the plaintiff, proving that the flagman employed by the defendants at this crossing where this accident occurred, had been intoxicated on several occasion previous to the happening of this injury, and that his intemperate habits were known to the officers of the railroad company. In my opinion this was an error, tending to inflame and mislead the jury.

The flagman was proven to have omitted to give the usual signal when a train was approaching, and to have been intoxicated when he ought to have performed that duty on this occasion. The facts necessary to determine the question of negligence arising from the conduct of the flagman at the time when this accident occurred, were before the jury. Had he exhibited the customary signals, no negligence could have been predicated upon his intoxication. His previous habits of intemperance had nothing to do with the case. If the signal was omitted, the negligence was the same, whether the flagman was drunk or sober. His neglect on a former occasion, or his former intemperate habits, would not be sufficient to create negligence, or be any evidence of it, when this accident happened.

The evidence objected to tended, like the suggestion that the railroad company did not own the highway, to create a prejudice in the mind of the jury, and invite punitive damages, not directly arising from the occurrence.

The judgment should be reversed, and a new trial ordered.

Judgment reversed.

Railroads of Wisconsin.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

Among the causes which have led to the rapid development of the materal interests of the State, railroads may be regarded as the most important, and the past year has witnessed the construction of a greater number of miles of railway than any previous year.

The completion of the Western Wisconsin Railroad to Hudson has opened out a region of country greatly in need of such a line of communication, and the large and increasing business that it is transacting, shows that its construction was not in advance of the business by which it is to be supported.

The Central Wisconsin, which has built and placed in operation sixty-six miles this season, from Menasha to Steven's Point, is rapidly pushing forward to Bayfield on Lake Superior, which point, it is expected, will be reached during the present year, and will open up a vast country to settlement, which hitherto has echoed only to the sound of the lumberman's axe or the rifle of the huntsman, while the Northwestern Railroad has pushed with energy its northern extension from Green Bay until it has reached the Menominee river, and in a few months will be in connection with Lake Superior ; and its northwestern extension now completed to Reedsburg, it is expected will reach the Mississippi river at La Crosse within twelve months. The Milwaukee and Northern Railroad passing through a rich and populous country, and one greatly in need of such facilities, will soon be in connection with Fond du Lac and Menasha.

Oshkosh has joined hands with Ripon, and Fond du Lac will soon do so. Green Bay is rapidly constructing a line to the Mississippi, while the Madison and Portage is being extended up the valley of the Wisconsin to Grand Rapids and Stevens Point.

The rapid and easy transit of passengers and freight by rail has given that mode of conveyance the preference over all other systems, and so strongly impressed is every community with this fact, that they are often induced to grant aid, to secure near at hand, this most desirable method of transportation, greatly in disproportion to their ability to pay, and greatly in excess of the advantages to be obtained.

On the first day of January, 1871, there were in operation within the limits of the State 1,238 miles of railway, and on the first day of January, 1872, 1,588 miles, representing a cost either actual or fictitious of nearly one hundred millions of dollars This vast concentration of capital in one interest alone affects every other interest in the State, and it may with truth be said, that there is no branch of industry within the State that is not dependant upon railway facilities, and which unfriendly action on the part of railway managers may not at any time crush out.

The railway interests of the State have grown to their present proportions without any general system and with little responsibility to the people of the State, and the opinion among railway managers seems generally to prevail that their will is the supreme law. This is an error which ought to be corrected.

Railroads are public corporations and as such are authorized to take private property on making just compensation, a right which can only be given where property is taken for public use.

If then, railroads are public highways, the public are entitled to the fullest benefits to be derived therefrom, after allowing the stockholders a reasonable dividend on their capital invested, and to secure both parties in the full enjoyment of their just rights, the most adequate protection should be given. I do not regard the railway management of this State as less fair or liberal than that of other States. Trains are run with regularity and safety, and the traveling public has been well accommodated so far as their physical comfort and safety is concerned.

Nevertheless, there are complaints of unjust discrimination in particular localities for which, it is claimed, there is no redress, and the rates of transportation generally are unnecessarily high. I pass no judgment on these complaints, as I have no such personal knowedge as to enable me to do so ; but this interest has become so important and is so vital to the prosperity of the whole State, that I recommend the organization of a board of railroad commissioners, with power to inquire into all complaints and abuses, and to exercise a general supervision over the operating of the several railroads within the State, and to recommend such legislation as may seem to them expedient, and report annually to the Governor.

Fortunately our constitution gives to the Legislature absolute control over this whole question, and I hope there will be no hesitation in applying an adequate remedy to every just cause of complaint.

The practice of giving bonuses in aid of the construction of railways is not to be condemned where the communities confine themselves within reasonable limits, and the bonus is not disproportioned to the benefits to be derived ; but there has been a degree of recklessness in this regard that has brought great distress on many localities.

After the explosion of the farm mortgage system, which brought hundreds of farmers to bankruptcy and ruin, the next device was to induce the towns, counties and cities to loan their credit in aid of various railroads. Towns that were the most promising of any in the State, in an evil hour were persuaded to loan their credit far beyond their fair ability, to aid in the construction of railways, in the expectation, that the benefits would add so largely to their business and prosperity, that they could easily pay the debt created for that object. In almost every instance disappointment has been the result, and instead of the great advantages predicted, they find themselves buried beneath almost hopeless debt, and their prosperity greatly impaired or destroyed.

With the many examples of this kind which the State affords—first, in the ruined farm mortgagors, and next, in the embarrassed and prostrate towns—it was reasonable to expect that the people would be more cautious about involving themselves in debt beyond their reasonable ability to pay. But such appears not to be the fact, and as near as I can learn there has been as much recklessness as ever during the past year in voting such bounties. The disposition to create debts for future generations to pay, appears to be universal.

While there may be no great objection to any community taxing itself each year to a limited amount in aid of such public improvements as the majority may deem necessary for the public welfare—to saddle posterity with heavy debts for doubtful benefits, can only result in repudiation and disgrace. As a temporary measure of safety, I recommend the passage of a law prohibiting any town, county or city from creating any debt in aid of any railroad or public improvement, in excess of five per cent. of the assessed value of the property of such town, county or city, and that an amendment to the constitution to the same effect, be submitted to the people at the earliest possible moment.

The renewal of the St. Croix and Lake Superior Land Grant is greatly desired by the people in the northwest part of the State. Having made their settlements in the expectation that this road would be built, and purchased their lands at double government price, it is but just that the grant should be renewed by the State ; and to secure that end, it is recommended that you ask Congress to take such action as is due to the State and the people most directly interested. The care of the lands within the limits of this grant, was intrusted by the Secretary of the Interior and my predecessor, to General Samuel Harriman, who was authorized to act both for the State and General Government. His report shows that there was in the State Treasury on the first day of October, 1871, to the credit of the St. Croix and Lake Superior Railroad Land Trespass Fund, a balance of $35,629 86, and that suits are now pending against responsible parties to recover about $75,000 more.

☞ The Treasurer of the Grand Rapids and Bay City Railroad Company reports that a capital stock of $107,700 has been subscribed, and five per cent paid thereon. The expenses thus far have been $1,527, and the balance of cash on hand is $3,457. He also reports the work progressing—the contract for the greater part of the line having been given out.

☞ The bonded debt of the State of Michigan is reported by the Auditor General to have been at the close of the fiscal year, September 30, 1871, $2,355,295 78, having been reduced during the year $36,735 71. Among the outstanding bonds is one war loan bond of the denomination of fifty dollars.

☞ The officers of the Granite Railway Company, recently elected, are: President, John S. Tyler ; Vice-President, John C. Pratt ; Treasurer and Clerk, George Lewis; Agent, Oliver E. Sheldon.

☞ The Carthage, Watertown and Sackett's Harbor Railroad has been leased by the Utica and Black River road, and in a few days train will be run over the latter road direct to Watertown without change of cars.

RAILROADS OF MASSACHUSETTS.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the year ending September 30 1871.

[Prepared from the Third Annual Report of the Board of Railroad Commissioners.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Roads & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Athol and Enfield	480,700	91,200		571,900	30.40	.....	0.70	730,000	.....	(Not in operation.)			.....	.....	.....	.....	....
Attleborough Branch	129,200	.....		129,200	3.88	.....	1.00	130,000	.....	(Leased and oper. by Boston and Providence.)			.....	.....	.....	.....	....
Berkshire	600,000	.....	.....	600 000	21.01	.....	1.08	600,000	.....	(Leased and oper. by Housatonic.)			.....	42,000	33,630	5.6	
Boston and Albany	19,644,100	821,500	900,000	21,385,600	201.65	47.98	304.80	23,754,791	268.28	2,766,405	4,747,180	438,757	7,962,342	5,807,359	2,154,983	2,010,097	10
Boston, Barre and Gardner	684,030	.....	.....	684,030	23.38	.....	1.00	644,310	23.38	(Operations since Sept. 4.)			1,699	1,394	305	.....	....
Boston, Clinton and Fitchburg	872,600	916,000	189,464	1,928,064	42.87	.....	9.00	1,770,197	73.12	188,286	244,156	15,360	447,802	367,350	80,462	.....	....
Boston, Hartford and Erie	.....	.....	.....	.....	61.14	51.24	25.19	....	112.38	322,955	364,487	4,450	691,852	556,517	234,725	.....	....
Boston and Lowell	2,238,000	237,000	1,331,500	3 791,500	26.75	13.75	45.75	2,653,305	69.50	529,390	650,913	25,805	1,206,108	953,843	252,265	177,200	8
Boston and Maine	4,921,275	.....	.....	4,921,275	74.25	8.50	64.82	5,277,949	147.75	1,105,862	778,842	109,985	1,994,689	1,420,572	574,117	377,500	8
Boston and Providence	3,950,000	.....	.....	3,950,000	44.00	14.50	62.00	3,844,114	62.50	761,518	604,196	49,767	1,415,481	985,020	430,461	395,000	10
Cape Cod	817,680	177,000	98,825	1,093,505	71.62	4.90	4.50	1,068,039	76.52	195,552	69,663	43,704	308,929	231,958	76,971	63,857	8⅓
Cheshire	2,085,925	809,400	.....	2,895,325	53.62	.....	10 85	2,689,307	88.12	223,764	530,588	33,463	787,815	630,166	157,649	107,692	5
Connecticut River	1,700,000	250,000	132,300	2,082,300	50.00	4.35	19.00	2,146,999	54.35	319,462	376,702	29,228	725,892	526,234	199,158	170,000	10
Danvers	67,500	150,000	.....	217,500	9.26	.....	.....	244,456	.....	(Leased and operated by Boston and Maine.)				.....	.....	.....	....
Dorchester and Milton	73,340	.....	58,448	131,788	3.25	.....	.....	136,373	.....	(Leased and operated by Old Colony and Newport.)				.....	.....	.....	....
Duxbury and Cohasset	350,000	.....	.....	350,000	17.50	.....	.....	310,407	17.50	(Opened from June to August.)			8,627	7,911	716	.....	....
Eastern	4,262,600	2,987,400	1,139,327	8,389,327	44.20	54.44	48.99	7,146,329	115.19	1,267,184	489,854	114,599	1,871,637	1,236,329	635,308	364,408	8
Essex Branch	54,000	.....	.....	54,000	5.50	.....	.....	54,000	.....	(Not yet in operation.)			.....	.....	.....	.....	....
Fall River, Warren & Providence	150,009	200,000	272,607	622,607	5.79	.....	.....	330,598	5.79	30,846	933	1,358	33 137	23,271	9,866	.....	....
Fitchburg	3,947,373	.....	.....	3,947,873	50.00	43.32	82.63	4,000,000	93.32	510,126	755,837	61,378	1,327,341	1,010,603	316,738	303,054	8
Framingham and Lowell	493,840	477,500	100,707	1,072,047	26.00	.....	1.00	918 683	.....	(Not completed at date—now open.)				.....	.....	.....	....
Hanover Branch	123,300	50,000	38,139	211,439	7.88	.....	1.09	211,439	7.88	38,211	18,060	6,391	62,662	41,419	21,243	.....	....
Hartford and New Haven	5,000,000	754,000	.....	5,754,000	62.00	16.00	85.00	5,365,783	78.00	836,624	738,425	73,146	1,648,195	1,050,963	597,232	288,000	6
Holyoke and Westfield	200,000	200,000	.....	400,000	10.28	.....	.....	336,945	.....	(Not open at date. Leased to New Hav. and Northampton.)						.....	....
Horn Pond	2,000	.....	15,238	17,288	0.67	.....	0.10	13,075	.....	(Operated by Boston and Lowell.)				.....	.....	.....	....
Lowell and Lawrence	200,000	66,700	.....	266,700	12.35	.....	2.34	863,158	.....	(Operated by Boston and Lowell.)			22 688	3,318	19,370	12,000	6
Mansfield and Framingham	290,780	300,000	190,271	781,051	23.00	.....	1.50	756,145	.....	(Operated by B. C. and Fbg.)			27,299	.....	27,299	.....	....
Massachusetts Central	133,049	.....	850	133,899	.....	.....	.....	15,034	.....	(In progress.)			.....	.....	.....	.....	....
Middleboro' and Taunton	148,075	.....	8,235	156,310	8.54	.....	1.05	134,921	8.54	12,627	21,699	716	35,042	28,061	6,981	5,899	4
Milford and Woonsocket	82,450	.....	29,500	111,950	3.88	.....	0.10	119,705	.....	(Oper. by Prov. and Worc.)			5.000	3,640	1,360	.....	....
Monadnock	197,500	.....	97,562	295 062	15 80	.....	0.40	352,855	15.80	(Operated only a short time—No returns.)				.....	.....	.....	....
Mount Tom and East Hampton	26,000	.....	13,595	39,595	3.40	.....	.....	39,478	.....	(Not in operation at date—Leased by Conn. River.)						.....	....
Nashua, Acton and Boston	.....	.....	6,510	6,510	.....	.....	.....	6,510	.....	(Amount expended in engineering.)				.....	.....	.....	....
Nashua and Lowell	800,000	.....	64,325	864,325	14.50	.....	18.50	913,644	48.16	237,842	292,439	14,332	544,613	442,198	102,415	76,000	10
New Bedford and Taunton	500,000	171,500	.....	671,500	20.13	16.06	5.16	772,149	36.19	156,948	93,305	8,165	258,418	205,859	52,559	40,000	8
Newburyport	220,340	300,000	.....	520,340	26.98	.....	2.50	597,386	.....	(Leased and oper by B. and Maine.)				.....	.....	.....	....
New Haven and Northampton	2,100,000	1,400,000	55,000	3,555,000	83.88	15.13	13.00	3,568,690	99.01	178,751	334,816	32,642	546,209	395,694	150,515	.....	....
New London Northern	968,400	699,000	37,500	1,704,900	100.00	.....	10.31	1,704,900	115.50	214,895	263,784	26,656	505,335	386,337	138,998	73,446	8
Norwich and Worcester	2,864,400	759,000	.....	3,123 400	59.40	7.00	12.50	2,846,180	66.40	237,698	475,804	35,615	749,117	487,371	261,746	237,780	10
Old Colony and Newport	5,000,020	2,941,000	241,851	8,182 871	130.50	15.27	48.35	7,879,329	145.77	1,020,573	525,812	125 093	1,671,478	1,072,242	599,236	306,013	6
Pittsfield and North Adams	450,000	.....	.....	450,000	18 65	.....	1.42	450,000	.....	(Leased and oper. by B. & Alb.)			27,000	.....	27,000	27,000	6
Providence and Worcester	2,000,000	300,000	25,000	2,325,000	43.41	1.00	32.90	2 231,790	47.29	345,121	464,830	19,268	829,219	623,406	205,813	200,000	10
Salem and Lowell	243,305	226,900	.....	470,205	16.88	.....	2.60	468,969	.....	(Oper. by B. and Lowell.)			17,711	884	16,827	3,649	1½
South Reading Branch	209,583	.....	95,547	305,080	8.15	.....	1.38	299,468	8.15	5,679	7,688	.....	13,367	20,379	Loss.	.....	....
South Shore	259,685	150,000	.....	409,685	11.50	.....	2 12	501,593	11.50	62,549	16,091	3,933	82,573	66,206	16,367	.....	....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	21.93	.....	2.37	448,700	.....	(Leased and oper. by Housatonic.)			31,409	.....	31,409	25,502	5.4
Stony Brook	294,100	.....	.....	294,100	13.16	.....	1.04	294,100	.....	(Leas. & oper. by Nash. & Lowell.)			16,942	.....	16,942	19,942	6
Stoughton Branch	85,400	.....	7,000	92,400	4.04	.....	0.85	90,900	4.04	11,899	6,819	658	19,376	15,300	4,076	2,562	3
Taunton Branch	450,000	.....	65,292	515,292	19.70	0.59	2.56	501,283	20.29	80,430	60,697	7,609	148,736	106,105	42,621	32,000	8
Vermont and Massachusetts	2,860,000	750,000	189,732	3,799,732	69.31	10.80	9.00	3,658,777	88.00	195,917	254,615	111,706	562,238	399,372	162,866	58,667	2
Ware River	490,900	462,000	.....	952,900	15.63	.....	0.75	891,958	.....	(Leased and oper. by N. Lond. Northern.)				.....	16,315	.....	....
West Stockbridge	39,600	.....	.....	39,600	2.75	.....	1.81	39,600	.....	(Operated by Housatonic.)			1 881	389	1,492	1,484	4
Worcester and Nashua	1,425,400	.....	200,000	1,625,400	45.69	.....	24.75	2,041,171	45.69	191,798	359,616	18,250	549,764	388,677	181,087	162,750	10

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1871 are compiled from official sources by Mr. C. Slack, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
American	78,257	147,397	.....	225,654
Atl. & George's Creek	61,753	879	.....	62,632
Barton	31,478	.....	.....	31,478
Big Vein	78,870	.....	.....	78,780
Borden Mining	98,330	107,955	1,371	207,656
Consolidation	237,276	236,994	31,257	505,527
Franklin	80,447	.....	.....	80,447
George's Creek C. & I.	144,131	47,948	8	192,087
George's Creek Min'g	9,564	.....	.....	9,564
Hamp. & Balt. (Md.)	5,446	8,006	.....	
" (Nat'l M.)	3,956	48,045	57	161,963
" (Va. M.)	94,071	.....	2,382	
Maryland	151,888	180,953	201	333,042
Midlothian C. & I.	55,320	72,162	454	127,936
Piedmont C. & I.	79,037	.....	.....	79,037
Potomac	79,715	.....	.....	79,715
Spruce Hill	31,499	.....	164	31,663
Swanton	45,865	.....	.....	45,865
Virginia C. & I.	81,218	.....	.....	81,218
Lincoln	10,799	.....	.....	10,799
	1,458,920	850,339	35,894	2,345,153

RECAPITULATION.

By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	1,216,156	
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	656,085	
By Cumberland and Pennsylvania Railroad to Local	31,123	
		1,903,364
By Cumberland Branch Road to Baltimore and Ohio Railroad	65,093	
By Cumberland Branch Road to Chesapeake and Ohio Canal	194,254	
By Cumberland Branch Road to Local	4,771	
		264,118
By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad		96,453
By Virginia Coal and Iron Co		81,218
Total tons in 1871		2,345,153

1,672 tons of Gas Coal were shipped during the year.

The following table shows the aggregate production of the mines from 1842 to 1871, inclusive—thirty years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	Hamp. R. R. Tons.	Aggregate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6,421	.....	.....	10,082
1844	5,156	9,734	.....	.....	14,890
1845	13,738	10,915	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52,940
1848	36,571	43,000	.....	.....	79,751
1849	63,676	78,773	.....	.....	142,449
1850	76,950	119,898	.....	.....	196,848
1851	122 351	135,348	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227,245	65,570	662,272
1856	167,381	227,094	269,210	42,765	706,450
1857	135,917	142,573	252,368	51,628	582,486
1858	214,730	153,548	218,318	63,060	649,656
1859	260,054	158,626	257,740	47,934	724,354
1860	302,947	144,100	289,298	52,564	788,909
1861	92,181	55,279	85 554	36,660	269,674
1862	146,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	266,430	36,240	748,345
1864	481,246	132,198	.....	44,552	657,996
1865	669,592	162,558	.....	71,345	993,495
1866	883,957	104,410	.....	90,964	1,079,331
1867	1,008,280	113,010	.....	72,532	1,193,822
1868	1,083,521	158,264	.....	88,658	1,330,443
1869	1,590,020	208,925	.....	83,724	1,882,669
1870	1,429,707	198,345	28,035	60,988	1,717,075
1871	1,903,364	264,118	81,218	96,453	2,345,153
	11,808,680	3,747,344	2,299,926	1,042,264	18,898,214

Railroads in Iowa.

The Governor of Iowa, in his annual message to the State Legislature, reports the completion of the entire line of railroad from Dubuque to Sioux City, and of its Tete des Morts Branch, as well as the construction of the McGregor and Missouri River Railway to Algona, and the Des Moines Valley Road to Fort Dodge. In addition to these land grant roads, the Burlington, Cedar Rapids and Minnesota Railroad is now in operation from Burlington to Nora Springs, in Floyd county. The Central Railroad of Iowa has been extended on the south to Alba and on the north to Northwood, Worth county. The St. Louis and Cedar Rapids Railroad is completed to Ottumwa, and is operated by the North Missouri Railroad Company, making a direct route from that city to St. Louis. The Burlington and Southwestern Company have built a line from Fort Madison to Bloomfield, connecting at the former place with Burlington, and at the latter with Moulton. The Chicago, Rock Island and Pacific Company has extended its road from Washington, through the counties of Jefferson, Wapello, Appanoose and Wayne, into the State of Missouri, and through that State to Leavenworth, Kansas.

The Burlington and Missouri River Railroad Company has built a branch from Red Oak Junction, in Montgomery county, to Hamburg, in Fremont county, a distance of thirty-nine miles. The Davenport and St. Paul Railroad has been built from the first named city to Maquoketa, in Jackson county, a distance of forty-three miles, and to Wyoming, in Jones county, a distance of fifty three miles. The Iowa Midland Railroad is in operation from Clinton, *via* Maquoketa, to Anamoss, and the Sabula, Ackley and Dakota Railroad is built from the former place, through Jackson and Clinton counties, to Oxford Mills, in Jones county, a distance of some fifty miles.

On the 31st of December, 1868, there were 1,488 miles of railroad in the State, and on the 31st of December, 1870, there were 2,783 miles, an increase of 1,335 miles in two years. There are now 3,000 miles of railroad in operation in the State. According to the estimates of the Treasurer of State, the value of the property now in railroads may be put at rather more than $80,000,000, or about one-eleventh of the entire value of all the property in the State.

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J. G. BRILL & SON,
MANUFACTURERS OF
Street and Narrow Gauge
CARS
OF EVERY DESCRIPTION.
Castings, Wrought Irons, and all Material Necessary for Car Building.
Cars Built in Sections for Shipment.
Thirty-first and Chestnut Streets,
PHILADELPHIA.

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1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
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Now in Yard and for sale by
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RAILROAD IRON.

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1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by
PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Office of the Illinois Central Railroad Company,
New York, Jan. 3, 1872.

A **DIVIDEND OF FIVE PER CENT.**, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full-paid shares registered at the close of the 13th day of January instant, after which and until the 7th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

Danville Iron Works,

DANVILLE, PENN.

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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62 Broadway.



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Highest Premium awarded by American Institute Fair, 1871.

CAUTION.—Purchasers of Prince's Metallic Paint are requested to buy in original packages, and see that each package has our trade mark and name on the side, as Mineral and other worthless paints are thrust upon the public on the merit and often in the name of Prince's Metallic Paint. For sale by the trade generally and PRINCE & BASS, Manuf's, 96 Cedar street, N. Y.

RAILROAD IRON.

1,000 tons LLYNVI VALE.
1,000 " BAILEY BROS.
56 LBS. ERIE PATTERN. Now in yard and for sale by
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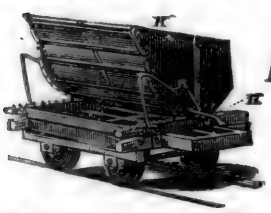
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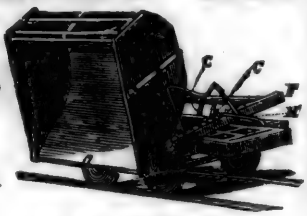


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 5.] SATURDAY, FEBRUARY 3, 1872. [WHOLE No. 1,867, VOL. XLV.

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American Railroad Journal.

New York Saturday, February 3, 1872.

The Chesapeake and Ohio Railroad and Virginia Bonds.

The Richmond (Va.) *Inquirer*, of the 26th ult., publishes a letter from New York, in which it was charged that the Chesapeake and Ohio Railroad had participated in a movement to depress Virginia bonds in order to purchase Virginia Central stock cheap. Referring to this, John B. Baldwin, Esq., of Staunton, of counsel to the company, communicates to the above paper extracts from private letters to himself from President Huntington, of that road, and James H. Storrs, Esq., of New York, counsel of the company. Mr. Huntington says:

"Your State is making a fearful mistake in refusing to pay the interest on her indebtedness. I cannot understand how a State with the glorious record of Old Virginia can repudiate her debt when there is so much to be gained by promptly meeting all her obligations and so little as an offset for the disgrace of repudiation. And certainly if the State continues in the course upon which she has now entered, her industrial interests will be put back and a burden assumed far heavier than that imposed by the late war.—I hold none of the securities of your State and can, therefore, speak the more freely upon the subject, with no other motive than an earnest desire for her prosperity."

Mr. Storrs says: "The repeal of the funding bill will ever withdraw the recognition of so much of her obligations to the disappointment and sorrow of many in this community, who have held on to their belief in the fidelity of Old Virginia, and are still unwilling to let go their hold. They know that she has been tried with a sore trial, such as almost no other State has experienced, but they have confidently believed that she would come out of it like gold purified by fire."

Mr. Baldwin adds: "These passages, occurring in letters not intended for the public, represent truly the sentiments of those who in New York have charge of the business of the Chesapeake and Ohio Railroad Company," and he also says that he makes the letters public without advising the writers.

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The Want of More Trans-Continental Roads.

Another heavy snow storm is reported in the far West, blockading again the Pacific Railway trains on both sides of the Rocky Mountains. Very well; they must take it as it comes. But this Winter's experience on the Central Pacific route will be apt to hurry up the Northern Pacific Road, along which, from the depression of the Rocky Mountains in that quarter, and in consequence of the warm winds from the Pacific, there is a comparatively light snow fall; and it will be apt to hurry up the Southern Pacific Road, which turns the flank of the Rocky Mountains and the Sierra Nevada, and along which there is never any obstruction from snow. And the fact is, we want all three of these Pacific Roads; and when they are all in operation the way and the through traffic will give work enough for all, and they will assist, rather than injure, each other in building up all the country between the lines.—*New York Herald.*

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1870 and 1871—including the Winchester and Potomac and Washington County Branches for 1870 and 1871, and the Winchester and Strasburg Branch from July 1, 1870:

Earnings:	1870	1871.
From passengers	$1,477,892 64	$1,460,699 71
" tonnage	6,950,335 52	8,452,690 78
Total	$8,427,728 16	$9,913,390 49
Working expenses:		
Transportation exp.	$1,610,962 21	$1,776,458 46
General expenses	74,800 47	70,352 74
Losses by accidents	66,514 59	30,190 09
Repairs of railway	1,548,695 11	1,928,776 53
" locomotives	550,086 36	580,736 98
" burden cars	312,498 61	326,764 21
" pass. cars	122,833 90	166,822 99
" stationary machinery	132 257 68	146 022 24
" depots	264,057 10	127,011 53
" water stations	45,015 88	30,846 64
" bridges	221 349 97	199,027 55
" telegraph	6,359 82	10,918 74
Fuel, preparing, etc.	317,802 11	320,893 25
Cleaning engines and cars	89,903 12	96,912 60
Pumping water	20,121 18	25,837 34
Watching cuts, tunnels and bridges	62,578 60	63,232 40
Contingent expenses of machinery department	7,623 29	7,083 39
Total	$5,453,460 00	$5,906,887 68
Net earnings	$2,974,268 16	$4,006,502 81

The ratio of expenses to earnings was in 1870,

64.7, and in 1871, 59.58, showing a decrease of 5.12 per cent.

It is shown that the earnings, in comparison with the fiscal year 1870, have increased $1,485,662 33, and the working expenses $453,427 68, making a comparative increase in the net profits of $1,032,234 65. Compared with the fiscal year 1869, the increase of earnings being $1,188,474 75, and of working expenses $150,781 22; the increase of net profits amounts to $1,037,693 53.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,354,316 67, showing a gain of $76,937 58.

Under the action of the sinking fund for the redemption of the £800,000 sterling loan, £17,200 of those bonds were purchased in London and cancelled, thus, at $4 84 per pound sterling, reducing that debt $83,248.

A dividend of 4 per cent. upon the capital stock was paid on the 31st October, 1870, and a similar dividend on the 1st May, 1871. The United States tax thereon was also paid by the Company.

The liabilities of the company, compared with the statement of September 30th 1870, have increased as follows:

Preferred stock, second series, 6 per cent., $131,400.

The profit and loss account shows an increase for the past year of $1,871,681 60, after deducting $500,000 for estimated losses on steamships.

It will be remembered that, at the close of the war, it was the conviction of the Board that, if proper enterprise were exhibited, a vast increase of trade could be attracted to Baltimore. It was deemed necessary not only to extend our lines of railway, in order to command the transportation of the supplies and productions of our great Western and Southern interior, but also to furnish the most modern and improved facilities for ocean commerce. The establishment of a line of steamships between Baltimore and Liverpool was regarded as necessary to attract the attention of the West and South, and of European capitalists, to the advantages of this port as a great and economical entrepot. Acting in accordance with these views, on July 14th, 1865, the Baltimore and Ohio Company purchased from the Government of the United States four steamships, to which, in honor of the respective counties of the State of Maryland, the names were given of "Allegany," "Carroll," "Somerset," and "Worcester." These steamships were strengthened and improved at large cost, and were promptly placed in the service, and made fifty-eight successful voyages between Baltimore and Liverpool.

It was soon demonstrated that their tonnage was too limited for the heavy trade that was rapidly created, and that their carrying capacity was too small to make remunerative results. The enterprise, however, accomplished the important designs of its founders, and became the nucleus of the successful lines of large and splendid steamships now constantly leaving our wharves for Liverpool, Southampton and Bremen.

The losses proved to be large in inaugurating this grand source of prosperity for Baltimore and the vast regions which participate in the advantages which have been secured. Yet, in view of the magnificent results accomplished by what seemed to many, when originated, a hazardous experiment, and the colossal growth of the traffic of the Baltimore and Ohio Road, partly arising from this enterprise, the Board deem their action a subject of congratulation.

It will be seen by the profit and loss account that the surplus fund which represents capital derived from earnings invested in the various branch and connecting roads, and the great improvements which have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to $23,246,732 33.

It is shown by the report of the Transportation Department that 1,077,649 barrels of flour were brought to Baltimore during the fiscal year, being an increase of 137,259 barrels.

A large expansion of tonnage of through merchandise, East and West, is also shown, viz: from 286,835 tons in the preceding year to 435,207 tons.

The traffic in live stock and lumber has also largely increased.

The coal trade exhibits a most gratifying increase, viz: from 1,219,638 tons in 1870, to 1,591,602 in 1871, exclusive of 326,880 tons for the company's supply.

The policy adopted for the development of this trade has accomplished the important results anticipated. It was determined to establish and maintain low and uniform rates, so that consumers could rely upon their supplies being furnished throughout the year at prices which would not be affected by changes in the charge for transportation.

The tariff of the Baltimore and Ohio Road, for coal, has continued, summer and winter, without alteration, since March 16th, 1868. During this period the prices of anthracite coals have varied largely, caused by strikes in the mining regions of Pennsylvania and frequent changes in the charges for transportation. The Baltimore and Ohio Company refused all propositions for combinations to obtain advanced rates.

In view of the excellent quality of the semi-bituminous coals of the Alleghany regions, and the confidence established by the Baltimore and Ohio Company through a steady adherence to its policy, large consumers in New England, New York and elsewhere, have been enabled to secure their supplies at satisfactory prices, and have gradually substituted these coals for the other descriptions formerly used.

Two hundred iron hoppers, each of ten tons' capacity, have been built for the coal traffic during the past year.

As it is believed this important trade can be continuously enlarged, additional equipment will be constructed in order to meet the largest requirements of the manufacturing, steamship, and other interests.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from previous year	$20,861,676 01	$21,375,050 73
Net earnings	2,974,268 16	4,006,502 81
Dividends upon Washington Br. stock owned by the Company	102,735 00	102,780 00
Increment from the sinking fund	75,940 27	76,937 58
House rents	14,581 86	15,739 57
	$23 529,050 80	$25,577 010 69
Dividends on stock	$1,051,440 00	$1,051,448 00
Interest and taxes	753,256 24	432,447 24
Ground rents	26 230 62	26,632 95
Central Ohio Division	226 529 30	136,583 91
Lake Erie Division	10,583 11	76,492 98
Rent of Winchester & Potomac R. R	27,000 00	27,000 00
Rent of Washington County Railroad	28,960 80	58,960 00
Estimated loss on steamships	.....	500,000 00
Rent of Winchester & Strasburg R. R.	.....	5,229 00
Wheeling, Pittsburg & Baltimore RR.	.....	15,583 48
Balance	21,375,050 73	23,246,732 33
	$23,529,050 80	$25,577,010 69

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30:

Liabilities:	1870.	1871.
Stock	$13,143,000 00	$13,143,100 00
Stock scrip not funded	8,962 00	8,862 00
Preferred	3 398,400 00	3,529,800 00
Loan of 1875	863,250 00	863 250 00
" 1880	579,500 00	579,500 00
" 1885	1,710,500 00	1,710,500 00
City loan (S. F.)	3,722,620 91	3,645,683 33
Sterling loan of 1895, with Sinking Fund, £800,000 @ $4.84 gold	3,872,000 00	3,788,752 00
*N. W. Va. R.R. 2d mort. bonds	458,500 00	458,500 00
*N. W. Va. R.R. 3d mort. bonds	140,000 00	140,000 00
Unclaimed dues	51,594 82	56,335 25
Wash. Br. road	375,984 16	472 700 09
Outstanding accounts, etc	36,301 21	.....
Profit and loss	21,375 050 73	23,246,732 33
Total	$49,735,663 83	$51,643,715 00

* Bonds of N W. Va. R. R. guaranteed by the B. and O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. and O R. R. Co., under contract of July 18, 1864.

Assets:	1870.	1871.
Cost of road	$19,073,661 72	$19.563,767 39
" second track	3,777 446 31	3,777.446 39
" roll'g power	5,412,038 83	6.114,630 78
" real estate	1,764,677 24	1,791,049 22
Property	$30,027,824 10	$31,246,893 70
Central Ohio first mort. bonds	1,530,246 67	1,119,246 20
Stock of Central Ohio R. R. Co.	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Company	1,209,905 22	501,772 90
Pref. stock Parkersburg B. R. R. Co.	5 680,684 94	5,680,684 94
Parkersburg Br. R. R. ompany	1,893,038 85	.....
Stock of Washington Branch	1,027,800 00	1,027,800 00
Stock and debt of Winchester and Strasburg Railroad Company	596,663 66	591,816 80
Stock of Washington Co. R. R. Co.	763,280 00	763,280 00
Metropolitan Br.	800,671 40	1,547,565 02
Mort. bonds of Marietta and Cincinnati R.R. Co	1,400,000 00	1,400,000 00
Stocks and bonds, including Municipal, Railroad & Steamship corporations	1,602,103 14	2 881,223 21
S. F. ground rents	101,191 66	101,191 66
Ohio River Bridges	1,414 909 70	2,337,156 80
Uncoll'ted revenue	399,834 78	664,412 38
Materials on hand	590,407 64	673,153 56
Outstand'g acco'nts	.....	623,372 47
Balance after paying interest on bonds due Oct. 1	272,279 19	59,322 48
Total	$49 735,663 88	$51,643,715 00

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1870.	1871.
Passengers	$303,724 10	$329,823 79
Tonnage	78,090 86	97,755 63
Total	$381,814 46	$427,579 42

Expenses:		
Repairs of road	$170,518 64	$126,296 96
" depots	9,396 11	12,878 96
" water stations	2,138 28	5,116 44
" bridges	15,036 71	15,067 01
Pumping water	2,038 45	4,051 68
Total	$199,128 19	$163,411 05
Net earnings	$182,686 27	$264,168 37

The earnings of 1871 show an increase as compared with those of the previous year of $45,764 96; the expenditures charged are $35,717 14 less—showing an increased gain of $81,482 10.

A dividend of five per cent. was paid on the 16th of October, 1870, and a similar dividend on the 17th of April 1871.

During the year 969 tons of steel were substituted for iron rails. Number of cross-ties used, 38,938.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from prev. yr.	$357,660 64	$355,984 16
Net earnings	182,686 27	264,168 37
Total	$540,346 91	$620,152 53
Dividends on stock	$165,000 00	$165,000 00
Internal revenue tax	15,487 75	1,452 44
On account of annuity	1,000 00	1,000 00
Payments for lands in Washington	2,875 00	.....
Balance carried to next year	355,984 16	452,700 09
Total	$540,347 91	$620,152 53

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1870.	1871.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal)	20 000 00	20,000 00
Profit and loss	355,984 16	452,700 09
	$2,025,984 16	$2,122,700 09
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by B. & O. R. R. Co.	375,984 16	472,700 09
	$2,025,984 16	$2,122,700 09

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1870.	1871.
Passengers	$119,303 04	$150 022 58
Tonnage	442,581 95	583,072 76
Total	$561,884 99	$733,095 34
Expenses:		
Transportation	$130,729 25	$148 979 28
Repairs of road	375,667 12	368 349 92
" water stations	4,415 51	6 070 21
" telegraph	1,090 87	1,179 89
" stationary machinery	2 756 28	2,989 98
" locomotives	52 169 19	47,758 81
" burden cars	15 177 14	17,622 28
" passenger cars	5,439 05	4,484 81
" bridges	8 065 95	17,087 63
" depots	12,942 33	17,334 31
Pumping water	2,884 41	3,296 80
Losses by accidents, etc.	1,228 33	5,593 50
Fuel, preparing, etc.	36,075 25	29,789 15
General expenses	2,891 71	2,569 62
Cleaning engines & cars	2,948 85	7,949 65
Contingent expenses	29 61	22 16
Taxes	3,274 56	40,210 03
Total	$661,780 41	$721,283 03
Deficit	$99,895 42	.....
Net earnings	.....	$11,807 31

It will be seen that the earnings were $171,210 35 more than in 1870, while the expenses increased $59,507 62—showing an improved result compared with that year, of $111,702 73.

The aggregate earnings of the Main Stem, including the Winchester and Potomac and Washington County Branches, (and the Winchester and Strasburg Branch from July 1, 1870,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1870 and 1871, were as follows:

	1870.	1871.
Main Stem	$8,427,728 16	$9,913,390 49
Washington Branch	381,814 46	427,579 42
Parkersburg Branch	561,884 99	733,095 34
Totals	$9,371,427 61	$11,074,065 25

The aggregate expenses of operating and repairs were as follows:

	1870.	1871.
Main Stem	$5,453 460 00	$5,906,887 68
Washington Branch.	199,128 19	163,411 05
Parkersburg Branch.	661,780 41	721,288 03
Totals	$9,314,368 60	$6,791,586 76

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1870.	1871.
Main Stem	$2,974,268 16	$4,006,502 81
Washington Branch.	182,686 27	264,168 37
Parkersburg Branch.	*99,895 42	11,807 31
Totals	$3,057,059 01	$4,282,478 49

* Deficit.

—showing an increase in the gross earnings of $1,702,637 64; with an increase in expenses of $477,218 16—making the increase in net earnings, $1,225 419 48.

The earnings of the Central Ohio Division for the fiscal year were $946,246 15, the expenses $751,643 31, and the net earnings $194,602 24.

The earnings of the Lake Erie Division for the same time were $513,768 51, the expenses $415,-911 49, and the net earning s$97,857 02.

The earnings of the Wheeling, Pittsburg and Baltimore (formerly Hampfield) Railroad, from May 1, 1871, to September 30, 1871, were $23,-449 51, and the expenses $39,032 99, showing a deficit of $15,583 48.

The gross revenue of the Main Stem and Branches, including the Central Ohio and Lake Erie Divisions, and the Wheeling, Pittsburg and Baltimore Railroad, is thus shown to be $12,557,-529 42, the expenses $7,998.175 15; and the net earnings $4,559,354 27. The aggregate working expenses were 63.69 per cent. of the whole gross revenues.

During the year, 358,046 new cross ties, 10,683 tons of iron, and 7,226 tons of steel rails were used in repairing the tracks of the Main Stem; 38,928 cross ties and 969 tons of steel rail on the Washington Branch; 114,495 cross ties and 3,927 tons of new rails on the Parkersburg Branch; 3,754 tons of new rails on the Central Ohio Division; and 990 tons of new rails on the Lake Erie Division.

At the commencement of the fiscal year 1871 there were in service on the Main Stem and Branches 324 locomotives. During the year 21 first-class 10-wheel freight locomotives were built at the company's shops, of which 10 were furnished to the Pittsburg and Connellsville Railroad; the remaining 11 were added to the equipment of the Main Line, making the total number at the close of the year 335—of these 55 were passenger and 280 freight locomotives; 293 were first-class, 34 second-class and 8 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 375.

The number of cars in service at the commencement of the year was 5,627; to which there were added in 1871, 843—making the total at the close of the year, 6,480; of these 160 were passenger, 31 mail, baggage, etc., 1 post-office, 1 pay, 8 officers', 6 palace, 1 compartment, and 6,272 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 379 cars of all classes, and on the Lake Erie division 229—making a total of 7,088.

The mileage of engines in 1870 and 1871 was as follows:

	1870.	1871.
Main Stem	$6,749,834	$7,871,264
Washington Branch	429,686	449 975
Parkersburg Branch	761,854	836,347
Total	$7,941,374	$9 187,586

The great bridge over the Ohio river, which connects the Parkersburg branch with the Marietta and Cincinnati road, was completed and opened for traffic on the 7th day of January, 1871. The equally superior structure connecting the Main Stem with the Central Ohio Road, at Bellaire, was completed on the 21st day of June, 1871. The cost of these bridges was $2,337,156 80.

A full description of these splendid structures is furnished in the report of the Road Department. Their massive masonry and superior character in every particular insured the excellent results which are daily flowing from their increasing use.

To the Chief Engineer, Mr. James L. Randolph, and to the Master of Road, Mr. John L. Wilson, and their assistants, much credit is due for the perfection of the plans and successful construction of these great works.

The Pittsburgh and Connellsville Road, now known as the Pittsburgh, Washington and Baltimore Railroad, was opened for business in May last. The developments of its trade are large, and demand a rapid increase of plant. The road is being supplied with additional locomotives and cars, and it is believed that the sanguine expectations entertained regarding the results of that important line, will be ultimately realized. Arrangements are progressing for the extension of this road through Pittsburgh to the great Northwest.

It is expected that the construction of the Baltimore, Pittsburgh and Chicago Railroad, fraught as the enterprise will be with such vast advantages to all the extensive and varied interests with which it is to be connected, will be rapidly effected.

The heavy and difficult work upon the Metropolitan Branch Railroad has been vigorously prosecuted.

The expenditures amount to $1,547,565 02. Large forces are engaged, and the construction will be continuously pressed, so that this important and commanding line will be completed, if practicable, in April next.

Investments have been made in original capital, and continuously, for arching the tunnels, perfecting the tracks and works of the Parkersburg Branch Road, and in constructing the bridge for its connection with the Marietta and Cincinnati Railroad, of more than nine millions of dollars.

Much assistance has also been extended to the Marietta and Cincinnati Railroad Company for the improvement of that line.

Large as have been these expenditures, the wisdom of the policy pursued by the Company has been shown not only by a constantly-expanding traffic, and its effect upon the prosperity of the cities of Cincinnati and Baltimore and of the intermediate territory, but the singular directness and importance of the line has commanded the legitimate fruit of securing its practical extension from Cincinnati to Louisville and St. Louis.

On July 23d last, the Ohio and Mississippi Railroad, which, including its Louisville Branch, is 393 miles in length, altered its gauge from six feet to four feet nine inches, to correspond with our line from Baltimore to Cincinnati.

Prior to that period, that important road having the same broad gauge, maintained its chief business by the Atlantic and Great Western and the New York and Erie Roads, with the city of New York.

The superior advantages offered, through the direct and admirable route of the Baltimore and Ohio Railroad to the port of Baltimore, caused the managers of the Ohio and Mississippi Railroad Company to change the guage, obtain the required rolling stock to suit that change, and thus practically assist the merchants of St. Louis and the consumers and producers of the vast regions of which that city is the entrepot, to avail of the great economies of transportation produced by the difference of distance of 272 miles in favor of their route to Baltimore, by the Baltimore and Ohio Railroad, compared with their former connection by the Atlantic and Great Western and the New York and Erie Railroads, to the city of New York.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1871, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850 :

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,360,238
1856.	193,339,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165 516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2 265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252 648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13.716,500	11,864,644	315,200,022
1871.	349,635,398	28,878,294	6,348,608	384,862,300

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing ; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie and bullion landed here, came mostly in transit to foreign ports, and most of it will be found again among the exports.

The following table will show the classification of imports at New York for the years—

	1869.	1870.	1871.
Dry goods	$94,726 417	$109,498,523	$132,480,777
Gen. mdze.	195 842 794	193,836 855	246,032,915
Specie....	15,788,462	11,864,644	6,848,608
Total....	$306,357,673	$315,200 022	$384,862,300

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named :

Quarter.	1869.	1870.	1871.
1st.....	$36,566 924	$40,776,407	$59,716,950
2d.....	48,705,409	47,514,407	55,344,997
3d.....	54,932,449	46,241,837	58,243,492
4th.....	55,021,124	61,413,082	61,860,798
Total....	$195,226,706	$195,945,733	$234,666,287

Foreign imports entered at New York during the years 1866, 1867, 1868, 1869, 1870 and 1871 :

ENTERED FOR CONSUMPTION.

	1866.	1867.	1868.	1869.	1870.	1871.
January	$18,556,726	$11,046,856	$7,855,830	$11,698,755	$11,970,771	$14,169,556
February	17,389,505	13,364,912	10,386,053	14,205,473	13,739,351	16,995,041
March	15,200,809	11,373,974	11,999,520	17,890,058	14,447,775	22,659,471
April	13,366,448	10,800,747	9,652,649	13,836,593	14,423,458	18,516,940
May	13,563,551	9,438,747	10,244,318	12,514,151	13,027,399	16,544,919
June	10,682,723	8,947,379	8,786 471	10,510,444	12,267,273	14,778,135
July	14,304,403	11,036,960	12,193,589	12,560,232	13,579,723	16,410,318
August	14,560,161	13,547,834	14,005,112	15,895 735	18,722,322	23,609,684
September	13,228,489	13,149,846	14,152,546	12,938,666	17,745,075	21,432,482
October	13,812,206	10,224,405	11,294,439	10,268,541	14,087,056	17,432,743
November	10,688,544	8,193,013	9,707,521	11,015,790	14,004,294	13,123,708
December	8,447,064	6,416,343	7,458,965	9,080,463	12,716,366	11,643,251
Total	$153,800,629	$127,541,016	$127,737,013	$152,434,901	$170,730,863	$207,287,248

ENTERED WAREHOUSE.

January	$10,241,576	$9,087,702	$6,647,871	$9,378,719	$10,122,477	$11,058,118
February	11,626,677	11,211,014	9,297,632	8,548,655	9,334,667	13,046,484
March	9,539,100	9,069,766	12,391,956	13,428,973	11,826,891	13,271,955
April	10,159,657	13,327,839	10,780,668	16,497,691	13,137,232	12,023,501
May	13,902,407	10,896,675	10,541,079	12,876,131	10,474,170	14,842,869
June	10,967,050	10,478,305	10,063,867	12,380,146	10,484,645	13,382,176
July	11,301,274	11,226,514	10,573,083	10,705,702	10,042,048	12,468,220
August	8,123,406	9,340,292	8,280,600	10,008,548	9,965,682	12,369,931
September	7,817,045	6,676,707	6,804,640	8,840,059	7,748,840	8,869,801
October	8,113,869	7,096,411	6,850,498	5,841,349	7,163,067	10,315,641
November	8,345,859	6,414,609	7,050,229	6,913,527	9,886,963	9,371,091
December.	10,105,018	5,931,115	5,325,282	7,925,576	8,701,333	11,308,353
Total.	$120,232,938	$110,756,939	$104,607,405	$123,345,075	$118,888,015	$142,348,150

FREE GOODS.

January	$1,238,757	$717,810	$778,296	$1,243,777	$1,108,271	$3,355,702
February	1,504,253	918,364	718,777	1,190,397	757,538	2,951,198
March	1,179,177	923,377	821,682	1,702,691	979,288	2,677,244
April	1,152,683	1,232,997	964,488	1,202,080	1,006,564	2,094,332
May	959,416	1,140,103	887,657	1,256,112	1,115,039	2,756,231
June	1,002,330	1,043,040	783,149	1,277,514	1,475,026	2,086,100
July	899,549	766,786	1,094,543	1,214,472	988,444	1,965,993
August	931,877	844,664	828,188	1,322,924	1,141,295	2,067,145
September	840,082	854,987	1,421,652	1,200,764	1,409,353	2,708,233
October	1,471,961	754,881	1,294,991	879,329	1,193,348	2,500,611
November.	873,514	1,082,066	1,323,254	1,151,880	1,491,905	1,609,142
December	947,999	765,106	847 350	1,147,395	1,060,409	2,384,363
Total	$13,001,568	$11,044,181	$11,764,027	$14,789,235	$13,716,500	$28,678,294

SPECIE.

January	$72,771	$126,719	$136,574	$221,278	$1,523,856	$208,686
February	172,122	136,491	415,875	1,882,755	1,536,442	2,498,601
March	285,864	145,867	1,299,776	1,771,668	2,441,679	207,394
April	161,817	271,710	871,079	4,818,287	806,025	332,888
May	393,073	376,725	477,485	403,267	667,807	142,477
June	94,549	499,184	836,111	914,005	188,150	1,354,006
July	345,961	56,606	126,442	202,487	194,990	176,640
August	269,221	540,244	846,821	159,927	430,726	356,395
September	5,193,473	345,669	906,558	1,364,904	592,496	331,679
October	1,434,158	362,789	554,862	3,580,817	417,860	605,862
November	602,937	181,319	220,316	156,286	2,734,075	33,779
December	352,093	263,016	891,490	312,731	331,538	122,201
Total.	$9,578,020	$3,306,339	$7,085,389	$15,788,462	$11,864,644	$6,348,608

TOTAL IMPORTS.

	1866.	1867.	1868.	1869.	1870.	1871.
January	$30,109,830	$20,979,087	$15,418,571	$22,542,529	$24,725,375	$28,792,062
February	30,692,557	25,630,781	20,818,337	25,827,280	25,367,998	35,491,324
March	26,204,940	21,512,974	26,512,934	34,793,290	29,695,633	38,696,064
April	24,840,605	25,633,293	22,268,884	36,354,651	29,372,299	32,967,661
May	28,818,447	21,852,250	22,150,539	27,049,661	25,284,415	34,288,496
June	22,736,652	20,967,908	20,471,698	25,082,108	24,415,094	31,598,417
July	26,851,187	23,066,866	23,987,657	24,682,893	24,805.205	31,041,171
August	23,884,665	24,273,034	23,960,721	27,387,134	30,260,025	38,403,205
September	27,079,089	21,027,209	23,295,396	24,344,393	27,495,764	33,342,255
October	24,832,184	18,438,486	19,994,790	20,590,036	22,861,331	30,645,557
November	20,710,854	15,871,007	18,301,320	19,237,483	28,117,237	24,137,720
December	19,852,174	13,375,580	14,023,087	15,466,215	22,799,646	25,458,168
Total	$306,613,184	$252,648,475	$251,193,934	$306,357,673	$315,200,022	$384,862,300

WITHDRAWN FROM WAREHOUSE.

January	$7,424,365	$9,380,484	$6 731,624	$8,506,630	$8,674,238	$13,006,264
February	7,666,543	11,794,156	9,049,339	9,880,388	9,981,615	9,685,252
March	7,844,644	13,318,411	10,296,124	9,661,447	9,985,981	11,695,478
April	8,640,360	8,838,610	10,140,834	8,954,512	12,822,634	10,029,482
May	9,450,591	9,245,943	9,045,351	8,379,918	10,615,377	10,070,612
June	8,967,431	6,910,287	6,658,943	7,604,330	8,354,527	8,711,237
July	9,084,242	7,560,396	6,829,796	8,151,534	8,463,853	9,940,489
August	10,530,593	10,490,050	9,676,657	11,706,296	11,305,475	12,596,633
September	11,091,194	9,928,471	10,935,659	11,121,143	10,732,135	12,889,575
October	8,789,838	7,728,761	8,892,665	10,704,752	8,802,588	10,862,097
November	6,186,725	6,378,248	6,104,542	7,818,234	6,325,530	9,005,491
December	4,564,836	5,202,239	5,675,429	5,509,460	5,596,030	7,168,756
Total.	$100,241,282	$106,776,056	$100,036,963	$107,998,664	$111,659,938	$125,661,365

RECEIPTS OF CUSTOMS AT NEW YORK.

	1867.	1868.	1869.	1870.	1871.
January	$9,472,248 48	$7,133,428 42	$9,615,894 43	$9,840,502 99	$12,010,020 67
February	11,466,418 42	9,699,752 39	11,996,628 46	11,750,424 06	12,258,147 69
March	11,977,418 19	11,195,861 33	13,027,672 02	11,977,323 42	15,305,799 14
April	9,372,701 48	10,023,029 37	10,727,099 86	12,799,598 49	12,235,090 06
May	9,340,766 73	9,723,476 45	9,698,820 34	11,473,412 25	11,490,140 42
June	7,725,135 60	7,678,200 69	8,411,294 83	9,740,549 89	10,092,909 95
July	9,505,432 94	9 237,920 50	10,045,078 14	10,592,841 37	11,934,957 33
August	12,623,300 45	11,995,596 18	13,845,030 69	15,078,512 90	16,932,839 65
September	11,712,164 78	12 916,782 29	11 975,804 75	14,182,516 12	15,733,891 86
October	8,682,889 05	10,059,277 34	10,554,660 92	11,161,364 60	12,066,671 28
November	6,931,212 90	7,399,086 88	8,540,788 60	9,017,623 32	9,365,044 55
December	5,276,301 32	6,327,300 78	6,590,945 65	7,696,126 44	8,044,777 08
Total	$114,035,990 34	$113,296,712 62	$125,019,718 69	$135,310,995 85	$147,770,289 68

Exports from New York to foreign ports during the years 1866, 1867, 1868, 1869, 1870, and 1871:

DOMESTIC PRODUCE.

	1866.	1867.	1868.	1869.	1870.	1871.
January	$19,784,997	$12,911,689	$13 766,496	$12,672,824	$11,833,151	$18,370,758
February	16,768,120	14,615,040	13,513,674	10,507,041	11,180,695	18,259,723
March	23,291,485	19,679,955	12,382,808	11,942,672	14,965,213	21,211,713
April	22,526,822	16,979,363	13,976,761	14,671,026	13,741,650	17,923,694
May	12,281,623	12,615,022	14,297,029	15,443,499	14,167,414	17,066,928
June	9,601,089	14,346,769	10,634,544	16,555,107	16,811,500	17,432,767
July	13,057,476	13,666,098	10,538,848	18,450,323	15,965,557	17,147,740
August	12,646,004	12,116,096	12,750,918	17,975,524	12,599,436	18,800,769
September	1,635,610	11,102,100	11,316,492	16,510,324	15,157,390	20,100,569
October	14,593,664	16,679,540	13,954,602	18,419,645	16,018,569	21,755,792
November	13,651,464	20,056,540	13,881,126	16,836,617	24,125,836	18,603,795
December	16,817,615	13,442,177	14,523,280	17,828,174	19,173,650	18,778,999
Total	$186,655,969	$178,210,409	$156,075,578	$187,812,776	$185,740,061	$225,553,247

FOREIGN FREE

January	$38,301	$114,207	$12,680	$7,965	$53,623	$43,412
February	26,605	36,803	36,387	4,941	46,162	29,805
March	57,167	31,133	24,761	31,102	50,590	121,098
April	130,254	38,389	113,489	4,600	45,157	97,823
May	131,393	23,492	183,986	49,261	29,879	169,250
June	55,074	43,214	32,946	59,001	38,395	71,712
July	27,269	20,168	37,975	27,020	24,522	121,536
August	50,720	24,096	18,192	54,356	23,116	148,519
September	29,373	9,498	80,593	16,960	11,451	193,707
October	32,061	4,446	10,822	71,862	1,905	15,092
November	64,001	8,515	9,763	44,159	1,963	64,464
December	44,265	82,694	39,330	37,433	15,721	56,845
Total	$706,483	$436,655	$500,924	$408,660	$352,034	$1,133,263

FOREIGN DUTIABLE.

January	$284,909	$422,751	$669,151	$472,228	$996,392	$423,706
February	400,782	800,663	441,528	312,830	713,289	450,214
March	320,165	761,138	655,881	615,121	927,292	806,521
April	654,019	845,824	648,960	733,461	911,018	908,557
May	567,872	665,031	852,544	583,846	918,306	783,607
June	606,255	713,137	641,409	605,608	851,088	890,659
July	401,721	382,295	444,735	604,923	727,794	600,377
August	226,786	717,161	558,078	594,339	808,944	461,249
September	306,244	890,851	803,255	699,680	923,627	569,026
October	186,108	797,235	740,477	577,748	638,930	585,343
November	268,600	610,460	517,907	512,226	785,553	564,328
December	551,657	533,115	415,675	693,260	651,405	936,140
Total	$4,967,102	$8,142,961	$7,389,600	$7,005,270	$9,853,638	$7,979,727

SPECIE AND BULLION.

January	$2,706,336	$2,551,351	$7,349,825	$3,214,380	$2,683,392	$2,149,211
February	1,807,030	2,124,461	4,203,825	3,232,083	2,194,256	4,022,066
March	1,045,039	1,891,141	3,694,912	2,399,968	1,521,601	7,569,880
April	588,875	2,261,283	6,095,179	1,767,601	1,698,616	9,593,029
May	23,744,194	9,043,154	15,936,231	2,542,330	4,485,373	9,615,698
June	15,890,956	6,724,272	11,823,628	2,335,531	4,257,362	8,604,738
July	5,821,459	13,519,894	10,584,558	6,474,624	16,922,451	11,233,695
August	1,587,851	1,714,594	4,690,989	3,027,940	10,548,076	2,701,287
September	834,550	2,201,958	1,954,723	1,763,171	4,616,856	2,130,320
October	1,463,450	1,182,031	1,608,739	2,531,076	2,416,356	2,086,891
November	3,776,690	1,733,261	1,181,085	1,126,845	4,896,257	2,124,539
December	3,297,270	6,854,548	1,717,905	1,732,899	1,950,879	2,034,192
Total	$62,553,700	$51,801,948	$70,841,599	$32,108,448	$58,191,475	$63,855,546

TOTAL EXPORTS.

January	$22,814,543	$15,999,998	$21,798,152	$16,367,397	$15,576,558	$20,987,087
February	19,002,537	17,576,967	18,225,414	14,056,895	14,134,402	22,761,808
March	24,713,856	22,366,367	17,258,362	14,978,863	17,464,696	29,709,212
April	23,899,970	20,124,879	20,834,389	17,176,688	16,396,441	28,523,103
May	36,937,067	22,346,699	31,269,790	18,588,936	19,600,972	27,635,483
June	26,153,374	21,827,392	23,132,527	19,555,247	21,958,345	26,999,876
July	19,307,928	27,538,755	21,606,116	25,556,890	33,640,324	29,103,348
August	14,511,361	14,571,947	18,018,177	21,652,159	23,979,572	22,211,624
September	12,805,773	14,204,407	14,155,063	18,990,135	20,709,324	22,993,622
October	16,275,283	18,663,252	16,314,640	21,600,331	19,075,760	24,443,118
November	17,750,755	22,408,776	15,589,881	18,519,847	29,809,609	21,357,126
December	20,710,807	20,912,534	16,705,190	20,291,766	21,791,205	21,806,176
Total	$254,883,254	$283,591,973	$234,907,701	$227,335,154	$254,137,208	$298,531,783

Railroads in Minnesota.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

During the past year there have been 457½ miles of railroad completed and put in operation in this State, as follows:

	Constructed in 1871. Miles.	Previously constructed. Miles.	Length of Line completed. Miles.
St. Paul and Sioux City	0	122	122
Sioux City and St. Paul	56	0	56
Winona and St. Peter	26	139	185
First Division St. Paul and Pacific, (Main Line)	72	135	207
First Division St. Paul and Pacific, (Branch Line)	0	76	76
Hastings and Dakota	20	28	48
St. Paul and Chicago	46½	55	101½
St. Paul, Stillwater and Taylor's Falls	18	0	18
Stillwater and St. Paul	0	13	13
Minneapolis and Duluth	13	0	13
Minneapolis and St. Louis	28	0	28
Lake Superior & Mississippi	0	155	115
Southern Minnesota	0	167½	167½
Milwaukee and St. Paul	0	155	152
Northern Pacific	178	50	228
	457½	1,092½	1 550

The total length of road in operation at the close of 1870 was 1,092½ miles, and the termination of 1871 leaves us a comprehensive railway system extending to an aggregate length of 1,550 miles.

Besides the road ironed in 1871, the grading on the Brainard Branch of the Northern Pacific has been done, and the Sioux City and St. Paul is graded ——— miles beyond the western end of their track, which they propose to complete early this year.

The reports of the various companies to the Railroad Commissioner for the year ending August 31, 1871, give a great many interesting facts and statistics, from which I take the following:

Number of passengers carried during the year	641,711
Average number of miles carried	86½
Average amount received of each	$1 61
Average rate per mile	4 2-5 cents
Total gross earnings for year	$3,430,414 33
Total operating expenses	2 564,435 10
Net earnings (reported)	847,523 04
Total amount paid State Treasurer in lieu of taxes for last fiscal year	56,454 18

The amendment proposed at the last session to the people for their action, which removes from the Legislature the power of ever disturbing the basis on which taxes are levied on the property of the roads, as now fixed by law, has been adopted, and the basis can never be changed unless authorized by the people.

LAND GRANTS TO RAILROADS.

	Total acres deeded to R. R. Co's to close of 1871.	No. acres sold by R. R. Co's to close of 1871.	Per cent sold in 1871.
St. Paul and Pacific	922,411.31	140,835.79	18.6
Winona & St. Peter	365,155.85	31,281.98	8.6
St. Paul and Sioux City	887,864.87	98,541.42	14.0
Southern Minnesota	193,833.00	28,432 54	13.0
Minnesota Central	167,665.34	38,342.75	22.8
Lake Superior and Mississippi	484,934 97	8,178.49	1.6
	3,021,865.34	840 543.07	12.8

☞ The total debt of the state of Florida is given in the Governor's message at $1,811,649 97, of which $747,945 08 is bonded, and the remainder, $563,704 89, is floating.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	296,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,71[illegible]	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	196,803	162,723	178,788	206,090	224,257	312,166	354,564	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,255	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	433,056	369,420	5,257,315
Chicago and Northwestern:													
1863	.....	.....	.....	.....	....[illegible]	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,829	390,355	421,363	406,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,558	585,623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	527,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,607,479	1,570,067	1,107,084	1,001,987	13,38[illegible], 71
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,925	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602, 82	774,991	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,99[illegible],868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,681	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,995
1870	203,069	226,897	244,182	24[illegible],046	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,7[illegible]
1871	270,204	266,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269 282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,82[illegible]
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,02[illegible]
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616,666	516,608	460,573	617,882	578,403	747,469	739,736	641,589	643,857	518,088	7,181,209
1866	603,053	505,266	505,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160,922
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	578,261	696,228	841,363	979,401	914,406	814,413	696,677	8,824,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	696,446	739,989	714,854	834,208	885,845	761,9[illegible]4	719,999	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,[illegible]92	123,802	1,201,229
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,715
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,005
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,029	1,390,622
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	156,191	175,438	172,587	169,820	1,690,714
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	296,956	322,369	307,474	258 634	2,650,702
1863	242,073	245,858	236,432	238,495	236,463	206,221	193,328	215,449	308,168	375,488	339,794	30[illegible],186	3,168,05[illegible]
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,046
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,870	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,609,281
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	4[illegible],030	408,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	486,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,008
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468 880	6,[illegible]17,656
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	625,547	7[illegible]4,732	1,040,102	801 195	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	7[illegible]0,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,025	473,295	6,668,056
North Missouri.													
1869	119,721	94,927	136,2[illegible]3	149,184	139,000	150,416	160,149	155,586	231,662	235,513	246.838	203,595	2,024,800
1870	213,101	196,207	239,161	209 490	259,000	208,493	196,724	229,099	264,690	235,240	266,886	255,726	2,833,300
1871	191,789	192,129	232,166	206,070	201,751	211,581	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,960	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 [illegible]50 [illegible]83
1867	242,793	219,065	279,647	254,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,361	265,905	252,149	204,620	217,082	194,455	287.557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,660	222,263	189,241	211,352	2[illegible]8,980	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,108	3,438,930
1871	212,006	217,947	319,765	285,416	284,732	275,351	287,540	329,270	364,128	359,887	385,103	299,552	3,630,696
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,068,837
1863	335,685	361,834	396,771	429,929	505,517	464,869	451,884	574,486	714,302	815,902	746,955	526,009	6,324,063
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,126,635	754,551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10 033 026
1866	738,061	725,987	779,196	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10 637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,286
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,063
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,244,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1[illegible]9,489	1,241,903	1,199,094	1,143,300	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,143
1867	149,658	149,342	174,163	188,162	171,736	156,066	172,933	220,788	219,160	230,340	206,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,628	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	159,351	160,085	2,008,266
1870	152,593	158,788	172,216	172 347	155,081	150,719	129,567	167,305	158,627	163,245	152,909	137,794	1,671,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105.033	103,716	117,625	116.242	107,524	126,012	127,412	126,775	124.988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,966	406,766	351,758	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,853	484,209	450,263	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	460,246	4[illegible],729	422,369	323,577	434,284	4,252,343
1870	312,133	293,645	295,278	318,[illegible]99	340,892	348,632	322,756	466,431	508,042	451,293	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,295	531,079	365,174	5,719,821
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,685	758,467	999,865	837,388	716,829	5,709,185
1870	528,529	500,139	589,288	706,093	802,586	746,480	643,058	664 051	728,521	719,698	670,168	605,053	7,654,094
1871	479,573	373,925	499,599	584,040	724,466	728,1[illegible]4	673,693	681,865	800,402	777,362	708,142	542,905	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness: Bonded Debt.	Indebtedness: Floating Debt.	Earnings: Gross.	Earnings: Net.	Dividends on paid Capital.	Value of Shares: Par.	Value of Shares: Paid.	Value of Shares: Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,081	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,783	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	—	—	—	—	480,046	—	6	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,094	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	—	—	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,878	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,342	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,443	168,955	24,058	—	100	100	....
Sep'. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	—	B'klyn Flatbh & Coney Isl.N.Y.	100,000	180,000	100,000	(Opened Oct. 1,	1870.)	—	—	100	100	....
Sept. 30,'70	24.00	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,221	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mas.	734,671	727,800	150,000	74	—	—	9.0	100	100	104½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,384	21,130	6,000	—	18,738	6,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	230	50	Citizens'(10th&11th sts.)(Ph.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & Jamaica.N.Y.	257,698	171,700	92,700	1,619	27,761	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	—	Elizabeth & Newark .....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City. .....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	....
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	42½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n).N.Y.	270,000	170,000	90,000	—	89,627	8,146	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	28,181	2,431	—	100	100	....
Sept. 30,'70	11.70	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston). Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,308	99,519	10.0	100	100	63½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	....
Dec. 31,'70	3.40	....	—	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,19	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,535	546,000	76,695	196,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5 0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	1 ,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	32
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,650	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	65
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,383	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,894	121,028	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	36,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,256	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21½
Dec. 31,'70	3.60	....	—	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Dec. 31,'70	27.00	587	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,456	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Dec. 31,'68	5.80	....	—	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,389	19,991	6	100	100	....
Dec. 31,'68	5.80	....	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	18	8	Williamsport .....Pa.	38,580	15,600	5,000	41,439	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 ,00	3,010	4	100	100	....
Oct. 31,'70	3.45	40	16	Worcester .....Mass.	46,205	40,000	20,000	6,006	487	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Interest: Rate.	Interest: Payable.	Principal Payable.	Interest Paid.
	$	pc			
Albany.					
1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J	187.	....
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage	500,000	7	J.&D.	188.	..
Brooklyn, Bath & Coney I.					
1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	188.	....
Bklyn City, Hun.P.& P.P.:					
1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J.& J	1876	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	188.	....
Central Park, N. & E.River:					
1st Mortgage	626,000	7	J.& J.	1876	....
Citizens' (Pittsburg):					
1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage	214,000	7	J.& J	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage	700,000	7	J.& J	18 -	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J.& J	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage	160,000	7	J.& J.	1878	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage	250,000	7	J.& J	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown:					
1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.:					
1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	25,000	7	J.& J.	187.	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	J.& J	188.	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1836	....
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1891	....
2d Mort. O. & N. R. R.	399,000	6	J.& J.	188.	....
Philadelphia City:					
1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	23,000	7	A.&O	1876	....
Quincy:					
Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.)					
1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage	000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston):					
Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage	000,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet.					
1st Mortgage	130,000	7	J.& J	188.	....
West Hoboken.					
1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J.&D	1878	....
Worcester.					
1st Mortgage	20,000	6	A.&O	187.	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100 $3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley	50 2,2[illegible]6 350	— & —	---- ----
Atlanta and West Point	100 1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100 3,691,200	— & —	---- ----
" " pref.	100 821,664	J. & J.	July '71 3½
Atlantic and St. Law*	100 2,494,900	M. & S.	Sept. '71 2
" " new 1870.	100 1,509,000	— & —	---- ----
Avon, Geneseo & Mt M.*	100 194,250	A. & O.	Oct '71 1½
Baltimore and Ohio	100 13,151,962	A. & O.	Oct. '71 4
Washington Br.	100 1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref.	50 5,680,685	— & —	---- ----
Berkshire*	100 600,000	J. A. J. & O.	Jan. '72 1½
Blossburg & Corning.*	50 250,000	J. & D.	Dec. '71 2½
Boston and Albany	100 19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.	100 633,200	— & —	---- ----
Agricultural Br guar	100 60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref	100 800,000	M. & N.	Nov. '71 3
Boston and Lowell	500 2,215,000	J. & J.	Jan. '72 4
Boston and Maine	100 4,471,275	M. & N.	Nov. '71 5
Boston and Providence	100 3,500,000	M. & N.	Nov. '71 5
Buffalo, N. Y. and Erie*	100 950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.	100 1,389,000	J. & J.	Jan. '72 4
" " pref.	100 1,683,400	J. & J.	Jan. '72 4
Camden and Amboy*	100 5,847,800	J. A. J. O.	Jan. '72 7
Camden and Atlantic	50 377,100	— & —	---- ----
" " pref.	50 752,700	— & —	---- ----
Cape Cod	50 915,577	J. & J.	Jan. '72 $2[illegible]
Cape May and Millville*	50 447,000	J. & D.	Dec. '71 3
Catasauqua & Fogelsv.	50 426,900	Novemb.	Nov. '71 6
Catawissa*	50 1,159,600	— & —	---- ----
" pref.	50 2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*	50 589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R*	100 6,850,400	F. & A.	Aug '71 1½
" " pref.	100 769,600	F. & A.	Aug. '71 3½
Central of Georgia	100 4,686,850	J. & D.	Dec. '71 5
Central of New Jersey	100 15,000,000	J. A. J. & O.	Jan. '72 3½
Central Ohio*	50 2,425,000	J. & D.	Dec. '71 3
" pref.	50 400,000	J. & D.	Dec. '71 3
Chemung*	100 380,000	J. A. J. & O.	Jan. '72 1½
Cheshire, preferred	100 2,100,000	J. & J.	Jan. '72 2
Chicago and Alton	100 8,925,500	M. & S.	Sept. '71 5
" " pref.	100 2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy	100 20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*	100 3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western	100 14,720,959	J. & D.	June '71 5
" " pref.	100 20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific	100 19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*	100 3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*	50 2,967,800	— & —	---- ----
" pref.	50 428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind.	100 13,914,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*	50 2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*	50 7,494,588	F. M. A. N	Nov. '71 2½
Col., Chic. & Ind. Cen.*	100 13,000,000	J. A. J. & O.	Oct. '71 2½
Columbus and Xenia*	50 1,786,800	M. J. S. D.	Sept. '71 2
Colum. & Hocking Val.	100 848,964	— & —	---- ----
Concord	100 1,500,000	M. & N.	Nov. '71 5
Concord and Porte.*	100 350,000	J. & J.	Jan. '72 3½
Conn. & Passumpsic R.	100 2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.	100 1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq	100 207,283	— & —	---- ----
Cumberland Coal & I.	100 1,325,000	A. & O.	Oct '71 4
Danbury and Norwalk	50 400,000	M. J. S. D.	Dec '71 4
Delaware*	50 1,220,941	J. & J.	Jan. '72 3
Del., Lackaw & Westn.	50 18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee*	5 452,350	— & —	---- ----
" " pref.	50 2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*	100 5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*	50 1,349,200	J. & J.	Jan. '72 4
East Mahanoy*	50 392,950	J. & J.	Jan. '72 3
Eastern (Mass.)	100 4,062,600	J. & J.	July '71 4
Eastern (N. H.)	100 492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*	100 500,000	F. & A.	Aug. '71 2½
Elmira & Williamsport*	50 502,000	M. & N.	Nov. '71 2½
" " pref.	50 500,000	J. & J.	Jan. '72 3½
Erie Railway	100 78,000,000	F. & A.	Feb. '66 4
" pref.	100 8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*	50 1,090,250	M. J. S. D.	Dec. '71 1½
Fitchburg	100 3,340,000	J. & J.	Jan. '72 4
Georgia	100 4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar	100 1,000,000	— & —	---- ----
Grand Trunk, (Ca.)	100 14,367,946	— & —	---- ----
Great Western, (Ca.)	100 19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph	100 4,151,700	F. & A.	Aug. '70 3½
" pref.	100 5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50 116,850	M. & N.	Nov. '71 5
Harlem Extension	100 4,000,000	— & —	---- ----
Harrisburg & Lancaster*	50 1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven	100 3,300,000	J. A. J. O.	Jan. '72 3
" " scrip.	50 1,500,000	J. A. J. O.	Jan. '72 3
Housatonic, pref.	100 1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top.	50 616,000	— & —	---- ----
" " pref.	50 213,350	J. & J.	July '68 3½
Illinois Central	100 25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf.	50 7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*	100 4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind.	100 2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100 1,500,000	J. A. J. O.	Jan. '72 1½
Joliet & North. Indiana*	100 300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So.	100 34,446,500	F. & A.	Feb. '72 4
" " (guar.)	100 533,500	F. & A.	Aug. '71 5
Lawrence*	50 260,200	— & —	---- ----
Leeds and Farmington*	100 600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50 8,739,800	M. & N.	May '67 5
Lehigh Valley	50 18,159,400	J. A. J. O.	Jan. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*	50 $5,871,450	J. A. J. O.	Jan. '72 2
Little Schuylkill*	50 2,045,100	J. & J.	Jan. '72 3½
Long Island	50 3,000,000	M. & S.	Sept '71 3
Louisv., Cin. and Lex.	50 1,623,483	J. & J.	July '69 3
" " pref.	100 848,700	J. & J.	Jan. '72 4½
Louisville & Nashville	100 8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi.	100 3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100 200,000	A. & O.	Oct. '71 3
Lykens Valley	20 600,000	F. M. A. N	Nov. '71 2½
Macon and Western	100 2,500,000	J. & D	Dec. '71 5
Maine Central	100 3,400,500	— & —	---- ----
Manchester and Law.	100 1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnat	50 1,372,891	— & —	---- ----
" " 1st pref.	50 8,130,719	M. & S.	Sep. '66 3½
" " 2d pref.	50 4,460,368	M. & S.	Sep. '66 3½
Massawippi*	100 400,000	F. & A.	Aug. '71 3
Memphis & Charleston*	25 6,312,725	J. & D.	Jan. '69 3
Michigan Central	100 14,665,848	J. & J.	Jan. '72 5
Mill Creek & Mtchell*	50 323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul	100 11,822,878	J. & J	Dec. '70 7½
" " pref.	100 10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.*	50 3,856,450	J. & J.	Jan. '72 4
Morris and Essex*	50 11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell	100 720,000	M. & N.	Nov. '71 5
Naugatuck	100 1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*	50 1,000,000	M. & S.	Sept. '71 5
Newark and N. York*	100 977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100 500,000	M. & N.	July '71 4
N. Castle & Beaver Val.*	50 1,800,000	J. & J.	Aug '69 12½
N Haven & Northamp.	100 695,000	J. A. J. O.	Oct. '71 2½
New Jersey*	100 7,295,200	J. A. J. O.	Jan. '72 7
New London Northern*	100 1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R.	100 45,000,000	A. & O	Oct. '71 4
" " Certif.	100 44,428,350	A. & O.	Oct. '71 4
New York and Harlem	100 8,500 000	J. & J.	Jan. '72 4
" " pref.	100 1,500,000	J. & J.	Jan. '72 4
N. York & New Haven	100 9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston	100 2,000,000	J. & J	Jan. '72 4
Niag Bridge & Canand*	100 1,000,000	J. & J	Jan. '72 3
North Carolina*	100 4,000,000	irregular.	July '71 3
N. Eastern (N C.) pref.	100 111,000	M. & N.	May 67 4
North Pennsylvania	50 3 150,150	January.	Jan. '72 5½
Northern Central	50 5 000,000	M. & N	Nov. '71 3
Northern N. Hampsh.	100 3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*	100 1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100 2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*	100 3,051,800	J. & J.	Jan. '71 3½
" " pref.	100 2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi	100 19,995,847	— & —	---- ----
" " pref.	100 4,024,474	J. & D	Dec. '71 3½
Oil Cr. & Allegheny R.	50 4,259,450	J. A. J. O.	Jan. '72 2½
Old Colony & Newport.	100 4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*	100 482,400	F. & A.	Aug. '71 4
Pacific of Missouri	100 3,635,750	— & —	---- ----
Panama	100 7,000,000	J. A. J. O.	Jan. '72 3
Paterson and Hudson*	100 630,000	J. & J.	Jan. '72 4
Paterson and Newark*	100 500,000	J. & J.	---- ----
Paterson and Ramapo*	100 243 000	J. & J.	Jan. '72 4
Pember. & Hightstown*	50 342,150	J. & J.	Jan. '71 3
Pennsylvania	50 39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*	100 1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*	50 6,004,300	J. & J.	---- ----
" " pref.	50 2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn*	50 1,626,250	M. J. S. D.	Dec. '71 3
Philadelphia & Reading	50 30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*	100 1 259,100	J. A. J. O	Jan. '72 7
Phila., Wil. & Balt.	50 9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*	100 19,714,285	J. A. J. O.	Jan. '72 1½
" Special Imp.	100 2,000 000	J. A. J. O.	Apr. '72 1½
Pittsfield & N. Adams	100 400,000	J. & J.	Jan. '72 3
Portland and Kennebec	100 616,700	J. & J.	Jan. '72 3
Yarmouth certificates	100 202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm.	100 1,500,000	J. & J.	Jan. '72 5
Providence & Worces.	100 2,000,000	J. & J.	Jan. '72 6
Raleigh and Gaston	100 1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	100 6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*	100 557,500	— & —	---- ----
Rome, Watert. and Ogd.	100 2,997,800	J. & J.	Jan '72 3
Rutland*	100 2,700,000	— & —	---- ----
" preferred	100 4,300,000	F. & A.	Feb. '72 3½
St. Croix and Penobscot	100 100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100 2,300 000	— & —	---- ----
" " " pref.	100 2,040.000	May.	May '68 7
Saratoga and Schenec.	100 300,000	A. & O.	Oct. '71 3½
Schuylkill Valley*	50 576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke	100 1,161,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.*	50 869,450	F. & A.	Aug. '71 3
Shore Line*	100 995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100 438,300	J. & J.	Jan. '72 5
South Carolina	100 6,919,275	F. & A.	Aug. '71 1
South Western, (Ga.) *	100 3,939,900	F. & A.	Aug. '71 4
Staten Island	100 660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100 448,700	J. & J.	Jan. '72 3½
Stony Brook*	100 267,300	M. & N.	Nov. '71 3
Summit Branch*	50 250,000	F. & A.	Feb. '72 3
Sussex (N. J.)	100 317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100 1,670,189	— & —	---- ----
Taunton Branch	100 500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana	100 1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.	100 1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100 1,000,000	M. & N.	May '70 3½
Troy and Greenbush*	100 274,400	J. & D.	Dec. '71 3½
Utica and Black River	100 1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*	100 2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.	100 2,860,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)	100 $1,800,000	J. & D.	Dec. '71 2½
Warwick Valley	100 225,000	A. & O.	Oct. '71 2½
West Jersey	100 1,209,000	F. & A.	Aug. '71 4
Winchester & Potomac*	100 180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*	100 500,000	J. & J.	Jan. '72 3½
Worcester and Nashua	75 1,400,555	J. & J.	Jan. 72 $5
HORSE-POWER R. R.			
Albany City	100 110,300	— & —	---- ---- 2½
Baltimore City	100 800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (NY)	100 900,000	— & —	---- ----
Boston and Chelsea	100 110,000	A. & O.	Oct. '71 4
Broadw. & 7th Av. (NY)	100 2,100,000	J. & D.	Jun. '70
Brooklyn City	100 1,500,000	F. A. M. N	Nov. '71 3
Brooklyn City & Newt.	100 600,000	J. & J.	July '70 3½
Brooklyn and Jamaica	100 488 100	— & —	---- ----
Bushwick (Brooklyn)	100 304,000	J. & J.	July '71 3½
Cambridge	100 727,500	A. & O.	Oct. '71 4½
Cen. Park, N & E. Riv.	100 1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	5 500,000	J. & J.	Jan. '72 7
Citizens' (Phg.)	50 200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn	50 500,000	— & —	---- ----
D. Dock, E. B'dw. & Bat.	100 1,200,000	F. M. A. N	Nov. '71 2
Eighth Avenue (N. Y.)	100 1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark	100 200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry	100 748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50 491,750	J. & J.	Jan. '72 3
Germantown (Ph.)	50 1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)	50 500,000	J. & J.	July '71 3
Grand St. and Newton	100 170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50 500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm.	50 2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.)	25 105,000	— & —	Oct. '70 6
Lynn and Boston	100 200 000	— & —	---- ----
Malden and Melrose	100 200,000	— & —	---- ----
Metropolitan (Boston)	100 1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston)	100 400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)	100 797,820	— & —	---- ----
Orange and Newark	100 282,855	— & —	---- ----
Philadelphia City	50 750,000	J. & J.	July '71 3
Philadelphia and Darby	20 200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	50 284,776	J. & J.	Jan. '72 3
Phg, Alleg. & Manchester	50 200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)	100 888,100	J. A. J. O.	July '71 2½
Second & Third St. (Ph.)	50 992,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.)	50 500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)	100 750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100 1 170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.)	50 1,000,000	J. & J.	July '71 2
Somerville (Boston)	100 75,000	M. & N.	Nov. '71 3
South Boston	100 400,000	J. A. J. O.	Jan. '72 2½
Union (Boston)	100 200,000	M. & N.	Nov. '71 4
Union (Phila.)	50 400,000	J. & J.	Jan. '72 5
West Philadelphia	50 400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware	50 1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio	25 8,229,694	— & —	---- ----
Delaware Division	50 1,633,350	F. & A.	Aug. '71 4
Delaware and Hudson	100 15 000 000	F. & A	Feb. '72 6
Delaware and Raritan*	100 5,847,400	J. A. J. O.	Jan. '72 7
Erie of Pennsylvania	50 64,000	— & —	---- ----
Lehigh Coal & Navigat.	50 8,739,800	M. & N.	May '67 5
Monongahela Navigat.	50 1,003,500	J. & J.	July '71 5
Morris (consolidated)	100 1,025,000	F. & A.	Feb. '72 2
" (preferred)	100 1 175,000	F. & A.	Feb. '72 5
Pennsylvania	50 4,337,950	— & —	---- ----
Schuyl. Nav. (common)*	50 1,908,207	F. & A.	Aug 71 35c
" " (pref.)	50 2,898,977	F. & A.	Aug. '71 0½
Susq. and Tide Water	50 2,002,746	— & —	---- ----
Union	50 2,907,850	— & —	---- ----
" preferred	50	— & —	---- ----
W. Branch and Susq	50 1,100,000	J. & J.	Jan. '66 —
MISCELLANEOUS.			
Adams Express	100 10,000,000	M. J. S. D.	Sept. '71 2
American Coal	25 1,500,000	M. & S	Sept. '71 3
Am. Merch. Union Exp.	100 18,000,000	J. & J.	Jan. '72 3
Ashburton Coal	50 2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100 4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City	100 1,000,000	— & —	---- ----
Butler Coal	25 500,000	J. & D.	Dec '69 85c
Canton	100 731,250	— & —	---- ----
Consolidation (Md.) Coal.	100 10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron	100 500,000	— & —	---- ----
Maryland Coal	100 4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100 2,836,600	— & —	---- ----
" pref.	100 8,693,400	— & —	---- ----
" certif.	100 2,324,000	J. & J.	---- ----
Pacific Mail Steamship	100 20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel.	25 [illegible]	---- ----	---- ---- 2½
Pennsylvania Coal	50 4,000,000	F. M. A. N	Nov. '71 5
Pullman Palace Car	100 4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common	100 5,700,000	— & —	---- ----
" preferred	100 4,300,000	— & —	---- ----
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10 1,000 000	— & —	---- ----
Union Trust	100 1,000,000	J. & J.	Jan. '72 5
United States Express	100 6,000,000	F. M. A. N	Nov. '69 2½
United States Trust	100 1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100 5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.	100 35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100 3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. 66 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Jan. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,729,000	6	Jan. & July.	1880	114¾
.. .. coupon	4,686,000	6	" "	1880	115¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861.....registered	124,985,150	6	Jan. & July	1881	114¾
.. .. coupon	64,336,050	6	" "	1881	115¼
Loan of Feb. 25, 1862 (5-20s).....registered	68,377,650	6	May & Nov.	1882	110¼
.. .. .. (5-20s).....coupon	352,651,300	6	" "	1882	110¾
Loan of March 3, 1863.....registered	53,366,750	6	Jan. & July.	1881	114¾
.. .. coupon	21,632,250	6	" "	1881	115¼
Loan of March 3, 1864 (5-20s).....registered	2,492,500	6	May & Nov.	1884	110¼
Loan of June 30, 1864 (5-20s).....registered	40,924,350	6	May & Nov.	1884	110¾
.. .. .. (5-20s).....coupon	40,916,650	6	" "	1884	110¾
Loan of March 3, 1865 (5-20s).....registered	43,062,800	6	May & Nov.	1885	110¾
.. .. .. (5-20s).....coupon	120 254,900	6	" "	1885	111¼
.. .. 2d series (5-20s).....registered	83,463,050	6	Jan. & July.	1885	110
.. .. .. (5-20s).....coupon	166,226,050	6	" "	1885	110¾
.. .. 3d series (5-20s).....registered	91,160,000	6	Jan. & July.	1887	111¾
.. .. .. (5-20s).....coupon	229,815,250	6	" "	1887	112¼
.. .. 4th series (5-20s).....registered	12,606,500	6	Jan. & July.	1888	111
.. .. .. (5-20s).....coupon	26,659,550	6	" "	1888	112¼
Loan of March 3, 1864, (10-40s).....registered	138,635,050	5	Mar. & Sept.	1904	107¾
.. .. .. (10-40s).....coupon	56,532,250	5	" "	1904	110¾
Consols of July 14, '70 & Jan. 20, '71.registered	88,684,400	5	F. M. A. & N.	1881	109
.. .. coupon	8,313,250	5	" "	1881	110¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	23,025 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,618,832	6	Jan. & July.	'95-'99	115¼
U. S. Notes and Fractional Currency.....	398,360,679	mi.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1 316,700	8	" "	'86-'88	95
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,188,000	7	Jan. & July.	1877	108¼
.. — .. 1860.	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	98¼
.. — .. of 1863, (20s)..		6	" "	1883	100¼
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867.500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83¾
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83¾
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100¾
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1886	....
.. —War Loan Bonds.....	204.000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-'72	99¼
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	68
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62¼
.. — .. .. 1870.....	3,000,000	6	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92¼
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur)	475.000	6	Feb. & Aug.	1883	
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101¼
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	....
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	97
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	99
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,022	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'79	....
.. —	275,000	5	April & Oct	'78-'94	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	71-'76	....
.. — .. .. of 1863	600,000	5	" "	77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1885	98¼
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	98¾
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 6-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R & Hoosac T. stg.	3,506 580	5	" "	88-'90	97½
.. —	956,500	5	" "	91-'95	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,624	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'78-'82	....
.. —War and Bounty Loan Bonds.....	478.000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	....
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95
.. —South Pacific, guar.....	1,589,000	7	" "	1876	78
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92½
Nebraska—(No Debt).....	.....	....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100¾
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	10 ¼
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	100¾
.. — .. Bonds.....	21,089,000	7	" "	1877	107
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106
.. —	5,150,100	6	" "	1873	107
.. —	2,009,000	6	" "	1874	106½
.. —	473,000	6	" "	1875	109
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	32¼
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)..	1,739,000	6	April & Oct.	92-'98	15¾
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	24
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	13
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	104¼
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103¾
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106¼
.. —	9,237,050	6	" "	1882	99
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	109
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,600	5	Jan. & July.	1882	101¼
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	259,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	51
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1885	28
.. —Funding & Special Bonds '68.	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans.....	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	65½
.. —*Funding Bonds	4,089,503	6	" "	"	65¾
Texas—No legal debt.....	.....	....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	60
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	1 0
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	92
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	93½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	589,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage } Camden and	498,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	36½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	40
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	....
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	68½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95
Burlington & Mo. Riv. in Neb.						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	99
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	96
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	94
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	81½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (1st by State)	1,500,000	7*	" "	" "	1885	
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	600,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	808,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	92
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	105
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	200 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	107
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1915	94
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654.500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	95½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	93½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	74½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	93½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89½
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1869	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844.000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275.000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1861	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,060,000	8	June & Dec.	New York.	1890	88½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Iouia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1860	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1859, (secd).	1,916 639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 3, 1860	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oast. & Ottawa R. R.).	150.867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150.000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & H.n.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	160.000	7	Jan. & July	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	[illegible] & July	New York.	1880	....
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	.....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	160,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,200,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	107
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	691,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,070,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (P. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	90½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	" "	" "	1885	99
1st Mort. (Q. and Palmyra R.R.	700,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,674,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	108½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	51
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	102½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	1,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	69½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1869	1,495,000	8	Jan & July.	New York.	1885	100
2d Mort. of 1865 for $500,000	100,000	8	March & Sept.	" "	1868	102
Consolida'ed Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1 89	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (1nd & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1862	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	96½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,270,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	..
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS&MSo1,015m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,255,000	7	May & Nov.	" "	1885	104
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1b 8	6½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1890	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,543,000	6	June & Dec.	"	1898	95
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	03½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	..
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	..
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18 0	..
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	..
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	...
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	...
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	...
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al).						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	19 0	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	.....	.....	.....	.....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18 5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ...	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	66½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov	Boston.	1885	60
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	68
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	106½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	"	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	88½
1st Mortgage (Minn. Cent).....	208.000	7	" "	" "	....	...
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	110½
2d Mortgage (P du C.Div.).....	1,315,000	7 3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,554,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856...	600,000	7	April & Oct	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. ot June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.(@14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1856, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	524,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Con ols for $2,100,600at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal)						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1.0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3.000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51.000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3.0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage ....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	...
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	...
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,809,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	398,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89.500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1888	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	91½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie)						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458 500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	86
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	500,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	9
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	*	Jan. & July.	" "	1880	99½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93.847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	Various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C. R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.)						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phi'a. & Rd'g):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	...	75½
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863.	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.)						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.)						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	100½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	77½
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	83
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C.St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	256,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York	1894	95½
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94- 96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....go.d	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for$6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	6	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.)						
1st Mortgage guar	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(I.&O.)						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 186c-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	78,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	71
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1880	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	82
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	8	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (R. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	91½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,0 0,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	100
Gold Loan	980,000	6*	" "	"	1894	93
Convertible Loan	1,996,879	6	" "	"	1877	87
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	92
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,965	7	" "	" "	1885	91
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	Adirondac.....New York.	60.0	—	1.0	125.0	3	3	3	56	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	Alabama and Chattanooga.....Alabama.	296.0	—	14.8	—	20	20	5	400	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Albany and Susquehanna ¶...New York.	142.0	22.0	19.8	—	25	21	12	273	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93
Jan. 31, 1871	Allegheny Valley.....Pennsylvania.	132.0	—	37.9	112.0	35	23	7	1,202	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	Androscoggin.....Maine.	26.5	5.0	6.8	—	8	8	5	124	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1870	Annapolis and Elkridge.....Maryland.	20.5	—	5.0	—	5	10	2	23	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	Ashuelot.....New Hampshire.	23.0	—	1.8	—	.....	.....	.....	.....	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	Atchison, Topeka & Santa Fe....Kansas.	34.0	—	....	89.0	6	5	4	108	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	53.0	—	....	172.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	Atlanta and West Point.....Alabama.	86.7	—	8.9	—	18	6	6	119	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	Atlantic and Great West..N.Y. Penn.& O.	387.3	38.18	141.4	—	166	80	35	3,475	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,484,101	778,868	—	50	....
Dec. 31, 1870	Atlantic and Gulf ¶.....Georgia.	237.0	107.0	16.3	—	28	19	32	242	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	Atlantic and North Carolina ¶..N.Carolina.	95.0	—	5.0	—	9	7	3	66	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	*Atlantic and Pacific* ¶.....Missouri.	292.0	—	13.0	35.5	34	25	—	825	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Atlantic and St. Lawrence.Me.,N.H.& Vt.	150.0	—	15.0	—	.....	.....	.....	.....	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	Avon, Geneseo and Mount Morris ..N. Y.	15.5	—	0.5	—	2	2	2	3	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	Bald Eagle Valley.....Pennsylvania.	51.2	2.0	4.1	—	.....	.....	.....	.....	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	Baltimore and Ohio ¶ ....Md. & W. Va.	379.6	—	483.0	—	324	164	35	5,438	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	148
Sept. 30, 1870	Washington Branch ¶ .....Maryland.	30.0	—	30.0	—	.....	.....	.....	.....	1,650,000	.....	.....	376,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	Parkersburg Branch.....W. Virginia.	103.5	—	17.0	—	.....	.....	.....	.....	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	Baltimore and Potomac.....Maryland.	73.0	—	2.5	—	.....	.....	.....	.....	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	Belfast and Moosehead Lake.....Maine.	33.0	—	1.7	—	2	2	1	37	950,500	50.000	.....	.....	625,000	150,000	.....	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	Bellefonte and Snow Shoe..Pennsylvania.	21.2	1.5	2.3	—	5	2	—	60	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	Bellville and Southern Illinois....Illinois.	56.0	—	4.5	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Belvidere Delaware .....New Jersey.	67.0	—	8.0	—	23	20	6	879	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	Berkshire.....Massachusetts.	21.1	—	....	—	.....	.....	.....	80	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	....
Dec. 31, 1870	Blossburg and Corning.....New York.	15.6	—	5.4	—	.....	.....	.....	.....	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	Boston and Albany....Mass. & N. York.	200.6	49.7	289.0	—	163	118	40	3,045	21,938,629	*	2,164,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	Boston, Clinton and Fitchburg .....Mass.	41.6	1.3	7.0	—	13	17	10	205	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	Boston, Concord and Montreal .....N. H.	93.5	—	9.6	....	18	20	16	373	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	117.0	—	17.7	283.0	23	35	10	419	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	3
Sept. 30, 1870	Boston and Lowell.....Mass.	26.7	10.9	37.6	—	32	38	18	780	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	135
Sept. 30, 1870	Boston and Maine.....Mass., N. H. & Me.	74.2	8.8	64.3	—	46	80	24	1,021	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	137½
Sept. 30, 1870	Boston and Providence.....Mass. & R. I.	51.3	7.7	55.0	—	32	51	12	464	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	Brunswick and Albany.....Georgia.	242.0	—	12.0	—	13	12	6	142	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Buff., Bradford and Pittsb..Penn. & N. Y.	26.0	—	2.0	—	.....	.....	.....	.....	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Buff., Corry and Pittsb.... N. Y. & Penn.	43.2	—	4.0	—	6	7	3	23	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	Buffalo and Lake Huron.....Canada.	161.0	—	16.0	—	.....	.....	.....	.....	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	Buffalo, New York & Erie...N.Y.& Penn.	142.0	—	13.0	—	28	32	9	428	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	Buffalo and Washington ...Penn. & N. Y.	20.0	—	1.0	96.0	2	2	1	16	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	892,178	54,455	10,609	—	100	....
Dec. 31, 1870	Burl., Cedar Rapids and Minnesota..Iowa.	163.0	—	6.0	87.0	15	7	2	250	4,878,000	816,333	.....	.....	2,445,000	2,446,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	*Burlington and Missouri River*.....Iowa.	279.0	53.7	—	—	53	22	13	936	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	111½
May 31, 1871	Burlington and Missouri River..Nebraska.	55.0	—	—	125.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	....
Apr. 30, 1871	Burlington and Southwestern..Iowa & Mo.	45.0	—	—	302.0	3	—	—	—	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	50
Dec. 31, 1870	California Pacific.....California.	60.0	81.0	4.0	—	15	14	5	201	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Camden and Amboy.....New Jersey.	61.2	31.1	102.0	—	.....	.....	.....	.....	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Camden and Burlington Co..New Jersey.	23.0	7.1	2.3	—	.....	.....	.....	.....	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	Camden and Atlantic.....New Jersey.	60.0	—	4.2	....	8	34	6	89	1,762,832	328,543	30,530	209,162	1,130,795	995,100	159,473	50,699	60.0	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Sept. 30, 1870	Cape Cod.....Mass.	64.9	1.0	30.7	—	8	15	7	139	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	334,444	159,229	—	100	....
Dec. 31, 1870	Cape May and Millville.....New Jersey.	41.3	—	—	—	3	12	—	—	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. by	West J	ersey.)	.....	6	100	69½
Sept. 30, 1870	Catasauqua and Fogelsville.....Penn.	20.0	4.0	7.5	—	6	3	2	468	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	Catawissa.....Penn.	65.0	2.5	5.0	—	21	9	5	585	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	Cayuga and Susquehanna.....New York.	34.6	—	3.4	—	.....	.....	.....	.....	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	Cazenovia and Canastota.....New York.	14.0	—	0.5	—	2	—	—	—	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Cedar Falls and Minnesota .....Iowa.	76.0	—	3.8	—	.....	.....	.....	.....	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	*Cedar Rapids and Missouri River*...Iowa.	271.6	2.5	18.7	—	.....	.....	.....	.....	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Illinois	Central N.W.)	479,675	—	100	....
Jun. 30, 1870	Central Br., Union Pacific R.R....Kansas.	100.0	—	15.0	250.0	6	5	2	124	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	Central of Georgia.....Georgia.	192.0	92.00	25.9	—	52	44	30	776	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	Central of Iowa.....Iowa.	185.0	—	4.6	43.0	24	16	5	512	8,510,000	.....	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Central of New Jersey.....New Jersey.	74.0	—	102.5	—	117	113	18	1,677	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	112
Dec. 31, 1870	Central Ohio.....Ohio.	137.0	—	17.9	—	.....	.....	.....	.....	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	*Central Pacific of California* ¶..California.	881.0	164.5	65.0	—	179	193	33	3,645	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	194.6	—	16.0	—	22	16	6	185	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	Chemung.....New York.	17.4	—	8.7	—	.....	.....	.....	.....	400,000	.....	.....	.....	380.000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	Cheraw and Darlington.....S. Carolina.	40.0	—	4.0	—	2	1	2	—	60,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	Cherry Valley, Sharon & Albany...N. Y.	23.9	—	0.8	—	.....	.....	.....	.....	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	Chesapeake and Ohio.....Va. & W. Va.	227.4	—	28.1	200.5	35	21	13	310	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	Cheshire.....New Hampshire.	53.6	—	13.0	—	25	20	9	392	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	Chester Valley.....Pennsylvania.	21.5	—	1.5	—	.....	.....	.....	.....	1,371,900	.....	.....	.....	871,900	500.000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	Chicago and Alton.....Illinois.	242.0	80.0	51.1	—	108	60	21	2,256	13,881,923	*	1,860,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	121
Apr 30, 1871	Chicago, Burlington and Quincy..Illinois.	400.0	—	167.0	—	175	84	45	3,053	16,871,690	4,723,545	9,295.928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	141½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	30,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,385	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....		—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	48
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	100
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	156,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,357,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	130½
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Indiana and Illinois Central....Ind. & Ill.					2,750,000	2,750,000			—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	41
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis, Peru and Chicago..Indiana.									75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	85,318	9,281	—	50	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jacksonv., Pensacola and Mobile. Florida.	.....	*			5,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,248	336,079	—	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
Dec. 31, 1870	638.6	84.0	29.3	—	76	42	15	924	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	18	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335.000	2.279.335	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	49.561	.....	.....	60,686	14,497	—	100	...
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Shore & Mich. S..N. Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13 457,541	5,088,720	8	100	90½
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500.000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg. Ft. W. & Chi.)			49.507	.....	—	50	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,416	....	.....	2,649.250	2,856.000	316,115	85,418	—	100	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Dec. 31, 1870	—	—	—	55.2	...	...	...	...	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	123½
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)			.....	.....	—	100	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	Under cons. to be comp. to P. Bl. 70 m.			In 1871.)	.....	—	100	...
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	91½
Dec. 31, 1870	94.0	64.0	15.8	....	22	43	9	244	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Jun. 30, 1871	51.0	—	....	200.0	—	—	—	—	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,240	12,161,070	751,474	139,289	—	50	65
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472,183	2,859.520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	— —	161.923	17	10.0	(Recently opened 10 miles.)		954	17	—	100	...
									Lowell and Lawrence.....Massachusetts.	332,883	30,255	———	15,123	[200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston &		Lowell.)	———	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	75
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by	Erie.)	.....	.....	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. by	Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	—	(Leas. &	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	120½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000	.....		106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		—	(Leased	& oper. by	Chic., R. I.	949,686	311,914	—	100	....
Dec. 31, 1870	6.5	—	—	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Perth Amboy and Woodbridge..N. Jersey	214,581	.....		.....	57,200	100,000	57,381	.....	90.0	(Recently	complet	ed.)	.....	.....	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	53
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	.....	.....	.....	1,259,100	.....	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	174
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,582,650	2,359,500	530,471	434,578	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		33.4	(Oper. by	Unit. Co.)	(14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		101.7	995,234	.....	.....	2,577,147	929,288	8	50	114½
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	.....	.....	.....	450,000	.....	.....		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505,000	76,319		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,284	*	.....	.....	993,100	1,222,848	268,519		—	(Leas. &	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	250,000	50,000		109.5	416,965	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	—	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....		27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130½
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	.....	.....	170,000	200,000	.....		—	(Under	construcți	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	.....	.....	483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	99½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	.....	.....	437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	—	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*	.....	.....	600,000	800,000	.....		48.3	348,466	.....	(10 mos.	661,717	193,811	10	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	102½
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	.....	.....	650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	.....	.....	.....	557,560	70,000	.....		22.0	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....		20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	(Leased	& oper. by	Erie.)	.....	.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	98
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	23
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	construcți	on—80 m.i	1,890,376	580,474	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	n oper. Ju	n. 1, '71.)	.....	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	18	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	1	—	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	284,684	.....	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	.....	.....	.....	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	320,000	.....	.....	—	(Under	construcți	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila. & Read		ing.)	d [28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,060	118,985	—	—	54.0	202,470			207,264	72,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,865	*		186,213	105,220	1,151,400	210,000				80.0				470,323	169,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000				49.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000				50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830				—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000				—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000				28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000				45.5				77,924	11,359		100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000			21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000				—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320				108.3				301,428	111,528	—	100	
Dec. 31, 1870	15.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694					438,300					—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	452,030	353,009		243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000				—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162		11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000				72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75¼
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000				....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000				—	(Under	construction.)					100	
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m				100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	—	—	—	....	Southern Pacific	California.											....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270			49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000			—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500				257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000			68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	—	—	—	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m				—	(Under	cons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000			13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700				—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,385					267,300			634		—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000				—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000				—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874							95,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284			—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	18	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783			81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,235	400.000		23,557	45,843		11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,287,239	944	635,070	1,185,000	557,988	7,742		—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	806,000	284,849	1,095,523		72.0	578.258	9,988,392	35,490,358	1,087,526	459.465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000				34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000				228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	868,744		631.0	3,473,960			4,544,641	1,308,376	—	100	75
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055			55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400					—	(Leased	& oper. by N.Y. Cen. & H.Riv.)				6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	108.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512				1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000				100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000				—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*				1,666,990	150,000				59.0	85,360	3,102,075	1,403,923	260,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900					....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000					11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000					—	(Leased	& oper. by Ver. Cen.)				8	100	100
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt.	& Can.)	5,000,000	9,500,000				185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906		110.1	225,166		(10 mos.	456,651	loss.	—	100	81½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200				—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1871	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000				—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000				18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000				10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,676	86,896				44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000			35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938.629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076		268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*									—	(Leas. fo	r 20 y'rs at $25,000 monthly.)		3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000				46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000				105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,350	1,800,000				—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	257	West Jersey	New Jersey.	2,204,464	*		1,336,074	116.207	1,209,000	2,379,000	20,000	48,746		126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427			—	(Under	cons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000				—	(Under	cons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000				—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000				168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming.& Manch.)					5,000,000					171.0						—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,184	114,711	1,463,775	1,484,665	180,021	154,579		181.0	486,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400			—	(Leased	& oper. by Balt. & Ohio.)			27.090	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	5	533	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000				142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000				—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555	—	3,801	553,777		45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	138
									CANALS, &c.																												
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825			12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594					184.5							25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,360					1,633,350	800,000				—	(Leased	& oper. by Lehigh N				8	50	99
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000				108.0				107,947		10	100	119½
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353					3,847,400					65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	836,759	689,446			161.0	(Leased	1870 by Pennsylvani		67,252	loss.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003,500	110.000				83.0				220,216	130,187	10	100	81
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979				108.0				344,308	181,042	—	100	
Dec. 31, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214				110,570	2,200,000	1,021,965	197,815	82,206		103.0				391,550	183,076	—	50	49
Dec 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000				360.0				609,552	142,888	—	50	40
Dec 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716		284,140		4,797,185	7,678,387	1,042,143	117,900		—	(Leased	to Phila. & Read. Co.)				—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873			45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000			87.6				89,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300					1,100,000	748,300	63,000			....	(Leased	by Pennsylvania.)				—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.), pref.	$1,919,000	7	...	.....
Atlantic and St. Lawrence* guar.....	2,494,000	4	4	.....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	.....
Blossburg and Corning,* guar.....	250,000	5	5	.....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	60
Catawissa,* pref. and guar.....	2,200,000	7	7	91
Cayuga and Susquehanna,* guar....	589,110	...	9	.....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	.....
Central Ohio, preferred.....	400,000	7	7	31
Chemung,* guar.....	380,000	8	6	.....
Cheshire, preferred.....	2,017,815	7	3	85½
Chicago and Alton, pref.....	2,425,400	7	10	123
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	.....
Chicago and Northwestern, pref....	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	.....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	.....
Cochecho, preferred.....	177,750	8	...	.....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	93½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	.....
Delaware,* guaranteed.....	594,261	6	6	.....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	.....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	.....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	.....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	.....
Elmira and Williamsport,* guar.....	500,000	5	5	.....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	67
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	67
Harrisburg and Lancaster,* guar....	1,182,550	7	7	.....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	.....
Joliet and Chicago,* guar.....	1,500,000	7	7	30
Joliet and Northern Indiana,* guar .	300,000	8	8	.....
Lackawanna and Bloomsburg, pref .	500,000	7	...	.....
Leeds and Farmington,* guar.....	.....	...	5	.....
Little Schuylkill,* guar.....	2,646,100	7	7	.....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	24
" " 2d pref	4,051,744	6	...	12½
Manchester and Lawrence*.....	1,000,000	...	9	.....
Michigan Southern, guaranteed.....	586,800	10	10	.....
Mill Creek and Mine Hill,* guar....	323,375	10	10	.....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	.....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	.....
New Haven and Northampton*.....	1,344,000	...	2	.....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	.....
North Eastern (S. C.,) preferred.....	155,000	8	8	.....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.....	3,500,000	7	7	74
Paterson and Hudson,* guar.....	630,000	8	8	.....
Paterson and Ramapo,* guar.....	248,000	...	5	.....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	.....
Philadelphia and Erie,*	5,996,700	...	...	.....
Philadelphia and Reading, pref.....	1,551,800	...	10	.....
Philadelphia and Trenton,* † guar....	1,099,720	...	10	.....
Pittsfield and North Adams,* guar..	450,000	6	6	.....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	.....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	.....
Portsmouth and Concord*.....	350,000	7	7	.....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	.....
Rochester and Genesee Valley*.....	557,560	...	7	.....
Rutland, preferred.....	.....	7	7	.....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	65
Sandusky and Cincinnati, pref.....	445,566	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	.....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	.....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	.....
" " " (E. D.) pref.	1,700,000	7	...	.....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	.....
Vermont and Canada,* guar.....	2,500,000	8	8	.....
Warren,* guar.....	1,408,300	7	7	.....
White Mountains,* guar.....	200,000	5	5	...
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.....	1,623,350	8	8	.....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	35½
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	.....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	per ton	37 — @ 42 —
Pig, American, No. 1		38 — @ 40 —
Pig, American, No. 2		37 — @ 38 —
Pig, American, Forge		35 — @ 36 —
Bar, Refined, English and American		— — @ 86 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	Store Prices.	
Bar, Swedes, ordinary sizes		112 50 @125 50
Bar, Refined		95 — @ — —
Bar, Common		— — @ — —
Scroll		112 50 @142 50
Ovals and Half-round		110 — @130 —
Band		— — @107 50
Horse Shoe		107 50 @117 50
Rods, ⅜@3-16 inch		100 — @135 —
Hoop		115 — @162 50
Nail Rod	per lb.	— 7½@ — —
Sheet, Russia, as to No.'s	(gold)	— 15 @ — 15½
Sheet, Single D. and T. Common		— 5½@ — 6
Rails, English	(gold) per ton.	61 — @ 62 —
Rails, American, at Works in Penna.	c'y.	70 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— 15 @ — 16
American, Spring, do.		— 9 @ — 11
American Machinery do.		— 9 @ — 10
American German do.		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d.@60d	per 100 lb.	— — @ 4 75
Cut Spikes, all sizes		— — @ 5 —
Clinch		6 25 @ 6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19 @ — 33
Copper		— — @ — 40

TIN—Duty. Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 41½
Straits	(gold).	— — @ — 37
English	(gold).	— — @ — 37

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 12½@10 50	11 — @ 11 50
I. C. Coke	9 12½@ 9 50	10 25 @ 10 75
Coke Terne	7 87½@ 8 50	9 — @ 9 50
Charcoal Terne	9 — @ 9 50	10 — @ 10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	per gall.	— 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 16½@ — 17
Refined, Standard White (in ship'g order)		— 23½@ — 23
Refined, prime White (in shipping order)		— — @ — 24½
Refined, S. W. (in jobbing lots)		— — @ — —
Refined, S. W. (in tin)		— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)		— 12 @ — 12½
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	23 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Canton Co	....	....	....	81	....	81
Central Pacific 6s	102½	102½	....	....	....	....
Central of N. Jersey	112	112	....	....	111½	112
Chicago & Alton	122	....	....	....	....	121½
" pref	....	....	....	....	....	....
" 1 M	105	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	115
Chic. & Northwestern	73½	73	73¼	72½	73½	73½
" pref	....	91½	....	91½	91½	....
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	95½	95½	....	....	....	....
Chic., Rock Isl. & Pac	110½	110½	....	110	110½	110½
Chi., R. I. & Pa. 7s, 1896	104	104	....	103½	103½	....
Clev., Col., C. and Ind	....	....	89	89½	....	....
Clev. & Pittsburg guar	....	....	92	91½	92	92
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind, C	23½	22½	22½	....	22½	22½
" 1 M	93½	93½	....	93½	....	93½
" 2 M	....	....	73½	....	74½	....
Del. & Hudson Canal	120	....	....	....	120½	....
Del. Lack. & Western	103½	104½	104	104	104	103½
" 1 M. 7s	....	....	105	....	....	....
" 2 M 7s	....	....	....	....	....	100
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	33½	33½	33½	32½	32½	31½
" pref	66	66	67	....	....	....
" 1 M. 7s, 1897	102½	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	93½	....	93½	93½	....	....
" 5 M. 7s, 1888	91	....	....	....	....	....
Great Western 2d mort	....	89½	89½	90	....	....
Hannibal & St. Joseph	53½	52	50½	48½	49	....
" pref	67	....	....	....	....	....
" 8s, conv.	98½	....	....	98	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	106½	106½	....	....	....	106½
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	130½	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	91½	90½	91½	90½	90½	90½
Lake Shore Div. bonds	96	....	96	96	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	117½	....	....	....	118½	118½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	104	....	....	....	....	....
" 2 M	....	....	....	....	....	100
Mariposa Mining Co	....	....	....	....	....	....
" pref	3	3	....	3	....	2½
Milw. and St. Paul	57½	....	56½	55½	....	....
" pref	....	....	82½	....	....	75½
" 1st mort	....	....	93½	....	....	94½
" 2d mort	....	....	....	....	....	....
" 8s	112	....	....	....	110½	110½
" 7 3-10s con	....	....	....	98	....	....
Missouri 6s	96	96½	....	94½	94	95
" H. & St. J. 1as	....	....	....	92½	....	....
Morris and Essex	93	92½	92½	92½	92½	93
" 1st mort	105½	....	....	....	106	....
" 2d mort	....	101½	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	93	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98	97½	97½	97½	....	97½
" certificates	93½	....	94	93½	93	93½
N. York and Harlem	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	102	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	32	32½
" new	....	....	....	....	....	....
Ohio and Miss	47½	47½	....	46½	46½	45½
" pref	....	....	....	....	....	....
" 1st M	99½	99½	....	....	....	....
Pacific Mail S. S. Co	57½	56½	57½	56½	56½	57
Panama	....	....	....	75	....	75
Phila. and Reading	....	114½	....	....	....	114½
Pitts., Ft. W. & Chi. gtd.	96½	97	....	97½	97	97
" 1 M	105	....	....	....	....	....
" 2 M	103	103	....	....	....	....
" 3 M	....	....	98½	....	....	....
Quicksilver Mining Co	28	26	26½	26½	27½	28
St. L., Alton & T. H	25	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	99	....	99
" 2 M. pref	....	....	91	....	....	....
" Income bds	80	....	80	....	79	79
Tennessee 6s, old	....	....	....	65½	65½	....
" new	66½	....	65	65½	....	....
Tol., Wab. & Western	....	74½	....	74½	....	75
" pref	....	....	....	....	....	....
" 1 M	102	....	....	....	....	....
" 2 M	94½	....	94½	....	....	....
" Equipment	....	....	86½	....	....	....
" St. Lou. Div.	93½	....	....	93½	93½	....
Union Pacific	38½	38½	38½	37½	37½	37½
" 1st mort	92½	92½	92½	92½	92	91½
" L. Gt. 7s	....	....	82½	82	....	81½
" Inc. 10s	....	87½	87½	....	....	87
Virginia 6s, old	....	....	56	....	56	....
" new	....	....	....	....	....	....
" consol	52	53½	55	55½	54½	54½
" def. cert	16½	16	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	109¾	....	....	....
U. S. 5s, 10-40s, coup	110⅛	110⅛	110⅛	110⅛	110⅛	110⅛
U. S. 5s, 1881, reg	....	....	109	....	109	....
U. S. 5s, 1881, coup	....	110¼	....	110	110	110¼
U. S. 6s, 1881, reg	....	114⅛	114⅛	114⅛	114⅛	114⅛
U. S. 6s, 1881, coup	115⅛	115⅛	115⅛	115⅛	115⅛	115⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	110⅛
U. S. 6s, 5-20s, c. 1862	110⅛	110⅛	110⅛	....	....	110⅛
U. S. 6s, 5-20s, reg. '64	....	110⅛	..	....	....	....
U. S. 6s, 5-20s, c. 1864	110⅛	110⅛	....	....	110⅛	110⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	110⅛	110⅛
U. S. 6s, 5-20s, c. 1865	....	111⅛	....	....	111⅛	....
U. S. 6s, 5-20s, r. n. '65	....	110⅞	110⅛	110⅛	110⅛	110
U. S. 6s, 5-20s, c. n '65	110⅞	110⅞	110⅛	110⅛	110⅛	110⅛
U. S. 6s, 5-20s, reg. '67	....	....	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, c. 1867	112⅛	112⅛	112⅛	112⅛	112⅛	112⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	112⅛	....	112⅛	112⅛	112⅛
U. S. 6s, Pac.R.R.issue	115⅛	....	....	....	....	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa	....	....	....	....	....	....
" preferred	47	....	....	....	....	....
Camden and Amboy	127⅛	127⅛	127	126⅝	127	126⅝
" 6s, 1875	....	....	96	....	....	....
" 6s, 1883	....	....	....	....	....	92⅞
" 6s, 1889	....	....	90	....	....	....
" mort. 6s, '89	....	....	96½	96⅝	....	97
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	94⅛	94⅛	94⅛	....	....
Lehigh Navigation	....	39⅛	40	39⅞	40	....
" 6s, 1884	....	88½	....	89	89⅝	....
" Gold L	93½	....	93	93	....	93½
" R. R. L	....	94	....	93	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	61⅛	61⅞	62⅛	62⅛	62	62
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	95⅛	....	....	95⅛
Little Schuylkill R.R	....	....	45⅞	45⅞	46	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	52⅝	52⅛
Morris Canal	....	....	....	....	49	....
" pref.	124	....	....	....	125	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	98⅛
" 7s	....	....	97	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	45⅛	44⅞	43⅛	44⅛	44⅛	44⅛
" 7s	....	83	....	82⅛	....	....
Pennsylvania R. R	60⅛	60⅝	60⅛	60⅛	60⅛	60⅝
" 1st M	....	100	....	....	100⅛	....
" 2d M	....	....	....	....	99⅝	99⅛
" Gen. mort	....	95	....	95	....	....
" " reg.	97⅛	....	....	97	....	....
Penn. State, 6s.1st series	....	....	101	....	....	102
" 6s, 2d series	....	....	106	....	....	106⅛
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	97	97	....	97	97	97
" new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor	....	87	....	....	....	87
Phila. & Reading	56⅞	57⅛	57⅛	57⅛	57⅛	57⅛
Philadelphia and Erie	....	....	....	....	....	26⅛
" 6s	....	....	....	....	....	....
" 7s	....	....	....	88⅛	88	88⅛
Schuylkill Navigation	....	....	....	....	....	....
" pref	17⅛	17⅛	....	....	17⅛	17⅛
" 6s, 1882	79	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	21	21⅛	21⅛	....	22	22⅛
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	65
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	[illegible]21⅛	21⅛	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	....	99⅛	....	....	....	....
" 1886	98⅛	....	....	98⅛	....	....
" 1890	99⅛	99⅛	99⅛	99⅛	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	148⅛	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	93⅛	....	....	....
" " 1885	95	95	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	....	....
" 2d M	86⅛	86⅛	86⅛	....	....	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	40⅛	40⅛	40	40	....	....
" bonds, 1885	....	....	....	91	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	90⅛	90⅛	90⅛	90	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	52	51⅛	53⅛	55	....	....
" Defer. Certif.	15	15	16⅛	16	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.31
Boston and Albany	149	148⅛	148⅞	149	149	149⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	139	138⅛	....	138⅛	137⅞	....
Boston and Providence	151⅛	....	....	....	150⅛	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	34⅛	35	35	34⅞	36⅛	37
Cheshire, pref	....	....	....	....	....	85⅛
Concord	80	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	110	109⅞	108	108	107⅛	....
Fitchburg	137	137	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	....	118	118	118	....
Northern, N. H	118	....	116⅛	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	87⅞
" pref	107⅛	....	....	....	....	106⅞
Old Colony & Newport	108⅛	108	109½	107⅛	107⅛	107⅛
Ph., Wil. & Baltimore	....	57⅛	58	58⅛	58⅞	57⅛
Portl'd, Saco & Ports	130⅛	....	130	....	....	130⅞
Union Pacific	38⅝	37⅞	38⅛	37⅛	....	....
" 6s	92⅛	92⅛	92⅛	92	91⅛	....
" Land Grant 7s	80⅝	80⅝	80⅛	80½	....	79⅛
" Income 10s	83⅛	83⅛	83⅛	83⅛	83	82⅝
Vermont & Canada	100⅞	100⅛	100⅛	100	100⅛	100
Vermont & Mass	....	....	....	....	81⅛	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	65	65	....	....	63⅛
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12⅝	12	12⅛	....	12⅞	12⅛
Franklin	7⅛	7⅛	....	7⅛	....	....
National	5	5	....	5	5	....
Pewabic	7⅛	7⅛	....	7	....	7⅛
Quincy	40	40	40⅛	42⅛	44	47

London Stock Exchange.

	—Closing Prices.— Jan. 5.	Dec. 29.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	90 — 92	90 — 95
Do. do., 2d mort., 1881	87 — 85	85 — 90
Do. Penn., 1st mort., 1877	90 — 92	90 — 95
Do. do., 2d mort., 1882	87 — 85	85 — 90
Do. Consol. 7 per cent. mort. 1890	40 — 41	39 — 40
Detroit and Milwaukee 1st mort. 7s	74 — 79	74 — 79
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	31 — 31½	28½ — 29
Do. sterlg. 6 p. c. convertible bonds	83 — 85	80 — 85
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	112 —113	110 —112
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	78 — 80	78 — 80
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	97 — 98	99⅛—100⅛
Do. $50 shares	48⅛— 49⅛	48½— 49⅛
Philadelphia and Erie 1st mort. 1881	96 — 97	96 — 97
Do. with option to be paid in Phila.	96 — 97	96 — 97

American Railroad Journal.

Saturday February, 3, 1872.

Stock Exchange and Money Market.

Money on call has been in more active demand on the basis of 6@7 per cent to the Government houses, and full 7 per cent. as the minimum rate to the Stock Exchange firms. The offerings have been on a less liberal scale, particularly on the part of private lenders, while the wants of speculative borrowers have been seemingly more urgent. In the line of mercantile credit, there has been a fair business reported, the city banks aiding regular customers at the legal rate, and the open market rates for choice to prime grades of short rate paper ranging from 7@9 per cent. per annum. The city banks added nearly 1⅞ millions to their loan and discount average, during the week, while reducing their outstanding circulation slightly. The U.S. Sub-Treasury enlarged its currency balance nearly 1¼ millions. It also made some little gain in its coin reserves. Its currency balance at the close of business on Tuesday was $7,984,258, and its coin reserve, $67,591,315.

The city banks, in their latest return, show an increase of $918,800 of legal tender notes, with a reduction of $2,465,100 of specie, and an increase of $712,700 of deposits; also an increase of $1,848,100 in their loan and discount averages, and a reduction of $82,300 in their item of circulation. The city bank exchanges, last week, averaged $110,373,670, and thus far, this week, 94½ millions daily. The banks now hold $9,225,725 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $25,228,200, against $27,420,445 same time last year. The city bank deposits are now $221,074,200, against $211,105,665 week ending Jan. 28, 1871. The legal tender reserve amounts to $46,338,300, against $49,491 039 same time last year. The circulation now stands at $28,288,900 against $31,848,342 same time last year. The loans are now $280,881,000 against $270,280,370 at this date last year.

The coin reserve of the Treasury department on Tuesday was $105,000,000 including $37,000,000 represented by outstanding coin certificates. The currency reserve was $11,000,000.

The U. S. Sub-Treasury increased its currency balance $1,206,869 and its coin reserve $187,878 as the result of the week's business. The receipts of the office were $4,745,731 in coin, and $3,088,135 in currency; payments, $4,557,853 in coin, and $1,881,266 in currency. The office received $3,215,000 in coin or its equivalent, from customs; and disbursed $1,081,238 of coin interest.

The U. S. Sub-Treasurer retired, last week, $2,927,701 of coin certificates, received for customs.

Government revenues yielded quite satisfactory on a whole, last week. The excises yielded last week about two millions, and thus far since July 1 1871 about 75¼ millions. The customs at the port of New York, last week were $3,128,701; at the outports, equal to about $1,100,000 more, all in coin, or coin certificates.

Under the Treasury financial programme for the month of February, Government will market Gold, during the month, as follows: Thursday, Feb. 18, $1,000,000; Wednesday, 21, $1,000,000. And buy in Five-Twenty bonds as, follows: Thursday, Feb. 1, $1,000,000; 15, $1,000,000; 29, $1,000,000.

There has been a more active movement in Gold, and the price has been quoted decidedly firmer, under the street view of the Treasury financial programme for February, (limiting the Gold sales to two millions, for the month), and the less pacific interpretation of the European advices. The demand has been mainly speculative. The customs call fair; and the export drain, light. The range of the price during the week has been from 109⅛@110 and the closing quotation on Wednesday was 109⅞@110 against 108⅞ the preceding Wednesday. The specie outflow, last week, was $550,029. The Gold Exchange Bank clearances have averaged about 31¼ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871 to Jan. 27, 1872, $55,359,423, against $59,356,283 same time in 1870-1871.

The customs demand for Gold last week, averaged $535,833 a day; thus far, this week, it has averaged $456,000 a day or equal to a weekly aggregate of $2,736,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $32,512, and since Jan. 1, 1872, $94,052 against $170,558 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $89,414,005 against $82,052,988 same time in the preceding fiscal year 1870-71.

The export drain of specie was $550,029, last week, against $197,089, same week preceding year. The shipments since July 1, 1871 have been $24,152,469 against $43,393,466 same time in 1870-71.

Foreign Exchange has been in less demand and rather less firmer. Bankers' sixty day bills on London closed on Wednesday at 109@109⅛; sight bills on London, 109⅝@109¾.

The produce exports from this port, week ending with Jan. 30, were to the currency value of $4,500,068.

Government securities have been without notable animation, but values have been fairly supported, on comparatively restricted offerings of the favorite coin bearing issues.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115¾; U. S. Five-Twenties of 1862, (other than the bonds called in) 110⅝@110⅞; U. S. Five-Twenties of 1864 at 110⅝@110¾; U. S. Five-Twenties of 1865, 111¼@111½; U. S. Five-Twenties of 1865 consolidated 110½@110¾; U. S. Five Twenties of 1867, 112⅛@112¼; U. S. Five-Twenties of 1868, 112¼@112½; U. S. Ten-forties at 110½@110¾; U. S. Fives of 1881 (Funding Loan) 110@110¼. Six per cent. currency bonds, 114⅞@115⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 17.	Jan. 24.	Jan. 31
Consols	92⅞	92⅝	92½
U.S. 5-20's of 1862..	92⅜	92¼	92⅛
U. S. 5-20s, 1865....	93¼	93¼	92¾
" 1867	93⅝	93⅝	92¾
" 10-40s	92¼	92	91

State bonds have been in moderate demand, and at the close, steadier as to price.

Railroad Bonds have been quoted firm as to price, with a good investment inquiry noted for the favorites of both the old and new issues. There has been a fair call for Central Pacific Sixes, at 102⅜@102¼. Chesapeake and Ohio Sixes have been selling freely at 94 per cent. and accrued interest.

The Stock Exchange has passed stringent resolutions designed to check, if possible, all street speculations in stocks on the part of its members, after the closing of the room at 5 o'clock in the afternoon. The resolutions forbid all dealings in Stocks after that hour under a penalty of $50 for each offence; and constitutes all the members of the Exchange a "committee of the whole" to enforce the provision.

Railway and miscellaneous share property has been fairly active, but values have been quite irregular. The later dealings indicated less general animation.

General business has been on a moderate scale, in the line of domestic produce, Wheat, Cotton, Pork, Lard, Spirits Turpentine, Copper and Iron have been quoted firmer. Middling upland cotton closed on Wednesday at 22⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,872,215 bales, against 2,270,488 bales same time in the preceding year; exports 979,960 bales, against 1,324,195 bales in the previous year; stock at the ports at latest dates, 544,724, bales, against 565,550 bales same date 1870.

At the Live Stock Markets, Beeves have been in good demand at from 9@13½ cts.; Veals quiet at 5@12 cts.; Sheep at 6@8½ cts. Swine, at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 8,416 Beeves, 828 Veal Calves, 25,261 Sheep and Lambs; and 32,006 Swine.

Foreign goods have been in pretty fair request and about steady as to price. The week's imports of foreign goods reached $9,954,455 including $5,735,456 of dry goods.

Ocean freights have been less active, at about former rates, as a rule, though grain room by Steam was quoted firmer.

At the auction sale of Scranton Coal on Wednesday, 120,000 tons were disposed of at a further reduction in prices, the range having been from $3 30@4 17½, against $3 42½@5 00 in December.

We have been in error respecting the quotation of the Bonds of the Milwaukee and St. Paul Road, Iowa and Dakota Division. These bonds have been held in especial favor, owing to the small mortgage of $8,000 to the mile, and take rank with the old 1st mortgage bonds of the Road now selling at 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 92½; N. Y. State 6s, 1872, 107; do. 7s, B. L. reg., 106⅛; do. coupon, 107; Arkansas 7s, issued to L. R. and F. S. R. R., 60; do. issued to Central R. R., 53; do. issued to M. and L. R R. R., 70; North Carolina 6s, special tax, 13; South Carolina 6s, new, Jan. and July, 30; do., Apl. and Oct., 28; St. Louis, Jacksonville and Chicago 1st mort., 95½; Hannibal and Naples 1st mort., 90; Milwaukee and St. Paul 1st mort. Iowa Div., 88½@90; East Tenn., Va. and Ga. 1st mort., 93; Albany and Susq. 2d mort., 100; Great Western 1st mort. 1888, 93¾; Quincy and Toledo 1st mort., 92¼; Cedar Falls and Minnesota 1st mort., 84; Boston, Hartford and Erie 1st mort., 36⅜; do. guar. bonds, 40; St. Louis and Iron Mt. R. R., 64¾; do. 1st mort., 94¾; Am. Dock and Imp. 7s, 97½; Pacific 7s, guar. by Mo., 99¼; Toledo, Peoria and Warsaw 1st mort., W. D., 93½; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 102; Ohio and Mississippi 2d mort., 96; do. consol, 94; Cleveland and Pittsburg consol, 95½; L. S. and M. S. scrip, 87½; Rensselaer and Saratoga R. R., 102½; Rome, Watertown and Ogdensburg 98; Joliet and Chicago R. R., 92½; N. Y. and N. H. R. R., 143; do. scrip, 135; Western Union Tel., 71¼; do. 7s, 95¼; Quicksilver pref., 30¼; Am. Coal 45; Consol. Coal of Md., 39; Spring Mt. Coal, 66½; Am. Mer. Union Exp., 61½; Adams Exp., 92¾; U. S. Exp., 63; Wells Fargo Exp., 63½.

Philadelphia.—West Jersey R. R. 6s, 91¼; do. 7s, 102⅛; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mountain R. R., 11; do. consol., 51; West Chester and Philadelphia R. R. 7s, 100; Pennsylvania Canal, 6s, 76¼; Lehigh Valley 7s, new, 103⅝; Penn. and New York Canal 7s, 96½; Susquehanna Canal 6s, 75¾; Oil Creek and Allegheny River R. R. 1st mort., 86; Philadelphia and Reading deben. bonds, 83; do., 6s, 1880, 92; Morris Canal Boat Loan, 91; Girard College R. R., 42½; Harrisburg and Lancaster R. R., 50; East Pennsylvania R. R., 38¾; Pennsylvania State 5s, coupon, 97; Allegheny County 5s, 78; Union Canal, ¾. The latest quotations are: City 6s, 97@97¼; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, W. L. —@101⅛; do. 1st series, 101½@102; do. 2d series 105@106; do. 3d series, 108½@109; Reading, 56⅜@57⅜; do. mort. 7s, 1893, 100½@100¾; do. mort. 6s, 1880, 92¼@92⅜; Camden and Amboy, 126½@126¾; do. mort. 6s, 1889, 97@97; do. 1883, 92¾@93¼; do. 1889, 89¾@91; Pennsylvania R. R., 60⅜@60⅝; do. 1st mort., 100½@101; do. 2d mort., 99½@99¾; do. General mort. coupon, 94@94½; do. reg., 96@97; Little Schuylkill R. R., 45½@46; Morris Canal, 49@49¼; do. pref., 124@125; do. 6s, 93¼@95; Susquehanna Canal, 6@10; do. 6s, 75@76; Schuylkill Nav., 8⅝@9; do. pref., 17½@17⅝; do. 6s 1882, 79¼@79¼; Elmira and Williamsport pref., 41@—; do. 7s, 1873, 94@94½; do. 5s, 60½@—; Lehigh Coal and Navigation, 41¼@41½; do. 6s, 1884, 90@90½; do. R. R. Loan, 93½@94; do. Gold Loan, 93@93¼; North Pennsylvania 47@48½; do. 6s, 98⅜@98½; do., 7s, 96@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26¾; do. 6s, 91@92; Minehill, 52½@52¾; Catawissa, 16@17; do. pref., 46¼@46⅝; Lehigh Valley, 61⅞@62; do. 6s, new coupon, 94¾@95¼; do. reg., 94½@96; do. 7s, 103⅝@104; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 64¾@65; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 55@56; Hestonville, 22¼@22½; Union, 65@—; Germantown, 35@40.

Boston.—Chicago, Dubuque and Minnesota 8s, 92; Central Iowa R. R. 7s, 1899, gold, 92¼; Eastern R.R. 6s, 1874, 98; Framingham and Lowell 1st mort. 1890, 90; Central Pacific 7s, 1884, gold, 107½; Vermont Central 1st mort., 87; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 96½; Cedar Rapids and Missouri R. R. 7s, 1916, 89¼; Iowa Falls and Sioux City R. R. 7s, 79¾; Summit Branch, 44¾; do. 6s, 93; Stanstead, Shefford and Chambly 7s, 86; Chicago and Michigan Lake Shore 8s, 85¼; Detroit, Hillsdale and Indiana R. R. 8s, 88½; Sandusky City and Indiana 7s, 1877, 91¾; Quincy and Warsaw 1st mort. 8s, 100⅛; Rutland pref., 65; do. 7s, 83; Indianapolis, Cincinnati and Lafayette R. R., 4⅞, Chicago, Iowa and Nebraska R. R., 107¼; Worcester and Nashua R. R., 138; Norwich and Worcester R. R., 125¾; Burlington and Missouri River R. R. in Iowa, 111½; do. in Nebraska, 50; do. 8s, in Nebraska, 99; Cincinnati, Sandusky and Cleveland R. R., 24¼; do. pref., 37½; do. 7s, 1890, 83½; Portsmouth, Gt. Falls and Conway R. R., 99¼; Boston Water Power Co., 51; Cary Imp. 16; Waverly Land 6½; East Boston Land, 16; Massachusetts 5s, 1894, gold, 98¾; do. 6s, 1872@1874, gold, 108¾; Maine 6s, 1877, 100⅛; Boston 6s, 1874, currency, 100; do. 5s, 1886, gold, ind., 97; do. 1874, do., 102⅛; Lynn 6s, 1891, 98¾; Manchester (N. H.) 6s, 1891, 98; Portland 6s, 1877, 96; Chicago 7s, 1886 99; Cincinnati 7s, 1882, 94½; Cook Co. Ills., 7s, 1880, 98; Lowell 6s, 1890, 100; St. Louis 6s, 91; Bath 6s, 1891, 91; Salem 5s, 1882, 91; Charlestown 5s, 1883, 90; Allouez Mining Co., 7¾; Algomah, 20c.; Astor, 37½c.; Aztec 40c.; Calumet and Hecla, 114¾; Humboldt, 87½c.; Mesnard, 50c.; Native, 85c.; Pe-

therick, 2½; Pittsburg, 1½; Rockland, 1¾; Star, 35c.

Baltimore.—Union R. R. 1st mort., guar., 91; Wilmington and Welden 7s, gold, 91; Orange and Alexandria 4th mort., 8s, 86; Virginia and Tennessee 3d mort., 8s, 88; Orange, Alexandria and Manassas 7s, 83; Western Maryland 3d mort. guar., 91; Northern Central 6s, 1900 gold, 91¼; Central Ohio R. R. 29¾; do. 1st mort., 86⅜; Baltimore City 6s, 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅛@90¼; Baltimore and Ohio, 148@148; do., pref., 99¾@100; do., 6s, 1875, 94@94; do., 1880, 93@95; do., 1885, 94¾@95; Northern Central, 40@40; do. 6s, 1885, 90½@91; do., 1900, 86½@90; do., 6s, 1900, gold, 91½@91¾; N. W. Va. 1st mort., 98½@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95¾@97; do., 2d mort., 86¾@87½; do., 3d mort., 75¾@77; Central Ohio, 29½@30; do., 1st mort., 86@87; Western Md. 1st mort. 6s, 1890, 85@—; do. 2d mort. guar. by Baltimore City, 90@92; do., 3d mort., guar., 91¾@—; do. 2d mort. pref., 70@71; do., 2d mort. guar. by Washington Co., 81½@85; Richmond and Danville bonds, 79¾@—; Orange and Alexandria 1st mort. 6s, 92@95; do., 2d mort. 6s, 81@81; do., 3d mort. 8s, 91@—; do., 4th mort. 8s, 86@86; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 8s, 88@88; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 99¼@100; do., 1884, 97¾@100; do. 1886, 98@99; do., 1890, 99½@—; do., 1893, exempt, 100½@101; do., 1900, exempt, 98@100; Memphis City 6s, 59⅜@59½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 103@—; City Passenger R. R., 23@24; George's Creek Coal, 76@81⅞.

☞ BANKING-HOUSE OF

SAUNDERS, HARDENBERGH & KING,

Nos. 112 and 114 Broadway.

February 1, 1872.

ALVIN SAUNDERS, (ex-Governor Nebraska,) President State Bank, Nebraska.

JOHN A. HARDENBERGH.

RICHARD W. KING, member of New York Stock Exchange.

We have formed a copartnership under above style, for the purpose of transacting a general banking business.

Loans negotiated and advances made.

Government, State, City, County and Railroad Bonds, Stocks and Gold bought and sold on commission.

Interest allowed on Deposits, subject to sight drafts.

Collections made in any part of the United States or Canada.

☞ Regular trains are now running to Reedsburg, on the Chicago and Northwestern Railway. A correspondent of the Baraboo *Republic* says grading, bridging and rock cutting is progressing well from Reedsburg to Wonewoc, and it is expected the track will be laid to Saville by the middle of March.

Ashbel Welch, Esq.

Ashbel Welch, Esq., President of the Board of Directors of the United Companies of New Jersey, having been appointed Chief Engineer of the companies and Superintendent of the improvements at Harsimus Cove, has resigned the Presidency, and Col. John G. Stevens, recently Chief Engineer and Superintendent of the Delaware and Raritan Canal, has been elected to succeed him. Though there is very little for a president to do, the works being in the entire control of the Pennsylvania Railroad Company, it is still necessary for the United Companies to preserve a complete organization for the collection of the rental of their works and the declaration of dividends to the stockholders. At a meeting of the Joint Board of Directors, at Trenton, on the 24th ult., when Mr. Welch resigned and Mr. Stevens was elected, the following complimentary resolutions were passed, showing how highly he was appreciated by the Board:

Resolved, That the Joint Board accept the resignation of Ashbel Welch, Esq., General President of the United Companies, to take effect on the first of February, 1872, and that the sincerest thanks of the Joint Board of the United Companies be tendered to Mr. Welch for the earnestness and great ability, integrity and courtesy with which he has at all times performed his duty to these companies. That the Joint Board regret that his acceptance of an honorable position with the Pennsylvania Railroad Company has forced Mr. Welch to decline being a candidate for General President under our future organization.

☞ A dividend of five per cent on the Preferred Stock, and two per cent on the Consolidated Stock, and six months' interest on the Seven Per Cent. Preferred Dividend Scrip of the Morris Canal and Banking Co., will be paid in accordance with the terms of the lease, at the office of the Lehigh Valley Railroad Co., No. 303 Walnut st., Philadelphia, on and after Tuesday Feb. 6, 1872.

☞ The Tredegar Company, owning the great iron works at Richmond, Va., advertise for material for the construction of a mammoth addition to their present railroad car construction shop.—This company now employs 1,300 hands, and the statement is made that they could employ one-third more in the execution of orders now in hand if their facilities would admit.

☞ The State of Connecticut will redeem at the Treasury, Hartford, Feb. 1, $500,000 coupon bonds, of 1881, of $1000 each, numbered 601 to 1100 inclusive, and no interest will be allowed after March 1. These bonds were originally issued July 1, 1861, and made "redeemable at the pleasure of the General Assembly ten years after date."

☞ The Calumet and Hecla Mining Company will pay its usual quarterly dividend of $5 per share February 15, besides giving its stockholders 10,000 shares additional stock (one new to seven old) and pay $5 also on this new stock. This brings the capital to its full amount of 80,000 shares.

☞ The Rutland Railroad Company will pay a dividend of $3 50 per share on the preferred stock, in interest bearing scrip, on and after Feb. 1.

☞ The Allentown Iron Company have declared a dividend of ten per cent payable in Cash on and after the 3d of February.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY having still twenty-eight years to run, with interest payable May 1 and Nov. 1, both principal and interest payable in gold coin in the City of New York, are recommended by us for safe and permanent investment for the following reasons, viz:

1. They are thoroughly secured.
2. Like the Central Pacifics they will be widely known, very popular and always marketable.
3. They will be dealt in at all the prominent Stock Exchanges in this country and Europe, and have the advantage of both a home and European market.
4. They should largely advance from the present price of 94 and accrued interest, when all sold by the Company, as Central Pacifics have done.

They are in denominations of $100, $500 and $1,000, Coupon or Registered.

THE CHESAPEAKE AND OHIO being under able and honorable management, partly identical with that of the CENTRAL PACIFIC, there securities should take equal rank in popularity and market value.

For exchange of Five-Twenties or for new investments, we cordially recommend either the Central Pacific or Chesapeake and Ohio Six Per Cent Gold Bonds.

We continue to deal in Government securities, buy and sell investment Stocks and Bonds at the Stock Exchange; open accounts with depositors, upon which we allow interest at the rate of four per cent., make collections in all parts of the country, and transact a general Banking business.

FISK & HATCH.

HARVEY FISK. }
A. S. HATCH. }

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

EXECUTIVE OFFICE, No. 31 NASSAU-ST., }
NEW YORK, Feb. 1, 1872. }

The Coupons and registered interest due Feb. 15, 1872, on the First Mortgage Eight per Cent. (8 p. c.) Gold Bonds, (E. D.,) and the Eight per Cent. (8. p. c.) old First Mortgage Sinking Fund Land Grant Bonds (W. D.) of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, Free of Tax.

FRANCIS A. COFFIN,
Assistant Treasurer,
St. J. & D. C. R. R. Co

☞ On the 17th ult. the first train passed over the Frederick and Pennsylvania Line railroad to the banks of Double Pipe creek, to which the road is completed, from Littlestown, Pa., a distance of fourteen miles and within half a mile of the Western Maryland railroad, which will be finished in a few weeks. The iron bridge and trestlework over Little Pipe creek will soon be completed, which will be one of the finest structures in the State. They can then push on to Frederick city. When completed, this road will be a feeder to the Western Maryland road.

Journal of Railroad Law.

ORGANIZATION OF COMPANIES IS A CONDITION PRECEDENT TO THE LIABILITY OF OBLIGOR TO PAY HIS STOCK SUBSCRIPTION.

The facts in the recent case of Chance *vs.* The Indianapolis and Westfield Gravel Road Company (32 Ind. 472) are fully and clearly stated in the following opinion by—

GREGORY, C. J.—Suit by the appellee against the appellant, commenced before a Justice of the Peace on a preliminary subscripion of stock to the company. The defendant answered under oath denying every materal allegation in the complaint, including the execution of the instrument sued on. The plaintiff in the complaint avers the due organization of the corporation. Trial by jury; verdict for the plaintiff motion for a new trial over-ruled.

The plantiff, on the trial, failed to prove the organization of the company. This was a fatal omission. It is contended by counsel for the appellee, that this was not put in issue by the pleadings. As we understand the answer, it put in issue every material allegation of the complaint, and was not by the latter clause confined to the mere execution of the instrument sued on.

The Cicero Hygiene Draining Co. *vs.* Chaighead 28 Ind. 274, cited by the appellee seems to sustain the ruling of the court below; the language used in that case is, however, too general, and is somewhat calulated to mislead. The ruling is right when applied to the case then in hand, but is not the law in a case like the one in judgment.

This question was decided adversely to the appellee in Wert *vs.* The Crawfordsville and Alamo Turnpike Co. 19 Ind. 242, upon the authority of which the ruling in Williams *vs.* The Franklin Township Acadinical Association 26 Ind. 310 was made.

Upon a subscription like the one under consideration the organization of the corporation is a condition precedent to the liability of the obligor to pay his stocks.

During the trial, witnesses who had never seen the defendant write, and who were not otherwise acquainted with his handwriting, were permitted to examine his signatures admitted to be genuine, and from a comparison thereof with the signature in question, to give their opinion, as to the genuineness of the latter.

Clark *vs.* Wyatt 15 Ind. 271, is an authority against the ruling of the court below. It was not shown in the case at bar that the witnesses were experts. Had it so appeared, we think the evidence would have been proper. The general rule is not, however, correctly stated in Clark *vs.* Wyatt. While it is true that a witness who is not an expert, must speak from his knowledge of having seen the party write, or from authentic papers derived in the course of business, it is equally true that an expert may give his opinion from mere comparison. This rule is of importance in this age, when there is afloat a vast amount of commercial paper issued by corporations in the different States, circulating freely in all parts of the country. The legislature in this State recognized this in providing that in criminal prosecutions "persons of skill may be called to prove the genuineness of a note, bill, draft or certificate of deposit." (2 G. & H. 411 § 391.)

Experience shows, that the opinions of persons of skill are often more reliable than the judgments of those who speak from knowledge of having seen the party write. After all, both methods are but by comparison. The skill of the one supplies the special knowledge of the other.

Of course, this comparison by experts must be confined to other writings admitted to be genuine. No collateral issue will be permitted. If there is any dispute as to their authenticity the comparison will not be permitted.

Where other writings, admitted to be genuine, are already in the case, the jury may, with or without the aid of experts, make the comparison. But if they are not papers in the case the evidence competent to go to the jury must be that of the witnesses so as to afford the benefit of a cross examination. The jury were permitted over the objection of the defendant, to take with them in their retirement to consider of their verdict, the instrument sued on. This was erroneous.

It is claimed that the court below erred in not instructing the jury in writing. The request so to instruct was not made until after the augument of counsel had been commenced. This was a waiver of the right to have the instructions reduced to writing. This we think, is the result of the rulings in Malady *vs.* McEnary, 30 Ind. 273, and Ollam *vs.* Shaw, 27 Ind. 388. The contrary rule would embarrass the administration of justice.

There was an offer to impeach the general character for truth of one White, a witness for the plaintiff. The witness had resided in Minnesota for two years prior to the time he testified. The impeaching witnesses resided in Hamilton County, in this State, and did not pretend that they were acquainted with the general character of White for truth in the neighborhood where he then resided. The evidence was properly rejected.

Judgment reversed, with costs; cause remanded, with directions to grant a new trial.

Ohio River Bridges.

We give elsewhere an abstract of the Report of the Baltimore and Ohio Railroad Company for the fiscal year ending September 30, 1871. The following description of the bridges over the Ohio River—the one connecting the Parkersburg Branch with the Marietta and Cincinnati Railroad, and the other the Main Stem with the Central Ohio Railroad, at Bellaire—is from the Report of the Master of Road.

The expenditure for labor and material for these bridges on the Ohio River, at Benwood and Parkersburg, amounted at the close of the year to $2,337,156 80.

BENWOOD BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio river, at Benwood, West Virginia, was first opened for the passage of trains on the 21st day of June, 1871. The first stone of Ohio shore Pier No. 1, was laid May 2d, 1868, and from that date to the final opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line diverging from the Main Stem of the Baltimore and Ohio Railroad, near Benwood Station, and extending with cuts and fills 2,400 feet to the West Virginia abutment. The Ohio approach is by a line diverging from the Central Ohio Division of the Baltimore and Ohio Railroad at the company's stock grounds, and extending by cuts and fills 2,250 feet to the first Ohio abutment. The approach is then continued across the company's grounds and through the city of Bellaire, along First street, by a solid and ornamental arcade work of first-class masonry, extending by 48 arched spans of 33 feet 4 inches each, from centre to centre of piers, a distance of 1,433 feet 4 inches, and of an average height of 45 feet, to the second Ohio abutment in the city of Bellaire.

Masonry.—The masonry consists of solid ashler, and the workmanship is first-class in every respect. The material employed is sand stone, obtained from the Ohio quarries.

The Grafton stone is used for the pier-facing where exposed to the action of the ice. The masonry of the Benwood bridge piers ranges from 40 to 110 feet in height, and of an average height of 77 feet, are fourteen in number, and with the Ohio and West Virginia abutments contains 25,374 cubic yards of masonry; the arcade work contains 14,854 cubic yards; total quantity of masonry, 40,228 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Span No. 1, is 121 feet; Nos. 2 and 3, each 106 feet 6 inches; Nos. 4, 5, 6 and 7, each 107 feet 6 inches. These spans, from 1 to 7 inclusive, are deck "Bollman" spans, and were built at the company's shops, Mount Clare. Span No 8 is 211 feet; No. 9, 212 feet; No. 10, 213 feet; No. 11, 348 feet; No. 12, 241 feet 6 inches; No. 13, 210 feet in length. These spans, from 8 to 13 inclusive, constitute the river or waterway spans, and are of a total length of 1,435 feet 6 inches. Spans Nos. 11 and 12 are the channel spans. These spans are of the "Linville and Piper" truss, and were built by the Keystone Bridge Company, of Pittsburg, Pa. Span No. 14, is 107 feet; No. 15, is 105 feet in length. These spans are deck "Bollman," and were built at the company's shops at Mount Clare.

The total length of open work is 2,411 feet 6 inches. The total length of bridge, from end to end of masonry, is 3,916 feet 10 inches.

The total length of bridge and approaches is 8,566 feet 10 inches.

PARKERSBURG BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio River at Parkersburg, West Virginia, was first opened for the passage of trains on the 7th day of January, 1871.

The first stone of River Pier No. 1 was laid on the 9th day of July, 1869, and from that date to the formal opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line conforming to the street grade through the city of Parkersburg to the West Virginia abutment in Washington street.

The Ohio approach is by a solid and durable embankment beginning at the main bluff and extending across the river valley to the length of 2,676 1/2 feet and to a height of 40 feet at the Ohio abutment, on the west side of Main street, in the village of Belpre.

Masonry.—The masonry consists of solid ashler, and the style of workmanship is first-class in every particular. The material employed for the upper masonry is sand-stone obtained from the Ohio and West Virginia quarries. The foundations of the River Piers and the parts of the piers subject to the pressure and abrasion of the ice are constructed of stone from the Grafton quarries.

The masonry of the Parkersburg Bridge Piers ranges from 10 to 108 feet in height, and an average height, of fifty-four feet, and are forty-five in number, and with the Ohio and West Virginia abutments contain 28,406 cubic yards of masonry, and approach 646 cubic yards. Total amount in bridge and approach 39,052 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Nos. 1, 2, 3, 4, 5, 6 and 7 are each 25 feet. Nos. 8, 9, 10 and 11 are each 29 feet 6 inches, and these eleven spans are shad-belly spans, constructed at the

company's shops, Mount Clare. No. 12, crossing Market street, is 65 feet, and is a boiler plate girder span, built by the Keystone Bridge Company. Nos. 13, 14, 15, 16, 17 and 18 are each 59 feet. No. 19, crossing Julian street, is 65 feet. Nos. 20, 21, 22, 23, 24 and 25 are each 59 feet. No. 26, crossing Ann street, is 65 feet. Nos. 27, 28, 29, 30, 31, 32, 33 and 34 are each 100 feet. These, from No. 14 to 34 inclusive, are deck "Bollman" spans, built at company's shops at Mount Clare. No. 35, 209 feet; No. 36, 211 feet; No. 37, 213 feet; No. 38, 349 feet; No. 39, 349 feet, and No. 40, 213 feet in length, constitute the river or water way spans, and are of a total length of 1,544 feet. Nos. 38 and 39 are the main channel spans, and are "through" spans. Nos. 35, 36, 37 and 40 are deck spans. These spans, from Nos. 35 to 40 inclusive, are of the "Linville and Piper" Truss, and were built by the Keystone Bridge Company. Spans Nos. 41, 42, 43,44 and 45 are each 121 feet span. No. 46, crossing Main street, and the span crossing Walnut street, Belpre, are each 126 feet 5 inches in length. These are deck spans built upon the 'Bollman" patent at company's shops, Mount Clare.

The total length of open work is 4,397 feet 10 inches. The total length of bridge is 4,463 feet 10 inches.

The total length of bridge and approaches is 7,140 feet, equal to one mile and 1,860 feet.

Iron in the United States.

As the consumption of iron is held to measure the progress of a people in manufactures, in industry and, to some extent, in civilization also, the statistics of its production and importation have a high social value. The following are, with regard to this country, though not absolutely perfect, the best now attainable.

The aggregate product of Pig iron in this country has increased from less than three fourths of a million tons (of 2,000 lbs. each) in 1854 to nearly or quite two millions of tons in 1871. The returns for the several years are as follows:

Year	Product	Year.	Product.
1854	736,218 tons.	1864	1,135,497 tons.
1855	784,178 "	1865	931,582 "
1856	883,187 "	1866	1,350,943 "
1857	798,157 "	1867	1,461,626 "
1859	840,627 "	1868	1,603,000 "
1860	919,770 "	1869	1,916,641 "
1861	731,544 "	1870	1,900,000 "
1862	787,662 "	1871	2,000,000 "
1863	947,604 "		

Note.—Our civil war doubtless reduced the product of 1861-2. The reduction in 1870 of the duty on imported pig from $9 to $7 per ton has doubtless checked the growth of iron smelting in this country.

Of railroad bars (not steel), the domestic product has grown pretty steadily from 24,315 tons in 1849 to 620,000 tons in 1870, and probably somewhat more in 1871, through the rapid growth of the production of steel rails within the last two or three years may have checked the growth of the iron rail manufacture. Of the iron rails rolled in 1869, the production (in tons) was distributed as follows:

Massachusetts	32,238	Maryland	27,328
Pennsylvania	319,653	Kentucky	7,817
Ohio	41,837	Illinois	53,261
Michigan	6,885	Other States	16,424
Wisconsin	8,680		
New York	79,463	Total	593,586

Of the production of steel rails we have no full statistics, though it is known to be large and very rapidly increasing. It was reported at 8,500 tons in 1868, 12,000 tons in 1869, and 45,000 tons in 1870. We judge that it must have reached 60,000 tons 1871; but this is an estimate merely. No intelligent observer can doubt that steel rails are to supersede iron on all great railroads, and at the turnouts and sidings even of the smaller. Though their first cost is some 50 per cent. greater, they last so much longer than iron that a great economy is secured by the use of steel rails.

Our total production of steel (rails included) is returned as follows:

Year.	Tons.	Year.	Tons.
1865	15,262	1868	30,009
1866	18,973	1869	35,000
1867	19,000	1870	75,000

We hope to learn that the product of 1871 was not less than 100 000 tons. At all events, it has rapidly increased,and is still increasing. Recent inventions and discoveries by our countrymen justify the hope that we shall, within a few years, be able to convert a ton of pig iron into a ton of steel at about the cost of the pig—that is to say, two tons of pig iron will buy a ton of steel of middling quality. The striking improvements in the art of steel making invented by our countrymen within the last five years fully warrant this presumption.

Our importations of iron and steel are made almost exclusively from Great Britain; and these, too, have been steadily enlarged, but not so rapidly as our home production. According to the British official statistics, there were exported from Great Britain to the United States in 1850, 295,521 tons of iron of all kinds, which was swelled in 1853 to 518,000 tons. Thenceforth, it fluctuated from 385,899 tons in 1856 to 243,583 tons in 1859, and in 1862 (our civil war having put a stop to railroad making) it sunk to 53,236 tons. Thence it has pretty steadily risen, so that it reached 596 554 tons in 1869, and has gone still higher in the two subsequent years whereof we have no full statistics.

Note.—These returns are given in tons of 2,000 pounds each, as in the case of our American product. They will not coincide with our custom-house returns, being given for each calendar year; whereas our fiscal year closes with June.

Great Britain has exported railroad iron to all countries (about half of it to the United States) as follows:

Years.	Tons. (2,000 lbs.)	Years.	Tons. (2,000 lbs.)
1860	507,858	1866	557,783
1861	422,873	1867	650,239
1862	448,857	1868	653,507
1863	500,013	1869	1,003,350
1864	457,200	1870	1,187,337
1865	486,427		

Of this aggregate 336,500 tons were exported to this country in 1869, and 472,403 tons in 1870.

The production of pig iron in Great Britain is far ahead of that of any other country, being hardly less this year than 6,000,000 tons, or about treble that of this country. Yet it was but 180,000 tons in 1800, and had barely more than doubled twenty years afterward, when it reached 368,000 tons. Ten years later, it had not doubled again, being (in 1830) 673,417 tons; but about that time railroads were devised, and the British iron product again doubled in less than ten years, being 1,500,000 in 1840. Five years later, it stood very nearly the same; but in 1850 it had increased to 2,250,000 tons. In 1863, it had again doubled, being 4,510,000 tons. In 1869 (our latest full return) it was 5,445,757 tons.

France made 114,000 tons of iron in 1818, 750,000 tons in 1855, and 1,380,000 tons in 1869.

Prussia made 804,052 tons in 1866, against 400,000 tons in 1860.

Belgium made 319,943 tons in 1860, and 863,000 tons in 1869.

Note.—These statistics of European productions are given in tons of 2,240 lbs.

We had hoped to include in this exhibit a view of the distribution of iron-making throughout the Union, showing how steadily this industry is diffusing itself over the country, but we are disappointed. We know generally that the production of pig-iron in Missouri is already considerable and rapidly increasing; we know that it has recently been commenced, under highly favorable auspices, in Indiana; we know that Tennessee, Wisconsin, old Virginia, North Carolina and even Alabama are successfully smelting their own ores into good pig iron, mainly by aid of charcoal; but our returns from these States are provokingly meager and inexact. May we not hope that they will not long remain so?

The production of our rolling mills shows a steady annual increase during the last seven years. Here are the figures:

Years.	Rails.	Other than Rails.	Total. Annual Prod.
1864	335,369	536,958	872,327
1865	356 292	500 048	856,340
1866	430 778	595 311	1,026 089
1867	462.108	579,838	1,041,946
1868	506,714	598,286	1,105,000
1869	593,420	642,420	1,236 006
1870	620,000	710,000	1,330,000

Of the diverse kinds of iron produced by our rolling-mills, we have nothing like full returns later than 1866, when this country produced (of other than railroad) 593 311 tons of rolled or hammered iron, returned as follows:

	Tons.		Tons.
Bar and rod	279,192	Sheet	33,969
Nails and spikes	197,625	Hoop	16,459
Plate	71,507	Axle and other	49,559

This production was locally distributed as follows:

	Tons.		Tons.
All New England	87,571	Maryland	23,602
New York	70,197	West Virginia	24,395
New Jersey	48,616	Ohio	76,052
Pennsylvania	243,921	All others	20,955

For the facts embodied in the above exhibit we are indebted to the American Iron and Steel Association, through Mr. McAllister, Secretary.—*New York Tribune.*

Salisbury and Baltimore Railroad.

We are informed that Messrs. McGinnis and White, the contractors for the grading and masonry of the Salisbury and Baltimore Railroad, extending from Meyers' Mills to a point about one mile beyond Salisbury, Somerset county, Pennsylvania, have completed their work, and that the entire road is now ready for the cross-ties and ballasting. The severe wea her this winter has somewhat retarded the work, but is expected to have the whole road in operation early in the coming spring. This railroad traverses a new coal field of great value, and when it is once prepared for transportation immense quantities of superior bituminous coal will be shipped over it to Eastern markets.

☞ The Erie Railway Company has leased the Southern Central railroad from Owego to Fairhaven via Auburn, on Lake Ontario. This opens new coal fields. The same company has also leased the Goshen and Pine Island Railroad, running from Goshen to the New Jersey State line.

☞ It is reported that the Boston and Albany Railroad has agreed to lease the proposed Lee and Hudson Railroad, when completed, paying the stockholders twenty five per cent. of the gross earnings, and taking ten per cent. for the use of rolling stock.

☞ On the 10th of January the first car load of Pennsylvania coal passed over the Northern Pacific railroad from Duluth across the State of Minnesota to the present western terminus at the town of Moorhead, on the the eastern border of Dakota.

☞ Col. S. C. Slamaker, of Dauphin Co., Pa., has been appointed Chief Engineer of the Lancaster and Reading Narrow Gauge road, and will have a corps in the field at once to survey and locate the branch to Quarryville.

From the N. Y. Daily Bulletin.

A New Development of National Wealth.

COAL FIELDS OF THE KANAWHA OPENED.

During the past two years a great work has been going on toward completion, with that steady and vigorous, but quiet, activity which denotes earnestness and foretells success. And while most people who take any note of what is going on around them have seen the tokens of its presence and the evidence of its progress, very few have formed any conception of the magnitude and importance of the results which wait upon its consummation. The discovery of a new domain of mineral wealth, equal in extent and richness to the islands of Great Britain, rising out of the seas, close to our shores and within our national jurisdiction, would fill the national mind with interest and excitement. A fact, similar in importance and in future results, is being actually wrought out in the opening of the great Kanawha Valley of West Virginia, with its wonderful deposits of coal, and the neighboring region of unrivaled iron ores, by the extension of the Chesapeake and Ohio Railroad to the Ohio River.

The great natural advantages of this region traversed by the western half of the Chesapeake and Ohio Railroad, now nearly completed, and its incalculable riches in coal, iron, salt, timber, etc., have been long known and appreciated, and the restless fingers of American enterprise have been itching to get at them for years; but the absence of railroad facilities has rendered the extensive and profitable development, which they now invite, hitherto impracticable. Messrs. Daddow and Bannan, in their important work, entitled "Coal, Iron and Oil," refer to it in the following terms:

In no portion of our country, North or South, are there more inviting prospects to labor, enterprise and capital than are now presented in the great Kanawha Valley. Not only its unlimited mineral resources invite attention, but the best portion of the trade of the great Mississippi Valley may be diverted into the channel of the Kanawha by ordinary means. To those who have observed the prodigious growth of that trade and the still superior proportions it must assume in the future, the questions we are discussing of this new route to the East will not be a matter of speculation but of necessity. The routes now provided will not accommodate it, while the superior advantages offered by this route in the hands of a free and enterprising people cannot fail to attract attention.

Nearly 16,000 square miles of the best and most available portion of the coal fields of the American continent, lie in West Virginia, and the greater portion of this vast area nature has rendered of easy development, through the agency of the numerous streams which traverse it, and by the marvellous convenience of the manner in which she has located and distributed the choice varieties of bituminous, cannel and splint coal with which it abounds.

The work above quoted says of the Kanawha coal fields:

The coals of this region, generally, are better, purer, and more available for all the requirements of trade and manufacture than the coals of any other portion of the Alleghany coal field. The seams of coal are more numerous, and their thickness greater than in any other portion of this coal field. It can be mined cheaper and with more economy generally, under the same rates of labor, than in any other region in this country without exception. The markets of the West, or the great Ohio and Mississippi valleys, are open beyond any controlling competition to the trade of the Kanawha in *coal, oil, salt, iron and lumber*.

Referring to the neighboring iron regions, the same authority says:

This region of iron ores will perhaps rival any locality in our country—Iron Mountain, Pilot Knob, or Lake Superior not excepted, either in quality or quantity. There is no limit to the resources of brown hematite in this section. It exists in massive beds of great extent, and ranges through a vast area of country. We have seen beds of ore in this region equal to the celebrated Cornwall deposits, and can state, from practical experience, that there is no richer or purer iron ore of this description to be found. The miniature map (illustrating the text in the work from which we quote), shows the coal of the Kanawha to be in close proximity to this great region of iron, and connected with it by a large river, which levels, as it were, the mountains, and grades a uniform path through the huge Alleghanies.

* * * * * * *

It will thus appear that the great Kanawha Valley is not only a great natural mining and manufacturing region, but one that may enjoy the greatest trade that ever flowed from the mountains or the inland plains and valleys to the sea. The *coal, iron oil and salt* of this region are inexhaustible, and may be produced with the minimum of labor and expense, and, consequently, the maximum of profits.

We have long beheld the vast mineral resources of this part of the Great Alleghany coal-field with professional admiration, and have frequently called attention to their value. If we now seem partial to West Virginia, we can prove that our affections have always turned toward her unlimited stores of coal and iron, with an ardent desire to be able to pronounce the 'open sesame' which should expose her treasures to the world.

The foregoing is disinterested testimony given in 1866 before the present plans for opening and developing the regions refered to had been organized. The magic words which the author longed for the power to pronounce—the "open sesame" of the hidden treasures of the great Kanawha Valley—were spoken when Mr. C. P. Huntington and his associates, Messrs. A. A. Low, W. H. Aspinwall, Jonas G. Clarke and other far-seeing capitalists, assumed the control of the Chesapeake and Ohio Railroad and began to make real the vision of the Chesapeake Bay and the Ohio River united together by bands of iron, and the riches of the Kanawha, released from the confinement of centuries, flowing out East and West in streams of solid wealth.

☞ The certificate of incorporation of the Zanesville and Marietta Railroad Company has been filed in the office of the Secretary of State of Ohio. The termini of the road are the city of Zanesville and Marietta, and it will pass through the counties of Muskingum, Guernsey, Noble and Washington. Capital stock $500,000.

☞ The Leavenworth, Lawrence and Galveston Railroad Company has leased the Leavenworth and Lawrence branch of the Kansas Pacific road, and will commence running through trains from the Indian Territory to Leavenworth in February, as soon as the railroad bridge at Lawrence is completed.

☞ A cable telegram received in Halifax (N. S.) recently announced that the Glasgow and Cape Breton Railway Company had decided to extend their railway to Louisburg, and that the shareholders had doubled the amount of the original capital, increasing it to £200,000 stg.

Railroads in Nova Scotia.

The indications are that before many years pass away Nova Scotia will be threaded with railroads from one end to the other. In addition to the lines now in operation from Annapolis to Halifax, and from Halifax to Pictou, and now in course of construction from the New Brunswick and Nova Scotia boundary line to Truro, quite a number of other lines are projected in various directions. A line is to be constructed between Annapolis and Yarmouth, between Annapolis and Liverpool, between New Glasgow and the Strait of Canso, between the Strait of Canso and Louisbourg, between the Strait of Canso and some more northerly point in Cape Breton, and between Sydney and Louisbourg. Lines between other important points in Nova Scotia at present without railroad facilities will also no doubt ere long be felt a necessity which must be provided for.—*St. John News.*

☞ At the recent annual meeting of the Worcester and Nashua Railroad company the following gentlemen were elected directors for the ensuing year: Francis H. Kinnicut, Stephen Salisbury, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, Alex. H. Bullock, Calvin B. Hill and J. E. Smith. At a subsequent meeting of the directors Mr. F. H. Kinnicutt was re-elected president and Mr. T. W. Hammond, clerk and treasurer.

☞ The following gentlemen have been elected directors of the Philadelphia and Trenton Railroad Company: J. Edgar Thomson, Josiah Bacon, Washington Butcher, Jos. B. Myers, John M. Kennedy, Edward C. Knight, Saml. T. Bodine, Thomas A. Scott, H. J. Lombart, Edmund Smith, George B. Roberts and Geo. M. Dorrance.

☞ The Albany *Times* says that a contract has been made with a German syndicate through the banking house of Messrs. Seligman, in New York, for a loan of thirty millions of dollars to a company organized to build a railroad from New York to Buffalo via Albany. Active operations are to be commenced in the spring.

☞ Mr. M. J. Becker, of Steubenville, Ind., Chief Engineer of the Pittsburgh, Cincinnati and St. Louis Railroad, has been elected Chief Engineer of the Holliday's Cove Railroad. He will at once set to work with a new corps of assistants to survey the route from Holliday's Cove to Wheeling.

☞ The directors of the Chesapeake and Ohio Railroad Company have awarded to Brannan and Haggarty, of Baltimore, the contract for the execution of the Church Hill Tunnel at Richmond, Virginia, by which that railroad is to enter the city, and make a landing on James river.

☞ Holders of Pennsylvania Registered War Loan to the amount of $5000 and under are notified that interest on their loan will cease on May 1st, 1872, and that said loan, with accrued interest, will be redeemed forthwith on presentation at the Farmers and Mechanics' National Bank, Philadelphia.

☞ The Spartenburg and Union Railroad is to be sold at Unionville, South Carolina, on the first Monday of February inst., under decree of Court.

☞ The Pittsburg and Boston Mining company have declared a special dividend of $5 per share from the sale of the Lake Superior property, payable Feb. 1.

Commerce of the United States.

The *New York Journal of Commerce* has compiled a statement of the total imports and exports of all the ports of the United States for the last two fiscal years, ending June 30th. Both the imports and exports are given in gold values—the imports as entered at the Custom House at their foreign gold cost, and the exports, when cleared at their currency price, reduced to their gold value by allowing the average monthly premium on gold at the port of New York. It is not a little singular to note the remarkable agreement between the outward and inward movement for the last fiscal year. The difference between the imports and exports is only about ten thousand dollars in a total of over five hundred and forty-one millions.

Imports from foreign ports at all the ports of the United States for the fiscal year:

	1870.	1871.
Dutiable merchandise..	$415,817,537	$483,641,966
Free goods.....	20,159,964	35,951,784
Gold and silver.....	26,400,086	21,900,024
Total imports.....	$462,377,587	$541,493,774

Exports from the United States to foreign ports, reduced to their gold value:

	1870.	1871.
Domestic produce and merchandise	$376,651,156	$428,539,017
Foreign do.....	16,155,295	14,421,270
Specie and bullion....	58,155,966	98,543,885
Total exports.....	$450,962,417	$541,504,172

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OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, Jan. 30, 1872.

THE COUPONS FALLING DUE 1ST FEBRUARY on First Mortgage Bonds of this Company, (Western Division,) will be paid at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, on and after that date, less Government tax.

JAMES F. SECOR,
President pro tem.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 3, 1872.

A **DIVIDEND OF FIVE PER CENT.**, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full-paid shares registered at the close of the 13th day of January instant, after which and until the 7th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

HOME
Insurance Company.
OF NEW YORK,
OFFICE 135 BROADWAY.

Cash Capital - - - $2,500,000 00
Assets Jan. 1, 1872 - 4 672,043 50
Liabilities - - - - 521,021 52

ABSTRACT OF THE
Thirty-seventh Semi-Annual Statement,
Showing the Assets of the Company on the 1st day of January, 1872.

Cash, in Banks and Trust Companies	$482,327 62
Bonds and Mortgages, being first lien on real estate worth $4,759-600.....	1,850,849 57
Loans on Stocks, payable on demand (market value of securities, $141,-462)	110,500 00
United States Stocks, (market value).....	1,669,357 50
State Bonds (market value).....	60,100 00
Interest due on 1st January, 1872..	52,737 39
Balance in hand of agent.....	247,882 75
Bills receivable.....	25,502 03
Other property, miscellaneous items	106,423 82
Premiums due and uncollected on Policies issued at this office.....	20,318 60
Salvage.....	46,044 81
Total.....	$4,672,043 50

CHARLES J. MARTIN, President.
J. H. WASHBURN, Secretary.

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1,400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by
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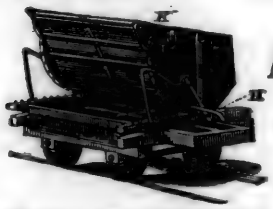
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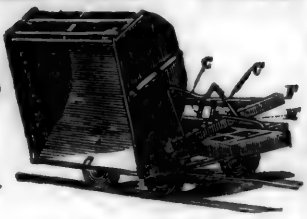


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Jan. 30, steamer HENRY CHAUNCEY, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, and connecting at Panama with steamer ALASKA, Capt. Maury, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Jan. 27.

Steamer CHINA will leave San Francisco, Feb. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 6.] SATURDAY, FEBRUARY 10, 1872. [WHOLE No. 1,868. VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 10, 1872.

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The Operation of Steam Railways in Cities.—The "Viaduct" Project.

There are some considerations respecting the future operation of Steam railways in cities and large towns, which, in minds of thoughtful railway managers, must be gradually asserting claims to more attention than they have heretofore received; and it may be well, at this time, to endeavor to give a right direction to the discussion which has arisen.

It is probably generally known that the tenure of the right of way for railways in the cities and towns of Europe—Great Britain, especially,—rests upon a widely different basis from that which exists in the United States. In Great Britain, the railway company has bought its right of way in the cities as well as in the country. It does not occupy any portion of the public highway, and its steam locomotives are not more subject to municipal control than other steam apparatus operated within corporate limits. It may run its trains when, where and as fast as it may be desirable. In our cities the steam railways occupy the public streets, under grants from the State Government, subject to constant "regulation" by municipal authorities. Of course the former plan of construction, involves a vast increase of the original cost. But its advantages are so apparent and numerous, that we doubt not that the question often suggests itself to those who are engaged in battling the difficulties of the other system, whether it be not the cheapest in the end. If the expenses which have been incurred by the Hudson River, the Harlem, and the New Haven railways, during the past twenty-five or thirty years, in hauling cars with horses, in paying flagmen and guards, in re-imbursing damage to life and property, and in contending with the municipal authorities and organizations of the people antagonistic to them, could be aggregated, it would show a very large sum of money—sufficient, it has been estimated, to have paid interest on the increased cost of originally building on the English plan so much of those roads as lies within the corporate limits of our city.

The subject is one of much importance in relation to the future greatness of New York city. The greatly increasing travel between the New England States and that portion of the Union which lies to the South of us, is yearly more and more incommoded, notwithstanding the most strenuous efforts which the railway companies have made to facilitate the transfer of passengers and baggage through New York City. It is not our purpose to comment upon or even state these disadvantages; suffice that they exist, and are wholly the fault of the system originally adopted for the building of railways in cities and large towns, and cannot be justly attributed to any defects in the present management. But it must be clearly foreseen, that sooner or later a railway running West from Hartford, and crossing the Hudson River at or near Newburgh on a suspension bridge, will permit a through train, with all its attendant comfort, economy, security, and speed, to be sent from Boston to Washington. It could hardly fail to divert from us a large portion of travel and commerce.

Is there any good reason for the continuation of existing difficulties except the present expense? And if there is none, is it not time that our railway magnates should look this phase of the question fairly in the face? The agitation of the project for a "Viaduct railway" is gradually familiarizing people with an undertaking which a few years ago would have been deemed impossible; and the day may not be far distant when the trains on the great railways which enter our city from the North and the Northeast will be brought down to the neighborhood of the City Hall at full speed, on tracks wholly removed from the public highways, and held by the indisputable tenure which purchase gives. This is the true solution of the question of a Viaduct railway. It will take time and much money to reach it, but necessity has accomplished greater works in unexpectedly brief periods.

Chicago and Northwestern Railway.

The completion of the Chicago and Northwestern Extension to Menominee was celebrated at Green Bay, Wis., on the 17th ult. The extension, as it is called, stretches from Green Bay up the shore a distance of fifty miles to Menominee, and opens up the great lumber regions about Peshtigo, Penzaukee, Big and Little Suamico and Menominee—the region, in fact, traversed by the

terrible October fire; so that Chicago is now in direct rail communication with the very heart of the great lumber region of Wisconsin. It is now the intention to vigorously push the surveys from Menominee to Escanaba, and up the river to the Menominee iron region.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,530,240 69	$1,532,820 03
" freight and exp.	878,494 16	1,044,760 50
" rents	4,818 96	8,265 90
" mails	39,891 24	39,891 24
" miscellaneous	123,701 84	53,127 39
	$2,577,146 89	$2,678,865 06
Add earnings of New Castle and Frenchtown Line	68,151 99	83,676 06
Total of both roads	$2,645,298 88	$2,762,541 12
Expenses:		
Repairs of road	$265,977 04	$372,455 30
" bridges	57,677 98	29,604 21
" locomotives	91,433 11	108,180 49
" cars	298.848 19	173,013 95
" stations, etc.	64,400 49	56,545 02
Passenger department	248,248 02	255,136 97
Freight department	216,802 99	267,881 82
Susquehanna Bridge	12,485 25	8,675 55
Fuel for locomotives	113,552 96	109,325 53
Oil, tallow, waste, etc.	39.995 93	53,169 17
Insurance	6,216 75	6,614 40
Salaries	58,300 13	67,577 58
Tools	16,787 86	17,011 06
Switch, watchmen, etc.	44,774 25	45,833 33
Real estate, rents, repairs, etc	10,883 93	10,664 78
Law	6,116 57	8,824 18
Casualties, gratuities, damages, etc	12,918 93	10,152 62
Office—stationery, etc.	1,508 49	2,062 02
Removing ice & snow	76 37	2,286 78
Taxes—State & local	80,903 88	67,033 66
Operating New Castle & Frenchtown line including taxes and bonus to State of Delaware and New Castle County	50,426 32	72,920 29
	$1,698,285 04	$1,765,518 71
Earnings less exp	$947,013 84	$997,022 41
Interest on bonded debt, ground rents, etc., less interest received	148,745 96	84,800 62
Balance	$798,267 88	$912,221 79
Add balance to credit of revenue, November 1, 1870		434,578 09
Total		$1,346,799 88
From which deduct—		
Dividends December 31, 1870, and July 1, 1871, four per cent. each and United States tax	$841,587 69	
United States tax paid under protest	10,322 96	
		851,910 65
Leaving balance to credit of revenue October 31, 1871		$494,889 23

The gross receipts were larger than those of 1870 by $117,242 24, and the operating expenses exceeded those of 1870 by $67,238 67. A large portion of the increased business was derived from the transportation of fruit and vegetables from the Delaware Railroad and its feeders. The peaches transported, amounted to two million six hundred and fifty thousand baskets, or over five thousand car loads of eight tons each. This shows that this business has more than quadrupled since 1865.

This company encourages the cultivation of the Peninsula, by transporting manures at a slight advance upon cost, and by moving the fruit at high speed, in cars adapted to the business, mounted upon springs and trucks like those of passenger cars, and well ventilated; while charging for the service, rates which are very low, considering its character. The result has been a constant and large increase of the area devoted to the growth of peaches, strawberries and other fruits. And notwithstanding that the State of Delaware, by exacting from this company, more than thirty times as much tax proportionally, as is assessed upon us by the other States into which your road passes; has added largely to the cost of transportation by rail, and consequently to the rates charged therefor; great profits have resulted to the fruit growers, encouraging them to invest more and more capital and labor each year in the cultivation of fruits and vegetables.

It is to be hoped that the next legislature of Delaware, aroused to a sense of the wisdom of a policy which will encourage enterprise, and promote the prosperity of the State; will repeal the existing unequal and unjust tax laws, and substitute for them such laws as will divide the State burdens justly upon all interests, instead of throwing them as at present, mostly upon the patrons of this company.

The work upon the new road of this company between Philadelphia and Chester, called the "Darby Improvement," while under construction but which when finished will be a part of the main line; has gone steadily on. But the contractors have been somewhat delayed by strikes and scarcity of labor, and have failed to fulfil their contracts so far as the question of time is concerned. The work however, has so far advanced, as to justify the expectation that it will be ready for use by the first of June next.

The value of land upon the new line has more than doubled within the year, and we are encouraged to expect that we shall aventually have a large local traffic upon that part of the road.

In May last, fire was communicated from an adjacent lot to the engine house and shops at Wilmington, causing the loss of a portion of the buildings, with a large stock of oil, waste and other material; and serious injury to many locomotives. Insurance covered all but about ten thousand dollars of the loss. All has been renewed or replaced; and the cost thereof, including over five thousand dollars worth of betterment was included in the operating expenses of the year. The lot of ground upon which the fire originated has since been purchased by this company, and the buildings will be more secure from fire henceforth.

It will be observed that a large outlay was made during the year for repairs of track. Over thirty-five miles of single track were re-laid with steel rails, or with steel-head rails. Our experience each year fully justifies the course hitherto pursued, of replacing worn-out iron rails, with steel rails; and for two years past, all renewals have been made with the steel rails, excepting upon a few miles of track where the comparative value of steel head rails is being tested.

Your directors from personal observation are enabled to report that all depreciation of any portion of the property of the company has been compensated by the general improvement of other portions, and that the whole property is in a sound and wholesome condition, while the prospect of prosperity in the future is encouraging.

The earnings of the New Castle and Frenchtown Railroad were:

	1870.	1871.
Passengers	$22,986 53	$25,014 22
Freight	44,284 22	57,780 60
Mail	881 24	881 24
	$68,151 99	$83,676 06

The company have 61 locomotives, of which 58 are coal burners and 3 wood burners. The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch, was 1,065,517. Miles run on Delaware Railroad line, between Wilmington and Delmar, by coal burning engines, 197,885; by wood burning engines, 92,064.

The car equipment consists of: 5 twelve-wheel passenger, 2 twelve-wheel chair, and 1 twelve-wheel baggage car; 71 eight wheel passenger, 10 passenger and baggage, 3 compartment, 4 chair, 19 baggage, 6 baggage and mail, 17 express, 2 post office, 3 milk, 1 pay, 615 house, 68 stock, 267 platform, 112 dump, 62 truck, 31 lime, and 11 tool, construction, etc., cars.

CONDENSED BALANCE SHEET.

Railroad		$8,090,535 35
Construction second track		395,962 74
Susquehanna Bridge		1,611,327 63
Port Deposit Branch Railroad		217.536 65
Tramway, Washington avenue		18,813 15
Terminus on the Delaware at Washington avenue		76,400 06
Darby improvement		590,454 47
		$11,001,030 05
Stock, New Castle and Frenchtown T. & R. R. Company		150,000 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de-Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch Railroad—also at New Castle, Del		169,709 37
Assets:		
Stock and other securities at cost	$1,384,146 77	
Agents balances	30,612 96	
Sundry accounts	220 958 08	
Other roads and lines	55,560 54	
Post office department	15,636 60	
Wood, coal and materials on hand, including wood lands	167,968 77	
Cash	123,747 16	
		1,998,630 88
Advances to connecting roads		205,406 64
		$13,524,776 94
Capital stock, 219,958 shares		$10,997,900 00
Mortgage loan (convertible) due 1st July, 1884		345,000 00
Bonds 1st April, 1876	$400,000 00	
Bonds 1st April, 1887	1,000,000 00	
		1,400,000 00
Ground rents		10,000 00
		$12,752,900 00
Dividends and interest	$4,810 15	
Sundry accounts	195,875 80	
Other roads and lines	11,552 81	
Interest—balance accrued on all liabilities to October 31, 1871	21,655 74	
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1871, payable 1st January, 1872	43,093 21	
		276,987 71
Balance to credit of revenue, October 31, 1871		494,889 23
		$13,524,776 94

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Isaac Hinckley, Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Bringhurst, Samuel Harlan, Jr., Thomas Kelso, Enoch Pratt, Thomas Donaldson, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Jr.

Secretary and Treasurer.—ALFRED HORNER.

A Year's Petroleum Production.

The Titusville (Pa.) *Courier*, 25th ult., gives the annual statistics of the production of petroleum in the Pennsylvania oil region, by which it appears that the total production for 1871 was 5,755,057 barrels, equal to a daily average of 15,767 barrels. The average price realized at the wells was $3 90 per barrel, or a total sum of $22,461,171. The number of wells gone dry show that each well continues to produce on the average for thirty-four months. The new wells put down cost for boring $3,000,000 and for engines and rigs nearly $1 000,000 more. Thus the total cost of new explorations to be paid for out of the profits of current production was about seven and one quarter millions of dollars.

Hartford and New Haven Railroad.

The income of this road for the ten months ending September 30, 1871, is as follows:

From passengers		$836,624 42
" freight		738,425 04
" expresses		40,965 55
" mail service		21,458 57
" rents and wharfage		10,721 57
		$1,648,195 15
Expenses, viz:		
Repairs of road and bridges	$332,329 25	
Wood, coal and oil	94,876 06	
Material and labor on engines and cars, including new cars and engines	214,161 67	
Transportation account and general expenses	359,993 29	
Station repairs and improvements	46,209 38	
Lost and damaged goods, gratuities, etc.	3,393 43	
		1,050,963 08
Net earnings		$597,232 07
National and State taxes	$23,534 52	
Balance of interest	47,786 34	
		71,320 86
Leaving a balance of		$525,911 21
The gross earnings for the months of October and November, 1871, were		$364,084 09
Add gross earnings for ten months		1,648,195 15
		$2,012,279 15
The proportion of current expenses for the two months, is	$175,160 51	
State taxes paid October, 1871	95,621 52	
	$270,782 03	
Add expenses, interest, and taxes for ten months	1,122,283 94	
		1,393,065 97
Total earnings for 12 months		$619,213 18

The gross earnings for the 12 months exceed by about $7,000 per month, the average monthly earnings for the 15 months next preceding. The President in his report says:

At the annual meeting of the stockholders, holden in September, 1869, it was ordered that the fiscal year of the company shall terminate with the 30th of November in each year, with a view, chiefly, to correspond with the period at which reports to the Legislature of Massachusetts were required by the laws of that State. At the next succeeding session of that Legislature, a change of the law required that reports by railroad companies should present the operations of the year ending on the 30th of September. The laws of New York also require reports from railroad companies for each year ending at the same time. As the New York and New Haven company are required to make annual reports to the State of New York, and this company to the State of Massachusetts, and both to the State of Connecticut, the Joint Board of managers of the two roads have advised that the fiscal year of each shall terminate on the 30th of September in each year. We, therefore, present to you in this report a statement in detail of the operations and business of the company for a term of ten months, from the 1st day of December, 1870, to the 30th day of September, 1871, with such information as to the business of the two succeeding months as to afford the substantial results of the operations of the twelve months.

The Windsor Locks and Suffield Railroad, with its depot buildings and appurtenances, has been completed by an additional expenditure during the year past of $23,156 67, and its earnings are fully equal to our expectations.

In May last, the capital stock of that company, in accordance with the provisions of its charter, and of the resolutions of this company at its annual meeting in September, 1869, was merged in the capital of this company, thus adding two hundred thousand dollars to that capital.

This additional stock has been placed in the name of Charles M. Pond, Treasurer, in trust for this company, to be held by him subject to its order.

The new track between Hartford and Newington, alluded to in our last report, has been completed and in use since July last, giving the company now an uninterrupted double track from New Haven to Springfield. The expenditures for this purpose since the last report, amounting to $62,301 53, have been charged to the cost of the road.

There has been constructed by this company, during the past season, at Hartford, a double tunnel over three hundred feet in length, under Albany and Windsor Avenues, near their intersection, constisting of two parallel arches, each for two tracks, one of which arches is for the use of this company, and the other for that of the Hartford, Providence and Fishkill Road; one-half the whole cost to be re-paid to this company in installments, and title to be given when payment is completed.

The necessity of maintaining the public travel, including that by a horse railroad over two important streets, and the uninterrupted passage of more than forty regular, and many extra trains daily under the same streets during the progress of the work, with the treacherous character of the soil, added greatly to the difficulties attending this work. That it was completed without any serious inconvenience to the travel on the streets, or delay of a single regular train, is due to the care and vigilance of our superintendent, E. M. Reed, Esq., by whom all the plans were made, and under whose constant personal supervision the work was executed.

A new passenger depot has been constructed at Wallingford station, and is in use.

A new coal pocket of large capacity has been constructed on the coal wharf at New Haven; an extension of the freight house at Yalesville, and additional side tracks and other improvements at various stations to accommodate the increasing freight business of the road, have been added during the year.

The equipment has been increased by the addition of one new locomotive, constructed in our own shops; and one of greater power than any heretofore in use by the company, intended for freighting purposes, purchased. These, with extensive repairing and partial rebuilding of several of the older engines, place our equipment in better and more serviceable condition than at any previous date.

The Westinghouse air brake has been placed upon all our trains, and our experience thus far in their use, justifies, in our opinion, the expenditure for this purpose, in avoiding materially the dangers of serious accident to the trains.

Resolutions accepting the provisions of the act of the general assembly at its late session, authorizing the merger and union of this company with the New York and New Haven Railroad Company, will be submitted for your consideration and action; and for fixing the termination of the fiscal year of the company hereafter on the 30th day of September in each year.

The income of the company from all sources for the ten months ending September 30, 1871, is as follows:

Cash on hand December 1, 1870	$282 500 66
Earnings of the road as above	1,648,195 15
123 shares scrip stock	9,840 00
Real estate	16,928 45
Total	$1,957,464 26
Thus accounted for—	
Dividends	$433,319 00
Interest	47,786 34
Operating and repairing road, etc.	788,198 65
Windsor Locks and Suffield R. R.	21,812 49
Meriden Quarry Branch	2,492 70
State and National taxes	23,534 52
Steel Rails	125,984 44
Newington new track	12,301 58
New tunnel, Hartford	102,672 74
Wallingford depot	13 067 79
Camp Street Bridge, Meriden	5,000 00
New wharf, New Haven	5,623 77
Locomotive engine	12 000 00
Real estate	350 00
Balance debts due company increased	47,046 34
Cash	316,273 95
Total, as above	$1,957,464 26

The following from the ledger presents a general statement of the affairs of the company, Sept. 30, 1871:

Capital stock. (full)	$3,500,000 00
Capital stock. (scrip)	1,500,000 00
Bonds	754,000 00
Contingent fund	526,071 00
Reserved fund	150,000 00
Profit and loss	237,911 21
Dividends unpaid	5,709 00
Debts due by the company	73,394 44
	$6,747,085 65
Railway, including double and branch tracks, depot buildings, grounds, etc.	$4,251,189 92
Real estate, land and dwellings at and between New Haven and Springfield	114,858 98
Windsor Locks and Suffield R. R.	23.156 67
Conn. River Bridge	176.577 36
Equipment, engines and cars	800,000 00
Tomlinson bridge stock	8,888 67
C. M. Pond, treasurer, and trust, 2,000 shares stock	200,000 00
Wood, stock, and tools on the road and at machine shop	274.801 74
New Tunnel, Hartford	52,672 74
Debts due the company, including account due from N. Y. & N. H. R. R. Co. unadjusted, and funds in hands of agents	526,665 62
Cash	316,273 95
	$6,747,085 65

President.—W. P. Burrall.

Directors.—W. P. Burrall, Chester W. Chapin, Cornelius Vanderbilt, Ezra C. Read, Eli Butler, Julius Catlin, C. M. Pond, H. C. Robinson, E. G. Howe.

Secretary.—S. P. Conner.

Treasurer.—C. M. Pond.

Ass't Treasurer.—S. M. Mitchell.

Superintendent.—E. M. Reed.

☞ Work is being rapidly pushed forward on the Montpelier and Wells River Railway. Track laying will commence in Montpelier next May.

Michigan Railroad Subsidies.

The Detroit *Tribune*, just before the announcement of the decision of the Michigan Supreme Court against the validity of municipal subscriptions to railroads, made the following statement of the subsidies then voted, which, by the recent decision of the United States Circuit Court, will probably be collected again:

	Amount received from towns by company.	Amount in hands of third parties.
Jackson, Lansing & Saginaw	$208,000	$208,000
Flint and Pere Marquette	75,000	75,000
*Paw Paw Railroad	36,100	28,100
Kalamazoo, Allegan & Grand Rapids	95,000	95,000
†From White Pigeon to Kalamazoo	103 000	88,000
Michigan Lake Shore	50,000	50,000
Port Huron and Lake Michigan,	117,000	117.200
Grand Rapids and Indiana.	220,000	220,000
Ionia and Lansing	103,450	95,450
Michigan Air Line	85,500	85.500
Detroit and Howell	48,505	48,505
Other roads	294,200	299,200
Total	$1,445,955	$1,399,955

*Of the bonds of this company $8,000 have already been paid.

†Of the bonds delivered to this company $25,000 have already been paid.

Of action taken under the general law of 1869, as far as the pending cases can affect it, the following is a statement:

	Amount delivered to comp'y by State Treas.	Amount in third parties' hands.
Michigan Air Line	$25,000	$25,000
Kalamazoo and South Haven	36,000	36,000
*Chicago and Michigan Lake Shore	97,500	13,500
Fort Wayne, Jackson and Saginaw	48,500	23,500
Port Huron and Lake Michigan	42,000	42,000
Other roads	50,000	50.000
Total	$299,000	$190,000

*Of the bonds delivered to this road which have not been sold, $4 000 have been paid by a direct tax, and on the remaining $80,000 cash advances have been made by outside parties.

Of the last columns in the foregoing tables the following is a summary:

Amount still in hand of third parties:	
Voted under special acts	$1,399,955
" " general law	190,000
Total	$1,589,955

"The result of our investigation may thus be briefly stated: The towns and counties of Michigan have thus far voted to aid railroad enterprises in which they are interested to the amount of about (probably over) $6,000,000. Of this aid about $1,750,000 has been granted upon the diverse conditions embodied in the various special enabling acts to be found in our statute books, and $4,250,000 upon the clear and precise terms contained in the general law of 1869. Of the last named amount over $3,600,000 have already been deposited with the State Treasurer. The companies aided have thus far obtained actual possession of $1,744,955 in bonds, of which $37,000 have been already paid, $118 000 still remain in their possession, and the balance is now in the hands of third parties. This $1,589,955 has been taken by capitalists and corporations, by contractors and employes, by people of all classes and sections."

Governor Baldwin's estimate of the amount of railroad aid bonds fully earned and outstanding at the time of the Michigan decision, given in his message to the special session of the Legislature in 1870, was as follows:

Bonds issued under special acts of 1864 and 1865, approved by Gov. Blair	$858,600
Bonds issued under special acts of 1865, approved by Gov. Crapo	312,700
Bonds issued under special act of 1867, passed over Gov. Crapo's veto	28,000
Bonds issued under laws of 1869, approved by Gov. Baldwin	447,000
Total	$1,656,200

Imports of San Francisco.

The value of foreign (dutiable) imports of merchandise at San Francisco during the year 1871 is the largest on record, comparing as follows with previous years:

1864	$10,415,913	1868	$15,130,295
1865	10,333,946	1869	15,582,278
1866	13,941,097	1870	12,956,188
1867	14,949,558	1871	17,542,993

The sources of the imports for the past two years show the following variations:

	1870.	1871.
Great Britain	$3,679,265	$4,297,089
France and French possessions	2,167,413	1,532,351
Germany and Belgium	593,122	344,838
China	1,943,479	4,690,838
Japan	804,611	1,872.948
South American (less Brazil)	839,748	755,238
Mexico & Central America	733,854	1,288,626
Brazil	.....	124.695
Hawaiian Islands	725,955	1,054,324
Australia	189,852	152,327
Spanish possessions	37,414	435,674
Dutch East Indies	.....	402.640
Cuba	354,824	365,280
All other countries	886,016	226,180
Totals	$12 955,183	$17,542,993

The diminished imports from France and Germany were attributable to the war. With China, Japan, Central America and the Hawaiian Islands there has been a remarkable increase in our import trade.—*San Francisco Bulletin.*

Diamond-toothed Saw Quarrying Machine.

One of the most noteworthy wonders of this prolific age of invention is a diamond toothed-saw quarrying machine, recently perfected by Vermont stone workers, that bears the same relation to the wealth of the quarry that the saw-mill does to the products of the forest. The main features are simple, and consist of a straight saw armed with diamond points moving back and forth through the stone, with drills working vertically to free the ends of the kerf. The diamonds employed are of the black variety, on a half-inch width, and with a six horse-power engine can be sunk in the solid quarry from six to twenty-four inches per hour, according to the hardness of the material operated upon—the machine having been tested on every grade, from the toughest flint to the easily worked marble, leaving at one operation a smoother face on the harder stones than can be produced otherwise by days of labor. The economy of the machine is shown to be great by the fact that after the first invasion of a quarry by its irresistible teeth (which, in this primal operation, of course smooth but one face of the rock), at all subsequent removes to the centre of the mine two faces of the stone are developed by each sinking of the saw. Besides, the great waste occasioned by the old method of drilling and blasting into valuable quarries is entirely overcome, not a foot of the material being lost if surveys are carefully made. The saw on exhibition can be sunk into the hardest stone through a kerf of eleven feet to a depth of four feet ten inches, but smaller machines can be constructed to answer the varied demands of quarrymen. The instrument is very compact, and one of the power displayed can be operated by two men, whose services, together with the fuel consumed, will amount to less than ten dollars a day, effecting an estimated saving of labor of fifty men, and reducing the cost of solid building material one-half.

Raleigh and Augusta Railroad.

A bill has been introduced in the South Carolina Senate to charter in that State the Raleigh and Augusta Air Line Railroad Company, a corporation created by the laws of the State of North Carolina, with power to construct through that State a railroad with one or more tracks from any point on the State line where the road may enter the State to such point on the dividing line between that State and Georgia, near the city of Augusta, as the company may select. The location of the railroad to be made on such route as the Board of Directors of the Company, after proper surveys, may direct, and they are also authorized to construct branch roads from the main track to any other points or places in the State. Said branches not to exceed 100 miles. The act also authorizes any incorporated city or town or village which may be interested in the construction of the branches to subscribe to the capital stock of the company.—*Augusta Chronicle.*

Norfolk and Lynnhaven Bay Road.

A company composed of some of the most reliable and substantial citizens of Norfolk, Va., has been formed for the construction of a railroad from that city to the mouth of Lynnhaven Bay. These gentlemen have been quietly at work maturing their plans, and are now in a condition to carry them out to a successful issue. A charter has been applied for from the Legislature, and parties are now in Richmond to effect that object. The road will be constructed in the most substantial manner, and work will be commenced as soon as the charter is obtained. The greater part of the stock has been subscribed, and there will be no difficulty in disposing of the remainder. The right of way has been secured by the donation of lands on the route—four hundred acres having been donated. The distance from Norfolk to the proposed terminus of the road at the mouth of Lynnhaven Bay is only eight miles by survey over easy grades. The company proposed to build a breakwater at the mouth of the bay, so as to afford a good and safe harbor for shipping. The road will open a rich and productive country, and shorten the distance from Norfolk to New York, making a considerable saving of time in the passage between the two ports.

Progrers of Ecuador.

The Republic of Ecuador appears to have become an exception to the condition of anarchy which characterizes most of the South American republics. The encouraging progress made by that State may be inferred from the fact that while in 1869 its public revenues hardly reached $1,200,000, in 1870 they had advanced to more than $1,900,000, or an increase in one year of over fifty per cent. Last year the Government abolished the oppressive discriminating head tax imposed on the Indians under Spanish rule and retained under the Republic until that date. The arbitrary exaction of forced loans from the capitalists and business men of the country was also at the same time prohibited. A liberal system of internal improvements is being vigorously prosecuted, while, in addition to the prompt discharge of all current expenses and claims, a considerable sum is being annually contributed to a sinking fund for the liquidation of the public debt incurred by the former administration. An agent of

the Government is now in the United States engaged in the purchase of tools and machinery for the purpose of carrying out a variety of projected public improvements, and he is also authorized to employ a number of competent civil engineers for the service of the Republic. When the numerous railroad projects of Central and South America shall be carried out we look for much closer commercial relations between the United States and the west coast.—*Baltimore American.*

Massachusetts Passenger Railroads.

In the JOURNAL of January 27, 1872, we inserted a general table of the capital, operations and results of the Steam Railroads of Massachusetts from the Report of the State Railroad Commissioners. We then had the pleasure of speaking very highly of said report as a decided improvement on all previous similar reports both in form and completeness. Having since received the returns of the Passenger Railroads to the same authorities, we give in the present issue of the JOURNAL a very valuable abstract of their contents, premising that in all that reports should be they pre-eminently and satisfactorily sustain our aforesaid eulogium on the form and substance of the first division of the subject.

From these reports however it does not appear that the urban and suburban passenger railroads in Massachusetts have been as successful in a pecuniary point of view as might have been anticipated in so thrifty a State as Massachusetts, and especially in the city and suburbs of Boston, in which by far the largest moeity of the total mileage is located.

We add up the leading columns of the table we have prepared with the following results—

Capital stock paid in	$5,041,920
Bonded debt, chiefly 6s	1,040,400
Floating debt	785,513
Total investment	$6,867,833
Miles of track in use	176.26
Passengers carried in cars	36,776,093
Gross earnings from traffic	$2 318,005 63
Operating expenses	1,942,581 40
Net revenue	$875,124 23
Dividends after interest	$273,418 26

The dividends as here stated were paid on $2,300,550 capital, which, if the statement of total capital be correct, no less a sum than $2,741,370, more than one-half the total, is left without any returns, and is for the present sunk. The total dividend on the paying capital was 12 per cent., but on the total capital only 5½ per cent. It is fruitless to search for the cause of this anomally. The travel appears to be brisk, and the gross income therefrom liberal, and in fact there would appear to be only one difficulty, that arising from excessive expenditures in the operating, or manipulating the defaulting lines. There has been no excess in the cost of construction, and for the most part the lines are amply equipped at a cost that would astonish our New York speculators. The fact is that capitalists have in a large number of instances invested in these railroads moderate sums so as to give official positions to their poorer relatives, and thus shift the burden materially from their own shoulders and place it on those whose means are coaxed into railroading for dividends. Therefore, until a better standing is made, there ought to be no further addition to railroad investment. That matters are worse in New York is not material to such a conclusion.

Horse Railroads of Massachusetts.

A tabular statement of the Horse Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the year ending September 30, 1871.

[Prepared from the Third Annual Report of the Board of Railroad Commissioners.]

Railroads. (Lessees named in brackets.)	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Roads & equipm't.	Road Oper. M.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate. p. c.
Albany Street Freight	75,000	.....	155	75,155	0.88	.....	0.16	48,709	0.04	.....	.....	.....	2,856	2,199	657	.....	....
Boston and Chelsea (Lynn and Boston)	110,000	.....	.....	110,000	3.27	.....	1.36	110,000	....	.....	.....	.....	8,800	1,441	7,359	7,480	6.8
Boston and West Roxbury (Metropolitan)	41,000	.....	.....	41,000	1 23	.....	0.02	56,133	....	.....	.....	.....	2,500	152	2,348	.....	....
Cambridge (Union)	740,900	150,000	.....	890,900	28.31	....	5.26	740,900	....	.....	.....	3,000	68,091	.....	69,091	66,091	13.5
Lowell Horse	55 830	.....	4,500	60,330	2.82	....	0.22	78,904	4.04	31 862	.....	323	32,185	30,003	2,182	.....	....
Lynn and Boston *	200,000	50,000	1,900	251,900	7.75	1.10	1.87	277,311	15.17	177,880	.....	1,627	177,507	167,289	10,218	.....	....
Malden and Melrose (Middlesex)	.....	.....	.....	.....	3.60	....	.....	60 246	....	.....	.....	.....	.....	.....	.....	.....	....
Marginal Freight	500,000	500,000	36,326	1,036,326	0.55	0.38	0.14	1,040,556	1.07	.....	.....	.....	.....	6,717	.....	.....	....
Medford and Charlestown (Middlesex)	21 000	4,000	.....	25,000	3.18	.....	0.28	34,600	....	.....	.....	.....	2,400	477	1,923	.....	....
Merrimac Valley	50,000	.....	.....	50,000	5.00	.....	0.26	63,000	5.26	31,679	.....	583	32,262	32 262	.....	.....	....
Metropolitan †	1,250,000	.....	455,566	1,705 566	89.72	.....	11.79	1,705,566	52.74	882,906	.....	22,159	905,066	751 874	153,192	128,205	10
Middlesex ‡	400,000	184,500	101,291	685,791	14.97	.....	0.63	557,639	28.42	214 417	.....	8,191	222,608	180 483	42,125	12,000	3
Northampton and Williamsburg	300,000	.....	5 059	305,059	3.20	.....	0.01	300,000	3.21	6,746	.....	1,141	7,887	7,594	293	.....	....
North Woburn (leased to D. D. Hart)	20,800	8,000	2,006	30,806	2.69	.....	0.05	32,000	2.74	.....	.....	.....	1,920	.....	1,920	.....	....
Salem	150,000	35,200	3,200	189,200	7.40	.....	0.44	208,736	7.84	46,661	.....	1,193	47 854	40,229	7,625	.....	....
Somerville (Middlesex)	98,000	.....	.....	98,000	3.75	.....	0.28	98,000	....	.....	.....	.....	4,500	.....	4,500	.....	....
South Boston	450,000	.....	.....	450 000	8.57	.....	1.92	414 412	7.49	262,069	.....	2,742	264,811	220,436	44 375	41,025	10
Springfield	50,000	.....	7,000	57,000	2.40	.....	0.31	65,081	2.71	16,732	.....	849	17 581	15,963	1 618	.....	....
Stoneham	38,000	.....	.....	38 000	2.50	.....	0.03	37,594	2.58	14 641	.....	265	14,906	14,558	348	.....	....
Union (operates only) §	200,000	75,000	132 903	407,903	.....	.....	.....	395,729	32.50	459 655	.....	7,510	467,116	435,493	31,672	20,000	10
Waltham and Newton	14,750	.....	17,507	32,257	2.61	.....	0.10	28,503	2.71	7,389	.....	15	7,404	6 648	756	.....	....
Winnisimmet (Lynn & Boston)	51,650	.....	.....	51,650	2.75	.....	0.50	62,152	....	.....	.....	.....	3 60 0	599	3,001	2,116	4
Worcester	40,000	33,000	18,000	91,000	3.88	.....	0.28	81,413	4.16	24,779	.....	222	25,001	25,705	.....	.....	....

* Leases Boston and Chelsea; and Winnisimmet Railways.
† Leases Boston and West Roxbury Railway.
‡ Leases Malden and Melrose; Medford and Charlestown; and Somerville (in part) Railways.
§ Leases Arlington, Somerville (in part) and Cambridge Railways.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	487,659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
Chicago and Alton:													
1863	109,850	101,365	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,220	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	388,727	328,390	345,833	402,854	551.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,780	466,582	636,842	529,278	506,904	459,576	463,066	369,420	5257,315
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	778,491	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	842,012	10,997,888
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	286,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
Illinois Central:													
1862	190,130	236,637	181,084	191,643	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437.679	424,531	4,571,023
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,993
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,829
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	639,541	565,416	606,845	588,661	695,446	739,980	714,854	884,208	885,845	761,964	719,900	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,010	109,629	1,390,822
1870	90,177	98,275	101,370	108,246	110,213	111,117	111,127	158,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	116,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159.653	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307.474	253.634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339.794	30 ,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,609,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 560	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384.431	412,030	405,283	363,187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,615	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,566	751,738	1,101,771	775.616	438,323	5,683,609
1868	360,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,136	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529.758	7,420,421
1871	396.760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,189	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	254,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180.366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	217,947	319,765	286,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,467	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	838,603	965,358	903,974	864,637	693,104	873.153	966,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,081
1869	479,236	525.490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476.405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,068,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	193,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	166,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,086	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,983	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,750	333,430	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,015,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450.246	470,720	422,360	323,377	434,284	4,252,343
1870	312,153	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	620,560	617,585	755,467	999,665	837,883	716,829	5,709,183
1870	528,529	500 139	580,238	706,606	802,586	746,450	643,058	644 051	728 521	719,698	570 168	505,053	7.654.094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	500,402	777,362	708,142	542,908	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000		87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Oct. 31,'68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6	100	100	24
Dec. 31,'69	22.00	412	63	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	168,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.00	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	60,000	7,700	155,158	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C.)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.76	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City. .....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	42½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	282,890	49,315	6.5	50	7	22
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	....
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	30,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.66	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	64
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	97
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston).. Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	60,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	196,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	80	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,206	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	62,994	21.8	50	15	55
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	235,307	6,500	—	116,645	26,109	—	50	25	32½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,800	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City).N.Y.	1,969,777	888,100	1,100,000	—	570,533	93,991	2.	100	100	65
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,028	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	85,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston).. Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	34,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	102,760	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,618	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,980	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy &	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	16.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,439	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3 680	3,010	4	100	100	....
Oct. 31,'70	3.55	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,066	437	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.P.& P.P.: 1st Mortgage.....	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	...
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1885	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1875	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250.000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	160,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1890	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83.700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000.000	7	J.& J.	1875	....
Real estate.....	300,000	7	J.& J.	—	...
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	...
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	...
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	...
Watervliet. 1st Mortgage.....	130,000	7	J.& J.	188.	...
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	...
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	....
Worcester: 1st Mortgage.....	20,000	6	A.&O	1874	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,216 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	Jan. '72 1½
Bloesburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J. A J.O.	Jan. '72 7
Camden and Atlantic...50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....60	915,573	J. & J.	Jan. '72 $2½
Cape May and Millville*.50	447,000	J. & D.	Dec. '71 3
Catasauqua & Fogelsv...50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.A J & O	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	5,925,500	M & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*1.0	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '71 4
Chi., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Chi., Sand. and Clev.*... 50	2,967,800	— & —	.....
" " pref... 50	428,046	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*. 50	7,494,588	F.M.A N	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J.o O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept. '71 2
Colum. & Hocking Val.100	848,964	— & —	.....
Concord.....00	1,900,000	M. & N.	Nov. '71 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.....0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....0	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,250,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	500,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia.....100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,000	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.A N	Nov. '71 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '71 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck.....100	1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '71 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif...100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July '71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5.000,000	M. & N	Nov. '71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248.000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1.626,250	M.J.S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Jan. '72 7
Phila., Wil. & Balt.... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	996,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5
South Carolina 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Aug. '71 4
Staten Island.....100	680,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	Nov. '71 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,880,000	J. & J.	July '71 3

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '71 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,00	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Oct '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,500	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv.100	1,088,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..100	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.)...1.0	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .1.0	200,000	— & —	3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '71 2
Somerville (Boston).....100	75,000	M. & N.	Nov. '71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov. '71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug. '71 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.) 50	2.888,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,748	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq*... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '71 2
American Coal.....25	1,500,000	M. & S.	Sept. '71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal.....100	4,490,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	5,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	Nov. '71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....50	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66 4

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1872.					
Loan of June 14, 1868 ..... registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,721,000	6	Jan. & July.	1880	114½
.. .. coupon	4,684,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	112
Loan of July 1, and Aug. 3, 1861..... registered	125,102,800	6	Jan. & July	1881	114½
.. .. coupon	64,218,400	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s)..... registered	66,774,100	6	May & Nov.	1882	110⅝
.. .. .. (5-20s)..... coupon	324,946,750	6	" "	1882	110½
Loan of March 3, 1863..... registered	53,379,500	6	Jan. & July.	1881	114½
.. .. coupon	21,620,500	6	" "	1881	115
Loan of March 3, 1864 (5-20s)..... registered	2,492,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s)..... registered	40,893,650	6	May & Nov.	1884	110⅝
.. .. .. (5-20s)..... coupon	49,787,800	6	" "	1884	110
Loan of March 3, 1865 (5-20s)..... registered	42,987,550	6	May & Nov.	1885	110⅝
.. .. .. (5-20s)..... coupon	120 214,900	6	" "	1885	111
.. .. 2d series (5-20s)..... registered	63,687,700	6	Jan. & July.	1885	109⅝
.. .. .. (5-20s)..... coupon	166,001,400	6	" "	1885	110½
.. .. 3d series (5-20s)..... registered	91,469,400	6	Jan. & July.	1887	111
.. .. .. (5-20s)..... coupon	229,505,850	6	" "	1887	111½
.. .. 4th series (5-20s)..... registered	12,781,500	6	Jan. & July.	1888	111
.. .. .. (5-20s)..... coupon	26,484,500	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)..... registered	138,655,550	5	Mar. & Sept.	1904	107
.. .. .. (10-40s)..... coupon	56,511,750	5	" "	1904	110⅝
Consols of July 14, '70 & Jan. 20, '71. registered	111,779 200	5	F. M. A. & N.	1881	109
.. .. coupon	13,095,250	5	" "	1881	108½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	20,300'000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,618,832	6	Jan. & July.	'96-'99	114½
U. S. Notes and Fractional Currency.....	398,211,698	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	95
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	103½
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	98½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71 '74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	80
.. —Railroad Bonds.....	661,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	625,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	101½
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103
.. —Southern Relief Bonds.....	100,000	6	" "	1878	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	135,000	6	June & Dec.	'72-'77	109½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	....
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	98½
.. — .. .. (stg.).....	4,600,744	5	" "	1894	98½
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,500,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'88	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar.....	1,589,000	7	" "	1876	95
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	.....	.....	.....	92½
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	107
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106½
.. —	2,099,000	6	" "	1874	106½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,788,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,689,400	6	April & Oct.	'71-'91	32
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,759,000	6	April & Oct.	'92-'98	16½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	21½
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	12½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	....
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,560	6	" "	1877	96
.. —	726,950	5	" "	1882	108½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	109
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	51
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868..	1,265,800	6	J. A. J. & O.	1888	28
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	68½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'76	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1883	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	93½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	40½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	41
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	90
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk g fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	95
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	99
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,604 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	99
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93
Dollar Loan of 1880	866,000	6	March & Sept.	" "	1889	90
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	61
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'18	90
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free, gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	.....	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1880	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	91
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	800,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk g fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, sk g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1880	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1880	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (73 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & Wat. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1886	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	92
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99½
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1868	94
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1892	104
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	94
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)125 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1886	....
3d Mortgage of 1867, sk'g fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)..	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	646,000	7	Jan. & July.	" "	'70-'96	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1886	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000..	528,000	7	May & Nov.	" "	1900	95½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1895	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	271,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	15,000,000	7	April & Oct.	New York.	1906	93½
2d Mortgage Consol. sk'g fund..	5,000,000	7	Jan & July.	" "	1909	74½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1860	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	92½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89½
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & K.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds..	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)....	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	88½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons .	628,526	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons..	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1848, (secd)..	1,916 6.9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxd. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee .	800,000	8	Jan. & July.	New York.	1890	97½
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	98
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1890	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	96½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2 d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,000,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.		1888	96½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	"	1885	97½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	93
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1895	51½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	63½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1898	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	100
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S. & M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" " ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian. :						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton) :						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	108
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis) :						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater :						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam.,Alleg.& Gr.R.(L.S.& M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1908	96½
Kalamazoo, & S. Haven (M.Cen.) :						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1880	104½
Kalam.& Three Riv.(L.S.& M.S.) :						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.) :						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe :						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs :						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1892	....
Kansas Pacific (U. Pac. E. D.) :						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.B. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn. :						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg :						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss. :						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming. :						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville :						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So. :						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi :						
1st M.R.R.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley :						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	....
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	104
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.) :						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia :						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1888	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1850	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith :						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1890	....
Little Rock, Pine Bluff & N. O. :						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1880	....
Little Schuylkill (P. & Rdg.) :						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore :						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island :						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1890	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (").....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville :						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.) :						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick :						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western :						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage :						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central :						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati :						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg :						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon :						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware :						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Memphis and Charleston :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,887	6	" "	" "	1890	....
Memphis and Little Rock :						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis :						
1st Mort. (R.R.& 600,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.) :						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	108½
Michigan Central :						
1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	103½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	"	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent).....	268,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R.R & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254.000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000.000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23.000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at 7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3:0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592.000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180.000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89.500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141.500	7	" "	"	1899	....
Funded Interest.....	117,195	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c.after 5yrs)	3,000,000	10	" "	" "	1885	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1865	2,019,000	6*	" "	"	1900	91½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	94
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	99½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'78	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1906	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	286,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1890	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	100½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	77½
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie)						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	80
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	93
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	95½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,800,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'68	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1883	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. '68 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	99½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1896	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85½
2d Mortgage	1,500,000	7	" "	"	1891	35
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1860	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	800,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (L. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	92½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'67-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,0 0,000	6	" "	"	1897	14
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	94
Convertible Loan	1,998,879	6	" "	"	1877	89
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,965	7	" "	" "	1885	91
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	93
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	980,000	1,766,923	—	60.0	31,188	405,771	635,940	67,824	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,284,814	*	984,551	8,379	2,256,350	7,611,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	981,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	148
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,629	.....	103.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	79
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	3,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	4
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	135
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	138½
Sept. 30, 1870	51.3	7.7	65.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron..... Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	18.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	2,156,846	1,041,042	—	100	112
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	....
Apr. 30, 1871	45.0	—	302.0	—	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	*	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	61
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,670,059	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	.....	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,478	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	69½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	387,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	48.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	111½
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung..... New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany... N. Y.	600,000	*	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	207,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton..... Illinois.	13,881,923	*	1,860,062	552,628	11,350,972	4,187,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	124½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1,961,317	16,590,510	12,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	143

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,625	3,000,000			....	(Recently brought into operation.)					—	100	...
May 31, 1871	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000				(Leased and oper. by Mich'gan Central.)					—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,084,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Western					—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.					—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	50
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by Pennsylvania.)					7	50	100
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*			2,037,989	2,055,500			123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)					—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,062	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,900	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,356	2,008,096			58.8	176,037	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,860,500			1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	131
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under construction at $35,000 p.m.)					—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)					—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	5
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	*			.....	.....			75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,044	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)					—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)					—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	8	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)					—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)					—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,566	86,718	520,973	1,895,000	217,602	308,746	116.0	310,050	.....	.....	489,568	250,024	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile.Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,343	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)					7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)					8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,085	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	766,000	*			306,000	460,000			42.0	(Recently completed.)					—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased & oper. by L. Sh. & Mich. So.)					6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)					—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....				.....	.....			—	(Under construction.)					—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,799,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,269,000			112.0	(Operated by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)					—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)					—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)					—	100	...
Dec. 31, 1870	80.0	—	27.5	—	26	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under construction.)					—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under construction.)					—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	580,000			37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,966,179	—	1,013.1	8,219,893	159,390,937	560,833,666	13,457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)					—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				280,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)					—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	55.2	—	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be completed in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio.	6,000,663	974,391	.....	.....	5,871,456	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to Pine Bl.			70 m. in 1871.)		—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	164,941	80,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,468	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence....Massachusetts.	332,883	30,255	.....	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construct	ion.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000					.....	.....	.....	.....	.....	12	100	78
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper. b	y Erie.)	.....	.....	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by C	'm. & Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,981,734	1,524,392	601.6	10,185,233	.....	.....	17,581,707	6,271,222	10	50	124
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I. & Pac.)			8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville....Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—					Perth Amboy and Woodbridge. N. Jersey.	214,581				.....	.....	.....		6.5	(Owned	by Cam. &	Amboy.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	57,200	100,000	57,381	.....	92.3	.....	.....	.....	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	53½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	174
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	113½
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	116
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas. &	oper. by Bo	s. & Alb'y.)				100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0					Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
Mar. 31, 1870	28.0	—	2.0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302			.....	.....	.....	88,144	31,755	—	100	99½
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	437,917	55,000	16,500			.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*			2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			1,500,000	50,000	74,414	190,093	97.0	164,049	1,158,379	5,929,904	(Leas. & | oper. by | Ch., Burl. | & Quinc.)	.....	.....	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	226	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	6,000,000	1,689,750	.....	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*			847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—					Rochester and Genesee Valley..N. York.	656,026	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,178	1,324,943	475,270	10	100	98
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,608,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha...Mo. & Io.	.....	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....	.....	—	(Under	construct	ion—80 m.	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	70
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	316	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	.....	.....	.....	.....	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	300,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	2,624	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B. & Lowell.)		.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	.....	300,000	40,000	.....	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	320,000	140,901		—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—					Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Under	construct	ion.)			—	100	....
																		—	(Leas. &	oper. by Ph	lla. & Read	ing.)	128,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	68
Catawissa,* pref. and guar....	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	31
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	85
Chicago and Alton, pref....	2,425,400	7	10	125
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	91½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	93½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	67
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref....	5,078,224	...	...	67
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	24
" " 2d pref	4,051,744	6	...	12½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref....	3,500,000	7	7	75
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	68
St. Louis, Alton and T. H., pref....	2,040,000	7	7	57
Sandusky and Cincinnati, pref....	445,566	6	6	36½
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	125
Schuylkill Navigation, pref....	2,888,997	6	6	34
Union, preferred....	.....	...	5	1½
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	37 —	@ 42 —
Pig, American, No. 1		41 —	@ 42 —
Pig, American, No. 2		39 —	@ 40 —
Pig, American, Forge		38 —	@ 39 —
Bar, Refined, English and American		— —	@ 86 —
Bar, Swedes, assorted sizes	(gold).	85 —	@100 —
		Store Prices.	
Bar, Swedes		112 50	@122 50
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in.		95 —	@ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rud. & sq.		100 —	@ — —
Bar, Refined, 1 & 1½ by ½ & 5-16		102 50	@ — —
Scroll		112 50	@142 50
Ovals and Half-round		110 —	@130 —
Band		— —	@107 50
Horse Shoe		107 50	@117 50
Rods, ½@3-16 inch		100 —	@135 —
Hoop		115 —	@162 50
Nail Rod	per lb.	— 7½	@ — —
Sheet, Russia, as to assortment	(gold)	— 15	@ — —
Sheet, Single D. and T. Common		— 5½	@ — 6
Sheet, Doubles and Trebles, Charcoal		— 6	@ — 6½
Sheet, Galtanized, No.'s 10 to 27		— 10	@ — 13
Sheet, Galvanized, No.'s 28 and 29		— 15	@ — 19
Rails, English	(gold) per ton.	63 —	@ 65 —
Rails, American, at Works in Penns. c'y.		71 —	@ 73 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 15	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister		— —	@ — 12
American, Cast, Tool		— 15	@ — 16
American, Spring		— 9	@ — 11
American Machinery		— 9	@ — 10
American German		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— —	@ 4 75
Cut, 8d. and 9d		— —	@ 5 —
Cut, 6d. and 7d		— —	@ 5 25
Cut, 4d. and 5d		— —	@ 5 50
Cut, 3d		— —	@ 6 25
Cut, 2d and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		5 25	@ 6 75
Clinch, Kegs		6 25	@ 6 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 19	@ — 33
Copper		— —	@ — 40
Yellow Metal		— —	@ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 41
Straits	(gold).	— 36½	@ — 36½
English	(gold).	— 36½	@ — 36½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 12½	@10 50 11 — @ 11 50
I. C. Coke	9 12½	@ 9 50 10 25 @ 10 75
Coke Terne	7 87½	@ 8 50 9 — @ 9 50
Charcoal Terne	9 —	@ 9 50 10 — @ 10 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 12½	@ — 13
Crude, 40 @ 47 gravity (in shipping order)		— 16½	@ — 16½
Refined, Standard White (in ship'g order)		— —	@ — 22½
Refined, S. W. (in jobbing lots)		— —	@ — 24½
Refined, S. W. (in tin)		— 28	@ — 28½
Naptha, Refined, (65 @ 73 gravity)		— 12	@ — 12½
Residuum	per bbl.	4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 34
Copper, Bolts		— — @ — 36
Copper, Braziers' (over 16 oz.)		— — @ — 36
Copper, Nails		— — @ — 40
Copper, Old Sheathing, &c., mixed lots		— 25½ @ — 26
Copper, Chile Pig		— — @ — —
Copper, American Ingot		— 28½ @ — 28½
Yellow Metal, New Sheathing and Bronze		— — @ — 28
Yellow Metal, Bolts		— 26 @ — —
Yellow Metal, Nails		— — @ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 95	@ 6 —
German	(gold)	5 95	@ 6 —
English	(gold)	5 95	@ 6 25
Bar		9 25	@ — —
Pipe		— —	@10 —
Sheet		— —	@10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel		— —	@12 —
Liverpool House Cannel		— —	@17 —
Anthracite	per ton of 2,000 lb.	4 50	@ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th. 1.	F. 2.	Sat. 3.	M. 5.	Tu. 6.	W. 7
Canton Co.	80½	....	81	81½	84	82
Central Pacific 6s	102¾	102½	102¾	102½	102½	102½
Central of N. Jersey	112	....	111½	112	111½	111¼
Chicago & Alton	121	....	122	123	....	123
" pref.	.....	125	....	....	....	....
" 1 M.	105	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Inc. bds.	.....	....	....	....	....	....
Chicago, Burl. & Q.	.....	....	143	....	....	....
" 8s, 1883	.....	....	....	....	....	....
Chic. & Northwestern	73½	74¼	74½	74½	74¼	74½
" pref.	.....	92	92½	91½	....	92
" 1st M.	.....	98x	....	98	98½	....
" S. F.	.....	....	....	....	99½	....
" Consol.	94	94	....	93½	....	94
Chic., Rock Isl. & Pac.	110¾	111	111¾	111½	112¼	....
Chi., R. I. & Pa. 7s, 1906.	103	....	....	....	102½	....
Clev., Col., C. and Ind.	.....	88	....	88½	88½	88½
Clev. & Pittsburg guar.	91½	92	92	91½	....	91½
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	99
" 4 M.	.....	....	....	....	....	86
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s	.....	....	....	....	....	....
Col., Chi., & Ind., C.	22¾	23½	23¼	22¾	22¾	....
" 1 M.	93½	....	....	93¾	93½	93½
" 2 M.	.....	....	....	....	....	....
Del. & Hudson Canal	119½	....	....	119½	....	119½
Del. Lack. & Western	103¾	102½	....	102½	103½	103
" 1 M. 7s	.....	....	....	....	....	....
" 2 M 7s	.....	....	....	....	....	....
Dubuque & Sioux City	.....	....	....	....	....	....
Erie Railway	30¾	31½	30¾	30½	30¾	31½
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1897	.....	....	....	....	....	....
" 2 M. 7s, 1879	.....	....	....	....	....	....
" 3 M. 7s, 1883	.....	....	....	....	....	....
" 4 M. 7s, 1880	.....	93	93	....	....	....
" 5 M. 7s, 1888	.....	91	....	91	....	....
Great Western 2d mort.	90	90	....	....	....	90
Hannibal & St. Joseph,	48¾	....	49	49¾	50	....
" pref.	.....	....	....	67	....	....
" 8s, conv.	.....	....	97½	....	....	....
Hudson River	.....	....	....	....	....	....
" 2 M. S. F.	.....	....	....	....	....	....
" 3 M 7s, 1875	.....	....	....	....	....	....
Illinois Central	.....	....	130	....	....	131
" bonds	.....	....	105	....	....	....
Lake Shore & Mich. S'th.	90¾	90½	91½	91½	91½	90½
Lake Shore Div. bonds	.....	....	....	....	....	....
Marietta & Cin. 1st pref.	.....	....	....	....	....	....
" 2d pref.	.....	....	....	....	....	....
Michigan Central	118¾	118½	118½	....	....	119
" S. F. 8s, 1882	.....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	.....	....	....	....	....	104
" 2 M.	.....	....	....	....	....	....
Mariposa Mining Co.	.....	....	....	2	....	....
" pref.	2¾	....	2¾	....	....	....
Milw. and St. Paul	55½	56	56½	56	56½	56½
" pref.	74¼	....	75	....	....	76¾
" 1st mort.	.....	94¾	94¾	....	94½	94½
" 2d mort.	.....	....	....	....	....	....
" 8s	.....	....	....	107	....	106½
" 7 3-10s con.	.....	94½x	....	94	....	....
Missouri 6s	95	96	95	....	....	95
" H. & St. J. ins	....	....	92¾	....	....	....
Morris and Essex	92½	92¾	92¾	92¾	92½	92½
" 1st mort.	106	106	....	....	....	....
" 2d mort.	.....	....	....	....	....	99
New York Central	.....	....	....	....	....	....
" 7s, S.F. 1876	.....	....	....	....	....	....
" 6s, S.F. 1883	.....	....	96	96½	....	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97¾	97¾	98¾	98	98½	98¾
" certificates	93¾	....	94¾	93¾	....	93¾
N. York and Harlem	.....	....	116	....	116	....
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1873	.....	....	....	....	....	....
N. Carolina 6s, old	33	....	32	....	....	....
" new	.....	....	17	....	....	....
Ohio and Miss.	45½	46¾	46¼	46¾	....	46½
" pref.	.....	....	....	75	75	....
" 1st M.	99¼	....	....	99½	....	....
Pacific Mail S. S. Co.	58¾	58½	59	58½	59½	59½
Panama	.....	....	78	....	....	....
Phila. and Reading	114¾	....	115¾	....	....	114
Pitts., Ft. W. & Chi. gtd.	98	97½	97¾	....	....	....
" 1 M.	.....	....	106	....	....	....
" 2 M.	.....	....	103	....	....	....
" 3 M.	.....	....	....	....	....	....
Quicksilver Mining Co.	27¾	30	30½	30½	31½	31
St. L., Alton & T. H.	.....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
" 1 M.	.....	....	....	....	....	....
" 2 M. pref.	.....	....	88¼	....	....	....
" Income bds	78¾	78½	78½	....	....	....
Tennessee 6s, old	.....	65¾	....	65¾	....	65½
" new	65¼	65¾	....	65¾	....	....
Tol., Wab. & Western	75¾	....	75¾	76	76¼	....
" pref.	.....	....	....	....	....	....
" 1 M.	100x	99½	....	....	....	....
" 2 M.	.....	....	....	....	....	94¼
" Equipment	.....	....	....	....	....	....
" St. Lou. Div.	90½x	90¾	90¾	90¾	91	91
Union Pacific	38	38½	38¾	38¾	39	38¾
" 1st mort.	92	92½	92¾	92¾	92¾	92¾
" L. Gt. 7s	82½	82½	82¾	82	82¾	....
" Inc. 10s	87	87½	87¼	....	87¾	88
Virginia 6s, old	.....	....	....	56	....	....
" new	56¼	....	....	....	....	56¾
" consol.	55	55½	....	55	....	56¾
" def. cert.	.....	16½	....	....	....	17

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107½x	....	....	107⅝	107	....
U. S. 5s, 10-40s, coup	110½	....	....	110⅝	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	108⅛x	109	....	108⅞	108⅞	108⅞
U. S. 6s, 1881, reg	....	114½	....	....	....	114⅜
U. S. 6s, 1881, coup	115⅛	115½	....	....	115½	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	110⅜	110⅜
U. S. 6s, 5-20s, c. 1862	....	110½	110⅜	110⅜	....	110⅜
U. S. 6s, 5-20s, reg. '64	....	110½	....	....	110⅜	....
U. S. 6s, 5-20s, c. 1864	110⅜	110½	110½	....	....	110⅜
U. S. 6s, 5-20s, reg. '65	....	110⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	111½	....	111½	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	110⅜	110⅜	110½	110½	....	110⅜
U. S. 6s, 5-20s, reg. '67	111	111½	111½	....	111	....
U. S. 6s, 5-20s, c. 1867	.. 112	112	112½	112	112	111⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	.. 112⅜	112⅜	....	112⅜	....	112½
U. S. 6s, Pac.R.R.issue	....	....	....	114⅜	....	114⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa	....	....	....	....	....	....
" preferred	46½	47	47½	....	....	....
Camden and Amboy	126⅜	126½	126½	126⅜	126⅜	126⅜
" 6s, 1875	....	....	....	....	96	....
" 6s, 1883	 93	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	90
" mort. 6s, '89	97½	....	97½	....	....	....
Elmira & Williamsport	 31	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	 41	42	41½	41½	40½	40½
" 6s, 1884	.... 90½	....	....	....	90	90
" Gold L	 93	93½	93½	93½	93½	....
" R. R. L	....	....	94	....	94	....
" Conv. L	....	....	89	89⅜	89½	89
Lehigh Valley R. R	 62	....	62	62	62	62½
" 6s new coup	95	....	....	96½	....	....
" 6s new reg	....	....	96	....	96	....
Little Schuylkill R.R	.... 45½	....	46	....	46	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	54
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	 49	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	.... 39½	....	....	....	....	....
Oil Creek & Alleg. Riv.	43½	44½	44½	42½	42½	42½
" 7s	....	....	....	83	....	83
Pennsylvania R. R	.... 60½	61½	62	62½	62½	62½
" 1st M	 101	....	....	....	....	....
" 2d M	....	....	....	99½	....	....
" Gen. mort	.. 94	....	94½	....	....	....
" " reg	....	....	....	....	....	97
Penn. State, 6s.1st series	....	102	102	....	....	101½
" 6s, 2d series	....	....	....	....	....	106½
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	 97	....	97	....	97	97
" new	.... 100½	100½	100⅝	100⅝	100⅛	100½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	.... 57½	57½	57⅝	57⅜	57⅝	57½
Philadelphia and Erie	.... 26½	26½	27	26⅛	....	....
" 6s	.... 92½	....	....	....	....	....
" 7s	.... 88½	....	....	....	88½	88½
Schuylkill Navigation	....	....	....	....	....	....
" pref	.... 17⅜	....	....	....	....	17
" 6s, 1882	 80	....	....	....	79½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	.... 22⅜	22⅜	22½	22⅜	22⅜	22
Chestnut & Wal.	.. ....	....	....	....	....	....
Green & Coates	.. ....	....	....	....	....	....
2d and 3d streets	.. ....	....	....	....	....	....
Spruce and Pine	.. ....	....	....	32½	....	....
13th and 15th sts.	.. ....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	99½	100	100	....	....	....
" 1886	 99	....	....	99	....	....
" 1890	....	100	....	....	....	....
" 1884	....	....	99⅜	....	....	....
" 1900	....	....	90	....	....	....
Balt and Ohio	 148	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	94	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	96	....	96½
" 2d M	....	....	....	....	87	....
" 3d M. 8s	 76	76	75⅜	75⅜	76	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	90⅜	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	90½	90½	90½	90½	....	90⅜
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	 53	55	54⅜	....	55	55
" Defer. Certif.	15½	....	15½	....	....	15½
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 7.

	Th.1.	F 2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	149½	....	149½	149½	149	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	138½	....	....	138½
Boston and Providence	....	....	....	....	....	151½
Boston, Hartford & Erie	....	....	....	3	3	3
" 7s, new	.... 36⅞	37½	39	39⅜	40½	40⅜
Cheshire, pref	....	....	85	....	....	....
Concord	 80	....	....	....	....	79½
Connecticut River	....	....	....	....	....	....
Eastern	.... 106⅜	106	107	....	107½	108½
Fitchburg	....	....	....	....	138	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	.... 118½	....	119	119½	119½	119⅜
Northern, N. H	....	....	....	....	116	116
Ogdens. & Lake Champ	87½	87½	87½	87½	87½	87⅜
" pref	....	....	106½	....	....	108½
Old Colony & Newport	107⅜	107⅜	108	108	108	108½
Ph., Wil. & Baltimore	....	58	58½	58	58	58
Portl'd, Saco & Ports	.. 131	....	130½	....	130	131
Union Pacific	....	38½	38½	38½	....	38⅜
" 6s	.... 91½	....	92	....	91½	....
" Land Grant 7s	79⅜	....	....	....	79½	79⅜
" Income 10s	.. 82½	82⅜	83½	83½	83½	83½
Vermont & Canada	.100	100	100	100	100	100
Vermont & Mass	....	....	....	....	82	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	.. ....	....	....	....	....	....
Metropolitan	.. .... 63½	....	64	64	64	64
Middlesex	.. ....	....	100	....	98x	97
Central Mining Co	....	25x	....	....	....	....
Copper Falls	.. .... 12⅜	13	13	....	13½	13½
Franklin	.. ....	....	....	....	....	....
National	.. ....	....	....	....	....	....
Pewabic	.. .... 7⅜	....	8½	....	9	9
Quincy	.. ....	49	..	37½x	38	37½

London Stock Exchange.

	—Closing Prices.— Jan. 12.	Jan. 19.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	90 — 95	90 — 95
Do. do., 2d mort., 1881	87 — 92	87 — 92
Do. Penn., 1st mort., 1877	90 — 95	90 — 95
Do. do., 2d mort., 1882	87 — 92	87 — 92
Do. Consol. 7 per cent. mort. 1890	39½— 40½	39½— 40½
Detroit and Milwaukee 1st mort. 7s	77 — 80	77 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	32½— 32⅝	32 — 32⅛
Do. sterig. 6 p. c. convertible bonds	83 — 85	83 — 85
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	100 —102	100 —102
Do. 100 dol. shares, all paid	112½—113⅛	109 —110
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	80 — 85	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	97 — 98	97 — 98
Do. $50 shares	49 — 51	50½— 51½
Philadelphia and Erie 1st mort. 1881	97 — 98	97½— 98½
Do. with option to be paid in Phila.	97 — 98	97½— 98½

American Railroad Journal.

Saturday February, 10, 1872.

Stock Exchange and Money Market.

There has been a much less urgent inquiry noted for Money, during the week, and the market has been working more favorably for the borrowing interest, with call loans quoted down to from 5@7 per cent. and mercantile discounts at from 7@9 per cent. per annum. The available supply has been more liberal and lenders have been generally more accommodating in their views. The somewhat exciting war talk of Monday, growing out of the reports from England, had but little, if any, influence on the movement. The city banks added nearly 1¾ millions to their loan and discount average, during the week, while reducing again their outstanding circulation slightly. The U. S. Sub-Treasury reduced its currency balance nearly two millions. It made a gain of about 2¾ millions in its coin reserves. Its currency balance at the close of business on Tuesday was $6,484,972, and its coin reserve, $71,267,590.

The amount of U. S. currency outstanding on the 1st inst. was $399,067,070 of all issues, including of Old demand notes, $92,681 25; legal tenders, new issue, $146,627,447; issue of 1869, $210,872,553; one year notes of 1863, $113,187; two year notes of 1863, $37,752 50; two year coupon notes of 1863, $31,952 50; compound interest notes, $672,480; fractional currency, first issue $4,391,783 90; second, $3,190,686 16; third, $4,513,278 88; fourth, first series, $18,602,585 64; fourth, second series, $9,920,682 35.

The city banks, in their latest return, show an increase of $227,500 of legal tender notes, with a reduction of $1,242,100 of specie, and of $167,500 of deposits; also an increase of $1,729,400 in their loan and discount averages, and a reduction of $70,200 in their item of circulation. The city bank exchanges, last week, averaged $92,475,900, and thus far, this week, 101½ millions daily. The banks now hold $8,271,050 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,986,100, against $26,233,573 same time last year. The city bank deposits are now $220,906,700, against $215,388,595 week ending Feb. 4, 1871. The legal tender reserve amounts to $46,565,800, against $54,187,393 same time last year. The circulation now stands at $28,218,700 against $31,764,129 same time last year. The loans are now $282,610,400 against $270,789,777 at this date last year.

The U. S. Sub-Treasury reduced its currency balance $1,915,686 and increased its coin reserve $2,785,971 as the result of the week's business. The receipts of the office were $5,675,547 in coin, and $2,367,177 in currency; payments, $2,889,576 in coin, and $4,282,863 in currency. The office received $3,631,000 in coin or its equivalent, from customs; and disbursed $938,955 of coin interest.

The receipts of the Sub-Treasury Office in January were $112,064,701, including $13,696,426 from customs; payments, $116,752,896, including $15,184,566 of coin interest and $1,345,420 of currency interest on the public debt.

Government revenues yielded more liberally last week. The excises yielded about three millions, and thus far since July 1, 1871, about 78¼ millions. The customs at the port of New York, last week were $3,542,943; at the outports, equal to about $1,200,000 more, all in coin, or coin certificates.

The Treasury Department reports disbursements, on executive accounts, for January, of $12,836,024, as follows: War, $3,204,641; Navy, $2,538,124; Interior, $600,004; Civil (miscellaneous) $6,413,255.

Under the Treasury financial programme for the month of February, Government will market Gold, during the month, as follows: Thursday, Feb. 18, $1,000,000; Wednesday, 21, $1,000,000. And buy in Five-Twenty bonds as follows: Thursday, Feb. 15th, $1,000,000; 29th $1,000,000.

The gold speculation has been more spirited, and the dealings have been quite extensive, as indicated by the higher daily average of the clearances at the Gold Exchange. The apparently warlike tenor of the advices from England, on Monday, relative to the General Conference negotiations, served to stimulate operations and to strengthen the price. The later and more pacific reports were against a buoyant movement, on speculative account. The customs demand was more active, while the export drain was very light. The range of the price during the week has been from 109¾

@110¼ and the closing quotation on Wednesday was 110⅛@110¼ against 109⅞@110 the preceding Wednesday. The specie outflow, last week, was only $44,980. The Gold Exchange Bank clearances have averaged about 48⅜ millions a day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to Feb. 4, 1872 $56,298,378, against $60,703,678 same time in 1870-'71.

The customs demand for Gold last week, averaged $605,167 a day; thus far, this week, it has averaged $639,000 a day or equal to a weekly aggregate of $3,834,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $13,137, and since Jan. 1, 1872, $107,189 against $194,774 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $93,044,095 against $85,141,095 same time in the preceding fiscal year 1870-'71.

The export drain of specie was $44,980, last week, against $1,423,699, same week preceding year. The shipments since July 1, 1871, have been $24,197,449 against $44,527,654 same time in 1870-71.

Foreign Exchange has shown a fair degree of steadiness, on a moderate call for prime bills, which have not been offered with much freedom. Bankers' sixty day bills on London closed on Wednesday at 108⅞@109⅛; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Feb. 6, were to the currency value of $5,308,173.

Government securities, though generally quoted comparatively strong as to price have been unusually quiet. The public debt statement of Feb. 1, showed a further liquidation of $5,633,462 in January. The later dealings in the public funds indicated rather less firmness.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅛@115¼; U. S. Five-Twenties of 1862, (other than the bonds called in) 110⅜@110⅝; U. S. Five-Twenties of 1864 at 110⅛@110⅜; U. S. Five-Twenties of 1865, 111⅞@111¼; U. S. Five-Twenties of 1865 consolidated, 110¼@110½; U. S. Five-Twenties of 1867, 111½@111¾; U. S. Five-Twenties of 1868, 111¾@112¼; U. S. Ten-forties at 110@110½; U. S. Fives of 1881 (Funding Loan) 108¾@109. Six per cent. currency bonds, 114⅝@114⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 24.	Jan. 31.	Feb. 7.
Consols	92⅝	92½	92⅛
U. S. 5-20's of 1862..	92¼	92⅛	92⅛
U. S. 5-20s, 1865	93¼	92¾	92¼
" 1867	93⅝	92¾	92¼
" 10-40s	92	91	90¾

State bonds continue in moderate demand, at about previous figures, in most instances.

Railway Mortgage Bonds have met with a ready sale to investment buyers, in the instances of the favorite loans, both old and new, at firm prices. The offerings of the older issues have been quite limited, both at the Stock Board and through the commission-houses. Central Pacific Sixes have been scarce and wanted at 102¼@102½. The agents of the more prominent of the new loans report an improved inquiry on investment account. Chesapeake and Ohio Sixes have been in good demand at 94 per cent. This loan is now rapidly being closed out, the unmarketed balance being considerably less than two millions.

Railway and miscellaneous share property has been quite active, and values have been generally quoted stronger, though somewhat variable.

In response to the numerous inquiries for information concerning the mineral and agricultural resources of that part of Virginia and West Virginia tributary to the Chesapeake and Ohio Railroad, Messrs. Fisk & Hatch have had a third edition of Mr. Howell Fisher's report on the minerals of that region, to which is appendedfurther valuable matter on the subject from other trustworthy sources. Copies of the pamphlet can be had on application to the financial agents of the Company.

General business has been somewhat brisker in the line of domestic produce, with Cotton, Flour, Wheat, Cheese, Spirits Turpentine, and American Pig Iron again quoted firmer in price. Middling upland cotton closed on Wednesday at 23½@23¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,963,609 bales, against 2,432,391 bales same time in the preceding year; exports 1,016,091 bales against 1,397,601 bales in the previous year; stock at the ports at latest dates, 573,818 bales against 612,988 bales same date 1871.

At the Live Stock Markets, Beeves continued in good demand at from 8½@13½ cts.; Veals quiet at 5@12 cts.; Sheep at 6@9 cts. Swine, at 5⅜@5⅝ cts. per lb., all live weight. The week's receipts were 6,474 Beeves, 146 Veal Calves, 22,036 Sheep and Lambs; and 26,761 Swine.

In foreign goods, business has been on a comparatively moderate scale, with values quoted essentially unchanged. The week's imports of foreign goods reached $9,596,123 including $3,352,748 of dry goods.

Ocean freights have been moderately active, at about previous rates.

Steam room closed less firmly for Provisions, and other heavy goods.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, special tax, 12⅝; do. Fund Act 1868, 21½; South Carolina 6s, new, Jan. and July, 30½; do., Apl. and Oct., 29; N. Y. State 7s, B. L. reg., 106½; do. coupon, 106⅜; Louisiana 6s, old, 60; Michigan 6s, 1878, 100; Central of New Jersey 1st mort., new, 104; St. Louis and Iron Mt. R. R., 70; do. 1st mort., 93; Milwaukee and St. Paul 1st mort. Iowa Div., 89½; Boston, Hartford and Erie, 4; do. 1st mort., 40½; do. guar. bonds, 41; Toledo, Peoria and Warsaw 1st mort., W. D., 91½; do. E. D., 92; do. 2d mort., 84; Ohio and Miss. 2d mort., 86⅝; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 102½; Galena and Chicago 1st mort., 104; do. 2d mort., 100½; Chicago and Milwaukee 1st mort., 94½; Cleveland and Toledo new bonds, 98; Long Dock bonds, 93; East Tenn., Va. and Ga. 1st mort., 93; Detroit, Monroe and Toledo 1st mort., 97; Albany and Susq. R. R., 93; do. 2d mort., 100; Pacific R. R., 7s, guar. by Mo., 99¾; Great Western 1st mort. 1888, 96½; Dubuque and Sioux City R. R., 70; Rensselaer and Saratoga R. R., 103; New Jersey R. R., 126; Spring Mt. Coal, 65; Consol. Coal of Md., 36⅝; Maryland Coal, 22; Am. Coal, 43¼; Western Union Tel., 69½; Quicksilver pref., 33; Wells Fargo Exp., 65½; U. S. Exp., 64¼; Am. Mer. Union Exp., 63; Adams Exp., 93; Central of New Jersey Land and Imp Co., 72; Brooklyn 6s, W. L., 94½; Jersey City 7s, W. L., 100.

Philadelphia.—Philadelphia and Reading deben. bonds, 83; do., 6s, 1880, 92⅜; West Jersey 7s, 102¾; do. 6s, 92½; Wilmington and Reading 7s, 100; Allegheny Valley 7 3-10s, 93½; Penn. and New York Canal 7s, 97¼; Susquehanna Canal, 8; do., 6s, 75½; Morris Canal 1st mort., 93; West Pennsylvania 6s, guar. 83; Oil Creek and Allegheny River 1st mort., 86; Warren and Franklin 1st mort., 91½; Lehigh Valley 7s, new, 104; Pennsylvania Canal, 6s, 76¼; Camden and Burlington Co., R. R. 6s, 85; Huntingdon and Broad Top Mountain consol., 51¼; Lehigh Nav. consol. gold loan, 101; Harrisburg and Lancaster 6s, 93; Nesquehoning R. R., 57½; Perkiomen R. R., 80; Camden and Atlantic pref., 34; 5th and 6th streets R. R., 45; N. Y. and Middle Coal, 4; Fulton Coal, 5½; Allegheny County 5s, 78; Pittsburg 7s, 100; do.. 5s, 78. The latest quotations are: City 6s, 97@97¼; do. free of tax, 100¼@100⅜; Pennsylvania State 6s, W. L. —@101¼; do. 1st series, 101@102; do. 2d series 106¼@106⅜; do. 3d series, 108⅛@109½; Reading, 57@57⅛; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 92@93; Camden and Amboy, 126½@126¾; do. mort. 6s, 1889, 96@96¾; do. 1883, 90@91; do. 1889, 89¾@91; Pennsylvania R. R., 62@62⅛; do. 1st mort., 100¾@101; do. 2d mort., 99¾@99¾; do. General mort. coupon, 93¾@94; do. reg., 96@97; Little Schuylkill R. R., 45⅞@46½; Morris Canal, 49@49¼; do. pref., 124@126; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 75@77; Schuylkill Nav., 8¼@9; do. pref., 17@17¼; do. 6s 1882, 79@79¼; Elmira and Williamsport pref., 42@—; do. 7s, 1873, 94@94¾; do. 5s, 60½@—; Lehigh Coal and Navigation, 40¼@40¾; do. 6s, 1884, 90@90½; do. R. R. Loan, 93¾@94; do. Gold Loan, 93¼@93½; North Pennsylvania 47@48½; do. 6s, 98⅛@98½; do., 7s, 96@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26¼@26¾; do. 6s, 92@93; Minehill, 53@54; Catawissa, 16@17; do. pref., 46¾@47; Lehigh Valley, 62¼@62½; do. 6s, new coupon, 96@—; do. reg., 95¼@96; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 45½@48; Second and Third, 64@65; Thirteenth and Fifteenth, 21¼@21½; Spruce and Pine, 32@35; Green and Coates, 47@—; Chestnut and Walnut, 55@56; Hestonville, 21¾@22⅛; Union, 65@—; Germantown, 35@40.

Boston.—Vermont Central 1st mort., 85¾; Leavenworth, Lawrence and Galveston 10s, 1899, 97⅛; Western R. R. 6s, 1875, 99; Old Colony and Newport 6s, 1875, 96½; Boston and Lowell 6s, 1879, 96⅜; Eastern R. R. 6s, 1874, 98¼; New York, Providence and Boston 7s, 1876, 97; Maryland and Delaware 1st mort. 6s, 1885, 50¼; Kalamagoo, Allegan and Grand Rapids 8s, 1888, 96⅛; Cedar Rapids and Missouri 7s, 1894, 90; Connecticut and Passumpsic R. R. 6s, 92½; Chicago, Dubuque and Minnesota 8s, 92; Central of Iowa 7s, gold, 91⅛; Indianapolis, Cincinnati and Lafayette R. R., 5, Rutland R. R., 15; do. pref., 68; do. scrip, 71; do. 7s, 1880, 80; Norwich and Worcester R. R., 125¼; Burlington and Mis-

souri River R. R. in Nebraska, 51; do. 8s, 99; do. in Iowa, 112; do. Creston Branch, 109; do. Chariton Branch, 108¾; Berkshire R. R., 79; Cincinnati, Sandusky and Cleveland R. R. 23⅞; do. 6s, 1900, 78⅝; do. 7s, 1890, 82¾; Chicago, Iowa and Nebraska R. R., 113¼; Summit Branch, 48; Boston Water Power Co., 56½; Waverly Land 6¾; Cary Imp. 15⅞; Maine 6s, 1883, 101¼; New Hampshire 6s, 1878, 100½; Massachusetts 6s, 1872, gold, 109¾; do. 1875 gold, 108; do. 1876, gold, 109; Boston 6s, 1874, currency, 100¼; do. 5s, 1886, gold, 97¾; Lynn 6s, 1891, 99¼; Lowell 6s, 1891, 99⅜; Hartford 6s, 1875, 97½; Chicago 7s, 99; St. Louis 6s, 1876, 95¾; do. 1888, 91⅜; Cincinnati 7 3-10s, 1889 106½; do. 7s, 1891, 104; Cook Co., Ills., 7s, 1880, 98¾; Cambridge 6s, 1886, 99¾; Jersey City 7s, 1892, 100; Salem 6s, W. L., 99⅜; Allouez Mining Co., 5; Calumet and Hecla, 114¾; Hanover, 2½; Hancock, 3; Minnesota, 5; Petherick, 2¾; Rockland, 1¾; Ridge, 6.

Baltimore.—Central Ohio R. R. 29¾; do. 1st mort., 87; Northern Central 6s, gold 1900, 91¾; Orange, Alexandria and Manassas 7s, 83¼; Chesapeake and Ohio Canal pref. coupons from 1854, 89⅞; Orange and Alexandria 4th mort., 7s, 86; Virginia 6s, old, reg., 45; Memphis City 6s, 59¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90½; Baltimore and Ohio, 146@148; do., pref., 99¾@100; do., 6s, 1875, 94¼@—; do., 1880, 93¾@95; do., 1885, 94¾@95; Northern Central, 40@40¼; do. 6s, 1885, 90⅞@91; do., 1900, 87@90; do., 6s, 1900, gold, 91¾@91¾; N. W. Va. 1st mort., 99@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96¾@97; do., 2d mort., 87@87½; do., 3d mort., 75⅝@76; Central Ohio, 29⅝@29⅞; do., 1st mort., 86½@87; Western Md. 1st mort. 6s, 1890, 84@—; do. 2d mort. guar. by Baltimore City, 92@96; do., 3d mort., guar., 92@93; do. 2d mort. pref., 70@71; do., 2d mort. guar. by Washington Co., 81½@83; Richmond and Danville bonds, 80¾@82¼; Orange and Alexandria 1st mort. 6s, 92@95; do., 2d mort. 6s, 81½@—; do., 3d mort. 8s, 92@95; do., 4th mort. 8s, 86½@—; Orange, Alex. and Manassas 7s, 83@84; Virginia and Tennessee 8s, 89@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 100@100; do., 1884, 97¾@100; do. 1886, 99½@—; do., 1890, 100@100¼; do., 1893, exempt, 100½@101; do., 1900, exempt, 99@99½; Memphis City 6s, 59½@59½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 103@—; City Passenger R. R., 23½@25; George's Creek Coal, 77@80.

ST JOSEPH AND DENVER CITY RAILROAD COMPANY.

EXECUTIVE OFFICE, No. 31 NASSAU-ST., NEW YORK, Feb. 1, 1872.

The Coupons and registered interest due Feb. 15, 1872, on the First Mortgage Eight per Cent. (8 p. c.) Gold Bonds, (E. D.,) and the Eight per Cent. (8. p. c.) old First Mortgage Sinking Fund Land Grant Bonds (W. D.) of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, Free of Tax.

FRANCIS A. COFFIN,
Assistant Treasurer,
St. J. & D. C. R. R. Co.

☞ We recommend as a safe and sure investment the SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO R. R. COMPANY, interest payable in gold coin May and November; denominations, $100, $500, $1,000. Present price 94 and accrued interest.

Also, the CENTRAL PACIFIC BONDS, interest six per cent., gold, January and July; denominations, $1,000. Market price to-day, 102½.

We buy and sell Government Securities, and execute orders at the Stock Exchange; allow interest (at 4 per cent. on deposits), make collections, &c., &c.

FISK & HATCH.
HARVEY FISK, A. S. HATCH, No. 5 Nassau street.
New York, February 3, 1872.

☞ To satisfy the very numerous inquiries for information concerning the mineral and agricultural resources of that part of Virginia and West Virginia tributary to the Chesapeake and Ohio Railroad, Messrs. FISK & HATCH have had printed a third edition of Mr. Howell Fisher's reports on the minerals of that region, to which is appended further valuable matter on the subject from other trustworthy sources. Copies of the pamphlet can be had on application to them.

☞ The Port Tobacco (Md.) *Times* says that the work of track laying, &c., on the Baltimore and Potomac Railroad will be commenced at Pope's Creek in a short time. Messrs. Seabrooke and Emack will arrive here in a few days with a large force, and even now, we learn, a vessel is on its way to the creek with iron, &c. Rapid progress will be made, as there are few or no bridges for a considerable distance on the line.

☞ The Atlantic and Great Western Railway Company has commenced refurnishing that road with rolling stock. The company has contracted with MCNAIRY, CLAFLEN & Co., of Cleveland, fo three hundred and thirty new cars, to be used on the Mahoning division.

☞ The work on the Louisville, New Albany and St. Louis Railroad is being pushed rapidly forward, and the cars will be running regularly over its whole length by the 1st of November, 1872. This road, connects with the St. Louis and Southeastern at Mt. Vernon, Ill.

☞ Another link has been added to the Vermont division of the Portland and Ogdensburg Railroad. Trains are now running east of St. Johnsbury to West Concord, a distance of nine miles, making forty-three miles of the road in operation.

☞ The old board of directors of the Natchez and Jackson Railroad Company have been re-elected with Gen. W. T. Martin as President. Gen. S. M. Preston was re-elected Chief Engineer, J. H. Fitzpatrick, Secretary, and Geo. W. Koontz, Treasurer.

☞ Ground was broken in the Church Hill Tunnel, Richmond, Va., on the 1st instant by the senior member of the firm of Taylor & Powers, of that city, on behalf of Brannon & Haggerty, of Baltimore, contractors of the work.

☞ The Prescott River Falls and Northern Railroad Company has secured nearly all the right of way along its line.

☞ ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S
FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS,
BEARING EIGHT PER CENT. (8 P. C.) INTEREST,
PAYABLE IN GOLD.
FREE OF TAX.

AND IN DENOMINATIONS OF $1,000, $500 AND $100, can be obtained from the undersigned, or through the principal banks or bankers throughout the United States.

The attractive features of these securities are recognized in the fact that, although they have been but a short time on the market, they are nearly all absorbed, and but a small amount are now for sale.

They combine a perfect security with a liberal rate of interest. This interest account is made light for, and easily borne by, the Company, through the operations of the Sinking Fund created from sales of the Company's land, which, in many cases draw interest at the rate of ten (10) per cent. per annum. The security behind them is ample in every particular, as they constitute a first and only mortgage on a trunk line of railroad which will soon connect the City of St. Joseph, Mo., (an important railway centre,) with the Union Pacific Railroad at Fort Kearney, materially shortening the distance between the Atlantic and Pacific coasts. In addition to this, the bonds have further security in the fact that there is included in the Mortgage the Company's magnificent Lands, amounting to 1,500,000 acres, known to be among the best in the United States. The Mortgage Indenture prohibits the sale of these Lands at less than Four (4) Dollars per acre, and payable to the Trustees under the Mortgage, for the clear and express purpose of retiring these Bonds. The amount thus realized exceeds the entire amount of Bonds which can be issued, and leaves the road, property and franchises free.

The Bonds have thirty years to run, with interest at Eight per cent., free of tax, payable in February and August in each year.

Both principal and interest are payable in gold.

The principal in New York. The interest in either New York, London or Frankfort-on-the Main, at the option of the holder, without notice, and in the gold currency of the country in which they are presented. They are coupons or registered.

Trustees—Farmers' Loan and Trust Company.

The present price of these Bonds is 97½ and accrued interest in *currency*, from Aug. 15, 1871. But they are receivable at par and accrued interest in payment for lands sold by the Company. The right is reserved to advance the present selling price without notice.

Maps, circulars, documents and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the Bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division eight per cent. (8s.) *recently placed by us at* 97½, *being now quoted at from* 101½ *to* 102½ *and accrued interest.*

TANNER & CO.,
Bankers, No. 11 Wall st.

☞ The Quincy Mining Company has declared a dividend of $10 per share, payable Feb. 15,

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$1,198,892	$2,107,000
" cotton...	1,519,597	2,076,074
" silk	1,502,656	1,963,935
" flax	934,647	1,068,963
Miscellaneous dry goods..	532,648	985,336
Total entered for consump.	$5,683,440	$8,151,308

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$750,705	$1,238,098
" cotton ...	501,676	766,367
" silk.....	537,407	845,237
" flax	541,643	731,566
Miscellaneous dry goods..	118,189	165,420
Total withdrawn from warehouse	$2,449,750	$3,746,688
Add entered for consump.	5,683,440	8,151,308
Tot. thrown on the market..	$8,133,010	$11,897,996

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$948,942	$1,480,721
" cotton ...	735,485	1,209,260
" silk.....	473,669	1,258,896
" flax	454,553	646,237
Miscellaneous dry goods..	145,936	221,500
Total entered for wareh'g..	$2,758,585	$4,816,614
Add entered for consump.	5,683,440	8,151,308
Total entered at the port..	$8,442,025	$12,967,922

The imports of foreign dry goods at New York for seven months ending with January, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$13,750,281	$16,733,242
" cotton.	8,949,990	9,955,688
" silk ...	14,420,124	14,614,279
" flax ...	6,461,131	6,998,094
Miscellaneous dry goods	4,946,700	6,039,516
Total entered for cons'p.	$48,528,226	$54,340,814

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$6,876,873	$8,010,049
" cotton..	2,171,867	2,784,277
" silk	3,229,315	4,788,512
" flax	2,963,910	2,757,912
Miscellaneous dry goods.	615,899	803,460
Total withdrawn from warehouse	$15,857,864	$19,139,210
Add entered for consump.	48,528,226	54,340,814
Total thrown on the market....	$64,386,090	$73,480,024

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$7,583,210	$9,314,733
" cotton..	2,639,859	3,737,320
" silk	4,281,968	5,720,775
" flax	3,050,134	3,585,791
Miscellaneous dry goods.	735,460	1,002,788
Total entered warehouse.	$18,240,631	$23,311,507
Add entered for consump.	48,528,226	54,340,814
Total entered at the port.	$66,768,857	$77,652,321

☞ The Japanese government is building a railroad, which, when completed, will extend from Hiogo to Yedo, a distance of about four hundred miles.

☞ The cars on the Manitowoc and Appleton Railroad are now running to Spring Creek in Calumet county.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN COUNTY HAS POWER TO MAKE APPROPRIATIONS FOR CONSTRUCTION OF—RIGHTS OF TAX-PAYERS.

The facts in the late case of Harney *vs.* The Indianapolis, Crawfordsville and Danville Railroad Company and others, (32 Ind., 244,) are fully and clearly stated in the following opinion by—

FRAZER, C. J.—The complaint shows that the appellant is a taxpayer of Montgomery County; that the Indianapolis, Crawfordsville and Danville Railroad Company is a private corporation, organized to construct a line of railroad through the County of Montgomery; that the county, having in its treasury, in cash and demands due, the sum of one hundred and seven thousand dollars, of which sum sixty-five thousand eight hundred and ninety-five dollars and forty-nine cents was in notes and mortgages for money loaned, on the 29th of June, 1867, by the board of commissioners, entered of record an order, as follows:

"It is ordered that the sum of one hundred and twenty-five thousand dollars be, and the same is now, donated to the I., C. and D. R. R. Co., to be used in grubbing, grading, bridging, and putting on the ties for the track of the road from Crawfordsville to Indianapolis; that said money is not to be used for any other purpose than as above; that said donation shall be placed by said company in Elston Bank, under the control of Major I. C. Elston, Sen.; and that a sum not exceeding fifty thousand dollars shall be drawn out by said company until the entire line * * * is made ready for iron. And it is further ordered that the county auditor draw warrants on the county treasurer for fifty-seven thousand dollars, and deliver, with the bonds and mortgages in his hands belonging to the county, amounting to sixty-five thousand eight hundred and ninety-five dollars and fifty-nine cents, to Major I. C. Elston, for the purpose above named." It was further averred that said notes and mortgages, amounting with accrued interest to sixty-eight thousand dollars had been, together with a warrant on the county treasury for $57,000, placed in the hands of Elston, in execution of the order of the board; that the treasurer was paying money to said Elston upon the warrant, as fast as it came into the treasury; and that said Elston would dispose of the means so placed in his control as provided in the order donating the same. The relief specially sought was an injunction restraining the execution of the order of the commissioners.

The error assigned is, that the court below sustained a demurrer to the complaint.

The question before us does not involve a consideration of the wisdom or policy of the proposed municipal aid to secure the construction of an important thoroughfare, deemed, we doubt not, of great local advantage to a large part of the citizens of Montgomery County. That inquiry was not presented by the demurrer.

The position maintained by the appellant is, that the board of commissioners had no lawful power to make such an appropriation out of the county treasury, and hence that in doing so they exceeded the authority conferred upon them by law.

The counties are corporations created for the purpose of convenient local municipal government, and possess only such powers as are conferred upon them by law. They act by a board of commissioners, whose authority is defined by statute. One of the powers conferred is, to collect taxes levied upon the people and property within the county. In the disposition of the money thus collected into its general treasury, the board has not unlimited discretionary choice as to the objects upon which it shall be expended. It can only be applied to certain specified objects, and the building of railroads is not one of these objects, or necessary to carry into effect any of the purposes for which such corporations were created.

The statute defining the powers, both corporate and judicial, of boards of county commissioners, enumerated the powers given with care; so that there is little room for doubt as to the extent of those powers. If the authority attempted to be exercised in this instance had been conferred, the statute giving it would not have escaped the attention of the learned counsel representing the appellees, whose carefully prepared printed argument so well attests the skill and industry to which the important interests of his clients have been committed. But no such statute is brought to our attention. The initial point of the argument is taken from Kent, viz: that "public corporations are such as are created by the government for political purposes, as counties," &c.; "they are invested with subordinate legislative powers, to be exercised for local purposes connected with the public good," &c., 2 Com., 275. A further step in the process of reasoning is, that appropriations for the public good may be made, as incident to the object of the creation of such corporation, unless such appropriations are prohibited by statute or the constitution; and, finally, that this, being for the public good and not prohibited, was therefore authorized. But this argument assumes, at the start, what is not true, as we think. While it is undoubtedly true, that municipal corporations, in common with all other instrumentalities of government, are established for the public good, it is not true that they are ordinarily left at liberty to exercise an unlimited discretion in accomplishing that object, or that they are possessed of that discretion, unless there is an express limitation imposed. The power to collect money by the imposition of taxes is a high sovereign power, and it is not to be assumed that the legislature has delegated that power to municipalities for discretionary purposes where it has named the purposes for which the money must or may be expended. Such enumeration of objects of expenditure would, according to all authority, exclude objects not enumerated or implied. It need not be controverted that the legislature could clothe counties with power to make such donations as was here attempted. That is not the question before us. Has it been done? Unless the statute-book shows affirmatively that it has been done, expressly or by fair implication, the conclusion is irresistable that the action of the board of Montgomery County was without authority of law, and therefore void. There is no such statute.

But it is contended that a taxpayer has no such interest in the funds belonging to the County-treasury as will enable him to maintain a suit to prevent unlawful appropriations thereof. We cannot regard this question as open to further discussion in this court. It has been a common

remedy in this State, and has been sanctioned by repeated judgments here. It has been sanctioned elsewhere. It is sanctioned by established principles, acted upon and recognized everywhere. The citizen may not be able to protect himself in in any other way. If this is not his remedy, he has none. The money drawn from him by taxation may be squandered by unlawful donations to forward all manner of visionary schemes. Other contributions may be wrong from him from year to year, and wasted in the same way, in defiance of laws carefully framed for his protection, and he would nevertheless be helpless. A more proper case for injunction cannot be well conceived than that in which a taxpayer seeks to protect from lawless waste a public fund, which, when dissipated thus, the law will with strong hand compel him to replenish. See Gifford *vs.* N. J. R. R. Co., 2 Stock. 171.

Nor was it necessary to appeal from the action of the board of commissioners. If we are correct in the opinion that there was no authority of law by virtue of which the commissioners could act as they did, then their action was void, and all who attempted to carry it into execution were proceeding without authority, exactly as if no such order had been entered by the commissioners.

It is urged, however, that the order of the commissioners has been fully executed and performed; and that consequently an injunction would be wholly ineffectual to prevent the mischief sought to be arrested. We do not so understand the averments of the complaint. It is true, that the donation is in terms made to the railroad company and it is provided that it shall place the fund donated in the Bank under Elston's control; but it must not escape notice that the notes and mortgages, and the warrant on the treasury were directed to be, and accordingly have been delivered by the auditor to Elston, for the purpose mentioned in the order, that is, to be by him paid to the railroad company when the condition shall be performed upon the happening of which such payment is to be made, and that the whole remains under Elston's control. These facts appearing by the allegations of the complaint, must on demurrer, be regarded as true. The state of the case, then is, in brief, that the whole is yet the property of the county, existing in specie, but unlawfully in Elston's custody and control; and we see no difficulty in making an injunction effective to stop it where it is, and prevent the full consummation of the unlawful proceeding.

Reversed with costs; and cause remanded, with directions to overrule the demurrer.

☞ At the annual meeting of the stockholders of the Fitchburg Railroad Company in Boston on the 30th ult., the following gentlemen were elected directors for the ensuing year: William B. Stearns, Alvah Crocker, Peter B. Brigham, Cyrus Wakefield, C. U. Cotting. At a meeting of the Board subsequently held, the same officers were elected as served the past year.

☞ A projected Peruvian railway will cross the Andes at an elevation of 14,000 feet above the level of the sea, or 7000 feet higher than the highest point crossed by the Central Pacific Railroad, and within 1000 feet of perpetual snow. The American style of cars will be adopted, and United States engineers will superintend its construction.

The "Herald Almanac."

Bankers, brokers and business men in general will find a valuable work of reference in the "*Herald* Almanac and Financial and Commercial Register," just issued. In addition to a more than usually thorough compendium of the ordinary statistics entering into an almanac, it gives a complete record for 1871 of the daily fluctuations in government bonds, gold and stocks; the daily rate of foreign exchange; the daily quotations of American securities in London; the daily quotations of the cotton market; the average weekly quotations of flour; bank statistics; commercial statistics; railroad statistics, and a variety of correlative matter and information, all embraced in a handy book of 240 pages, offered at the nominal price of twenty-five cents.

Statement of the Public Debt of the United States February 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$83,333 33
5 per cent. 1881 bonds, 1861	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861	189,321,200 00	946,606 00
6 per cent. 5-20 bonds, 1862	391,720,850 00	5,875,812 75
6 per cent. 1881 bonds, 1863	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,053,485 41
6 per cent. 5-20 bonds, 1864	2,492,500 00	37,387 50
6 per cent. 5-20 bonds, 1864	81,681,150 00	1,225,217 25
6 per cent. 5-20 bonds, 1865	163,202,450 00	2,448,036 75
6 per cent. consols, 1865	229,689,100 00	1,148,445 50
6 per cent. consols, 1867	320,975,250 00	1,604,876 25
6 per cent. consols, 1868	39,266,050 00	196,330 25
5 per cent. funded loan of 1881	124,874,350 00	1,560,929 37
Aggregate of debt bearing coin interest	$1,852,150,200 00	$19,652,260 36
Interest due and unpaid		10,743,534 93

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$20,300,000 00	$123,673 87
3 per cent. navy pension fund, 1868	14,000,000 00	35,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money	$34,978,000 00	$174,973 87
Interest due and unpaid		320 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. bonds, 1842	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bonds, 1847	3,950 00	241 50
6 per cent. bonds, 1848	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	10,650 00
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,200 00	384 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,934 72
5 per cent. 1 year notes, 1863.	111,687 00	5,584 35
5 per cent. 2 year notes, 1863.	69,005 00	5,097 18
6 per cent. compound interest notes, 1863-64	658,550 00	130,202 20
7 3-10 per cent. 3 years' treasury notes, 1864-65	382,100 00	41,538 85
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	84,560 00	7,444 83
Aggregate of debt on which interest has ceased since maturity	$1,700,897 26	$283,751 42

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$92,681 25	
Legal tender notes, 1862-63	357,500,000 00	
Fractional currency, 1862-3-4.	40,619,016 93	
Coin certificates, 1863	36,507,500 00	
Unclaimed interest		13,814 84
Aggregate of debt bearing no interest	$434,719,198 18	$13,314 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,152,708,550 00	
Bonds at 5 per cent	339,441,650 00	
	$1,852,150,200 00	$30,395,795 29
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	20,300,000 00	
	$34,978,000 00	175,293 87
Debt on which interest has ceased since maturity	1,700,897 26	283,751 42
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,592,681 25	
Fractional currency	40,619,016 93	
Coin Certificates	36,507,500 00	
	$434,719,198 18	
Unclaimed interest		13,814 84
	$2,323,548,295 44	$30,868,655 42
Total debt, principal and interest, to date, including interest due and unpaid		$2,354,416,950 86

AMOUNT IN TREASURY.

Coin		$103,371,730 15
Currency		12,840,271 21
		$116,212,001 36
Debt, less amount in Treasury, Feb. 1, 1872		$2,238,204,949 50
Debt, less amount in Treasury, on the 1st ult.		2,243,838,411 14
Decrease of debt during the past month		$5,633,461 64
Decrease of debt since March 1, 1871		82,503,897 42
Decrease from March 1, '69 to March 1, '71.		204,754,413 09

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,881,000 00	$129,405 00
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,000 00	9,850 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,618,832 00	$323,094 16

Interest paid by United States, $14,631,040 37; interest repaid by transportation of mails, &c., $3,440,125 24; balance of interest paid by United States, $11,190,915 13.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Jan. 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

☞ The following gentlemen have been elected directors of the Ninth Avenue Railroad Company: George Law, William H. Hays, James Murphy, John W. Pettigrew, George Law, jr., Paul H. Spofford, Edward B. St. John, John C. Thompson, Wm. Ravesteyn, Chauncey A. Waterbury, Jacob Hays, Aug. F. Smith, Stephen H. Herriman.

☞ Hon. C. J. Faulkner has been elected President of the Martinsburg and Potomac Railroad Company. The directors are: J.Q. A. Nadenbousch, J. L. Campbell, B. Cushwa, E. S. Troxell, Jacob Ropp, W. H. Lemon, W. T. Snodgrass, J. B. A. Nadenbousch and Wm. N. Riddle.

☞ The Susquehanna and Tide Water Canal having passed (by lease) under the control of the Philadelphia and Reading Railroad Company, it is now reported that that company intend building a railroad from Harrisburg to Havre de Grace on the tow path of the Canal.

☞ Contracts for the construction of the Valley (Va.) Railroad from Harrisonburg to Staunton were to have been awarded the latter part of this week.

☞ The Governor of Maryland has signed the bill authorizing the loan of $1,000,000 by Baltimore City to the Western Maryland Railroad Co.

Steam on the Canals.

EXTRACT FROM THE REPORT OF THE AUDITOR.

The Legislature of 1871, passed an act entitled "An act to foster and develop the internal commerce of the State, by inviting and rewarding the practical and profitable introduction upon the canals, of steam, caloric, electricity or any motor other than animal power, for the propulsion of boats;" and appropriated for that object the sum of $100,000, to be paid to the owners of the successful plans, not exceeding three in number, which might be submitted for trial, and tested and approved by the commissioners appointed under the act. The act further provides that the commissioners shall demand and require:

First—The inventions or devices to be tested and tried at the proper cost and charges of the parties offering the same for trial.

Second—That the boat shall, in addition to the weight of the machinery, and fuel reasonably necessary for the propulsion of said boat, be enabled to transport, and shall actually transport on the Erie canal, on a test or trial exhibition, under the rules and regulations now governing the boats navigating the canals, at least 200 tons of cargo.

Third. That the rate of speed made by said boat, shall not be less than an average of three miles per hour, without injury to the canals or their structures.

Fourth. That the boat can be readily and easily stopped or backed by the use and power of its own machinery.

Fifth. That the simplicity, economy and durability of the invention or device, must be elements of its worth and usefulness.

Sixth. That the invention, device or improvement can be readily adapted to the present boats; and, lastly, that the commissioners shall be fully satisfied that the invention or device will lessen the cost of canal transportation, and increase the capacity of the canals. A means of propulsion or towage, other than by a direct application of power upon the boat, which does not interfere in any manner with the present method of towage on the canals, and complying in all other respects with the provisions of the act, may be entitled to the benefits thereof, but this shall not be construed to apply to the system known as the Belgian system, or to any mode of propulsion by steam engines or otherwise, upon either bank of the canals.

Previous to the passage of this act, steam had repeatedly been introduced, by way of experiment, on the Erie and Oswego canals, resulting in a speed of three miles per hour with cargoes of two hundred tons, but it was only accomplished at such cost as to preclude its profitable employment.

The reward offered by the State has induced a renewal of experiments, and it is to be hoped that it will result in some invention or device by which some motor other than animal power may be found practicable in the propulsion of boats upon the canals. As yet, the reward has not secured that object. It is believed, however, that it has caused an agitation upon the subject, which will, sooner or later, result in success.

While it would be very desirable to apply steam as a motor to the form of boats now in use, it is deemed by many to be impracticable, with the canals at their present dimensions. The paddle-wheel and the screw, since the introduction of steam as a motive power, have been the only methods successfully employed in the propulsion of vessels. It is claimed that, with a good propeler-wheel working under the most favorable circumstances, as in the open sea, the loss of power amounts to forty-five to fifty-five per cent. but employed in the canals the loss rises to seventy and even eighty per cent. If this be true, engines out of all proportion to the work to be accomplished would have to be employed, and hence unprofitable when brought into competition with animal towage.

The employment of tugs might, to a certain extent, be attended with success, but the loss of power adds correspondingly to the cost which may in a measure be compensated by an increased speed. This method of towage has at different periods been introduced, and the fact of its early abandonment leads to the conviction that it is unprofitable.

It has been suggested that a railroad might be constructed on each side of the canal, and the boats drawn by locomotives. This plan has many advocates, but it is urged against it that the great outlay required to introduce this method renders its adoption impracticable.

The Hon. W. J. McAlpine, late Engineer and Surveyor of this State, in a recent letter from Europe, where he is at present sojourning, mentions a method employed in Europe, and known as the Belgian system, which he had witnessed, and believes to be just what is needed on our canals.

This system to which Mr. McAlpine alludes was exhibited on the Erie canal between Albany and West Troy previous to the close of the navigable season of 1871. Its operation was witnessed by the State officers and distinguished citizens from different parts of the State.

The system apparatus employed may briefly be described as follows: A wire cable is laid on the bottom of the canal, passing through intervening locks, and fastened at the two extreme ends; and a steam-tug or tow-boat provided with an engine to which is attached a clip-drum or grooved driving-wheel with suitable guiding and tightening pulleys. The boats to be towed are made fast to the tug and the process of towing is performed by lifting the cable from the bottom of the canal by means of a grapple, and placing it over the clip-drum and under the tightening or press pulleys. The clip-drum is then put in motion (turned) by the machinery in the tug, causing the cable to pass over it and fall back again into the canal at the stern of the tug. Thus the tug is drawn along the cable with the same facility as a locomotive is drawn on the rails, though there is no slipping as in the case of the locomotive. All the power of the engine is directly employed in the propulsion of the tug.

It is claimed by the advocates of the system that its general introduction would be attended with complete success in diminishing the time of trips, the cost of transportation, and increasing the capacity of the canals.

This plan of towage appears to have been excluded from competing for the reward offered by the State. No good reason is seen for the exclusion of this or any other apparently practicable system from the benefits of the act. The policy of the act is the encouragement of inventors and others to perfect and test their several plans, and enable the State to select from all that which shall promise the best results. Any plan which will practically combine economy with greater speed than is now attained, and employing the boats at present in use, will not only prevent the diversion of trade, but largely increase the business and revenues of the canals.

To secure such results the State should offer every encouragement and essential aid, and should exclude no system from her bounty which promises the successful and speedy introduction of steam on her public works. The reduction of time in making a trip to and from tide-water and the lakes, is a matter of the greatest importance and should receive the most careful attention of the Legislature.

☞ The lately appointed Superintendent of the Pittsburgh, Washington and Baltimore Railroad, Mr. E. K. Hyndman, was previously Superintendent of the Lehigh and Susquehanna division of the Central Railroad of New Jersey.

☞ J. D. Perkins has been re-elected president, H. R. Colt Treasurer, and G. M. Woodruff Secretary of the Shepaug Valley Railroad company.

☞ The West Wisconsin Railroad Company will supply the rolling stock, and run the North Wisconsin Railroad for the present.

Responsibility of Railways.

A case involving the somewhat novel and heretofore unsettled point, whether or not the title to the paraphernalia of a married woman resides in her or her husband, has lately been decided by the Court of Appeals of New York. The plaintiff was Doretha Rawson, who brought suit in her own name to recover four thousand dollars for the loss of clothing and jewelry by an accident on the road of defendants, the Pennsylvania Railroad Company. The defendants claim that the bulk of the property having been received by plaintiff from her husband, belonged to him, and the suit should therefore have been brought by him, and that the terms of the contract (the tickets) limited the company's liability to $100. D. M. Porter, plaintiff's counsel, claimed that the property was hers, both as against her husband and ordinary creditors, and that the carrier cannot limit his liability except by express contract. The Court of Appeals, in affirming the judgment of the Courts below, held, first, that, though at common law the wife's paraphernalia, during the coverture, ordinarily belong to the husband, and he cannot dispose of them, except by will, the statutes have secured them to her even as against creditors. In equity, the property given would be treated as the wife's separate estate, and she would be protected in its enjoyment and possession even against the interference of her husband. This estate, if not absolutely a legal estate, is clothed with all the incidents thereof, and she is, thereof, the proper person to sue. Second, the words printed on the ticket do not embody the contract between the parties. They are a mere notice, and a carrier cannot limit his liability by notice, but only by contract. Plaintiff's attention was not called to these words when the ticket was purchased by her; and even if she read them when she entered on her journey, she was not obliged to submit to a contract never made or leave the train. Hence the carriers' common law liability remains unchanged.

☞ At the annual meeting of the stockholders of the Eastern Railroad Company, held in Boston on the 5th inst., the following resolution was passed:

Resolved, That the directors of the road be authorized to issue bonds not to exceed in amount the sum of $1,500,000 for the use of the corporation in accordance with existing statutes.

The President, Geo. M. Browne, declined a re-election to any office. A proposition to postpone the election of a Board of Directors to an adjourned meeting to be held on the 15th inst., was carried, and a Committee of seven was appointed to nominate a list of Directors to be then presented,

---

☞ The total imports of foreign dutiable merchandise at San Francisco, Cal., for the year 1871, invoice cost in gold, amounted to $17,542,993, against, in 1869, $15,582,278, in 1867, $14,949,958, and in 1865, $10,833,946. The increase of imports from China and Japan was from $2,748,090 in 1870, to $6,563,786, in 1871.

☞ The contract for building the Northwestern Extension from Menominee to Escanaba has been awarded to Messrs Wolf and Carpenter, of Chicago. Seymour and Rundel, of Chicago, have taken the contract for building the bridge across the Menominee, and are now shipping timber for immediate work.

☞ Messrs. A. DeGraff & Co., of St. Paul, Min., have taken the contract for building the Winona and St. Peter Railroad from New Ulm to the western boundary of the State—a distance of 108 miles.

Spark Arrester.

It gives us great pleasure to mention the practical working results of a spark-arrester, in use on a number of the locomotives of the Delaware, Lackawanna and Western Railroad. The inventor Mr. Luke F. Tronson, (for many years past the master-mechanic of the Company's shops,) and his associate, Mr. Francis Kearney, seem to have had in view the old maxim, that "an ounce of prevention is worth a pound of cure," and have commenced at the root of the evil to overcome a dangerous and objectionable nuisance. In the ordinary smoke-stack the screen for arresting the sparks is placed at the *top* of the stack, and is soon destroyed by the continued pelting of partly consumed coal projected against it by the exhaust. In Messrs. Tronson and Kearney's invention, a cylindrical rack or screen, with elongated perforations is placed at the *bottom* of the smoke-stack, which permits only the finer particles to pass through, and these coming in contact with the exhaust are sent sky-ward, returning to the earth harmless. By this method it is claimed, and quite obviously, that a considerable quantity of fuel is saved, in addition to a material reduction in the cost of the stack itself. The ruling of the Courts having determined that railroad companies are bound to use the best known methods for the prevention of fire from the passing of locomotives, we think it behooves such corporations, to give this improved smoke stack their early investigation. —*Newark Manufacturers' Gazette.*

Shreveport, Clear Creek and Arkansas R. R.

The Shreveport *Southwestern* publishes the charter of a newly organized company, with domicile in Shreveport, which proposes to build a railroad from that place to a point on Red river at or near White Oak shoals, crossing Cross lake at or near Rocky Point, and Ferry lake at or near Mooringsport, and thence to the line between Arkansas and Louisiana.

The proposed road will traverse a level country, by a direct route, and will secure to Shreveport the trade of the region above the raft. It will tap the International and other roads that are designed to enter Texas at its northeastern corner from Missouri and Arkansas, and will also draw trade from the fertile Indian Nation, west of Arkansas.

The name of the new road is the Shreveport, Clear Creek and Arkansas Railroad; the capital stock not less than $2,500,000 nor more than $4,000,000, in shares of 100, and amount necessary to be subscribed for organization $500,000. The corporators are Messrs. A. H. Leonard, T. P. Hotchkiss, George R. Wilson, A. M. Burnham, G. W. Dillard, Moses H. Crowell, George L. Smith, per Crowell, W. D. Wylie, J. C. Harrell.

☞ The new railroad from Columbus to Springfield, Ohio, which will soon be ready for business, is owned as follows: one-fifth by the New York Central Railway Company; one-fifth by the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company; one-fifth by the Cleveland, Sandusky and Cincinnati Railway Company; one-fifth by the Baltimore and Ohio Railway Company, and one-fifth by the heirs of Jacob W. Pierce.

☞ Means have been secured to commence the construction of the New York, West Shore and Chicago Railroad. The contemplated line is on the west side of the Hudson River, in connection with the Canada Southern Railroad, now under rapid construction. This will give another great eastern thoroughfare from Chicago and Fort Wayne to New York city.

☞ The Schuylkill Navagation Company will pay a dividend of 50 cents per share on the Preferred stock, and 25 cents per share on the Common stock, on and after the 20th inst.

☞ A most remarkable activity in railroad enterprise is being exhibited by the Turkish Government. A line is now in progress between Scutari, which became so well known by the Crimean war, and Ismidt, and the Sultan has directed that a network of lines should branch thence through Asia Minor. Hitherto Turkish money has principally been spent on armies, navies, and fortifications to keep off the Russians.

☞ The Baltimore *Sun* says that the project of building a railroad to connect Bel Air and Magnolia, in Hartford Co., Md., is revived. A charter for this road was granted by the last Legislature; the Philadelphia, Wilmington and Baltimore Railroad Company are said to have offered to operate the road, and the cost is estimated at $200,000.

☞ The Survey of the Baltimore and Drum Point Railroad is rapidly nearing completion. The corps of engineers engaged in the work have now reached a point near Prince Frederick. This survey is being conducted in such a thorough manner that the actual location of the road will occupy comparatively little time.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, Jan. 30, 1872.

THE COUPONS FALLING DUE 1ST FEBruary on First Mortgage Bonds of this Company, (Western Division,) will be paid at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, on and after that date, less Government tax.

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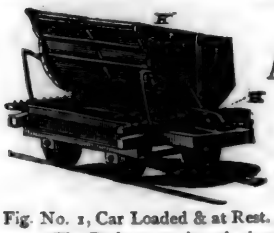
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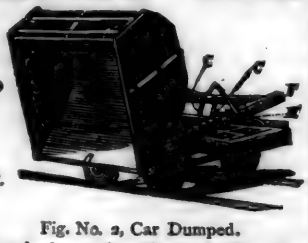


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, February 17, 1872.

Cattle and Freight Car.

Mr. S. W. Remer, Superintendent of the Taunton Car Company's Works, has lately invented and patented a cattle and freight car, which promises to be of great utility in the transportation of cattle. A car thirty feet long by about eight feet wide is divided into four compartments which have the capacity of holding four animals each. Instead of being turned in loose, the animals are to be tied, side by side, in a lateral position, those in one compartment facing those in the next, thus preventing them from injuring each other, while the oscillation of the car has no bad effect on them. Another and a greater advantage gained is the arrangement of feeding and watering the stock without removing them. On the top of the car and extending nearly its entire length is a large receptacle divided into three compartments, two for grain and one for water, which can be filled in the same manner as the boiler of a locomotive. By operating simple valves, water or grain can be conveyed to troughs. Live stock can be transported in these cars with less trouble and without the shrinkage sustained by the present mode. When no cattle are offered, these partitions, being hung on hinges, can be swung up and fastened to the top of the car, thus converting them at once into freight cars.

THE SALES OF

NORTHERN PACIFIC

7.30

GOLD BONDS,

ON

American account, during January, were $1,513,400.

These figures speak for themselves, and are sufficient evidence that the Bonds are popular with the Investing Public.

THEY ARE OFFERED

AT PAR AND ACCRUED INTEREST IN CURRENCY.

AND WITH THEIR

AMPLE SECURITY,

AND

HIGH RATE OF INTEREST,

There is no investment accessible to the people which is more

PROFITABLE OR SAFE.

All marketable securities received in exchange at their highest cash value.

JAY COOKE & CO.

☞ The Somerset (Pa.) Branch railroad was constructed as a feeder to the Connellsville railroad, with the expectation that it would be leased by the latter. Negotiations looking to this end, which have been going on for some time, have, it is now stated, failed, and arrangements have been made by the Somerset Branch Company for the purchase of their necessary rolling stock.

The Direction of Railway Extension.

The rapidity with which railways have been constructed in all parts of the United States, during the past six or seven years, is justly regarded a matter for congratulation. Through our railway system alone can the development of the resources of our great country be successfully prosecuted. Canals are behind the age—too slow for these rapid times—our rivers are liable to freeze, or to become too shallow for successful navigation, the great lakes are closed by ice during a considerable portion of the year, and our sea coasts are exposed, in case of war, to incursions from hostile fleets. Our railways furnish, therefore, the most certain and rapid means of travel and transportation, and their construction becomes necessarily a leading feature of our public action. We cannot postpone, much less stop, this work. It would be as absurd to declare non-intercourse with the rest of the civilized world, as to cease to prosecute the means of intercourse between the different parts of our extended domain. It is one of the results of the recent rapid extension of our railway system beyond the Mississippi, that we are now enabled to feed the West of Europe, and to supply the Atlantic coast with food at low prices. Nothing is more injurious to manufactures and commerce than high cost of food; and it is by no means agreeable to contemplate the train of disasters to trade which would have followed the recent partial failure of the crops in England, France and Germany, had not the Great West, through the extension of our railway system, been enabled to make good the deficiency.

But it is not alone in the West—beyond the Mississippi—that progress in the building of railways is needed. In fact, it may be said to have become a question whether other sections of the country have not been overlooked. This question grows in importance, and at no distant day will demand a solution. Its nature was well illustrated recently by the action of a leading commission house, on the Produce Exchange of this city, towards one of its correspondents. It refused to honor a draft for twenty cents per bushel, which was

drawn against corn shipped from a town in the Southwest corner of Iowa. When this was done, corn of similar quality was worth 74 cents per bushel in New York. The freight charges on that corn were 25 cents per bushel when it reached Chicago. Does not the query suggest itself, how much farther need the farmer who raised that corn have gone to have found his property absolutely worthless as a saleable article? available only for his own consumption. Now the products of the Northwest are bulky, costing much to transport them, and yet from their nature demanding cheap transportation as a stimulant if not a necessity to their cultivation.

If from these reflections we turn to another branch of the subject, we shall find a totally different state of facts to exist. In those sections of the United States in which wool, tobacco, and cotton, are the chief staples, railway building has fallen as much behind the needs of the times as it has been carried to excess in those sections where the chief products are the different varieties of food. And what great articles of transportation can better afford to pay liberal charges for transportation than cotton, wool, and tobacco? The values of these articles in this market are from 150 to 200 per cent. higher than before the late war. The grain and live stock, which constitute the main reliance of the farmers of the Northwest, will bring scarcely more now than then. Is it not apparent, then, that the further prosecution of railway extension, as it has gone on during the past six or seven years, will be attended with danger to the projectors and inflict not a little hardship upon those engaged in the raising of cereals and live stock? The supplies of cotton, and wool, and tobacco, are not equal to the demand. They are bringing prices in the markets which the world is unaccustomed to pay, and which return great profits to the grower. In the sections most favorable to their growth, railway building has made less progress than in any other. A comparison of railway building in a few States will forcibly illustrate the point which we desire to make.

	Miles of Railway.	
	In 1861.	In 1871.
Ohio, (wool)	2,947	3,538
Michigan, (wool)	810	1,638
California, (wool)	23	925
Kentucky, (tobacco)	549	1,017
Virginia, (tobacco)	1,740	1,872
Maryland, (tobacco)	383	668
Georgia, (cotton)	1,420	1,845
Alabama, (cotton)	743	1,429
Mississippi, (cotton)	862	990
Wisconsin, (cereals)	933	1,525
Minnesota, (cereals)	none	1,073
Iowa, (cereals)	702	2,683
Illinois, (cereals)	2,917	4,823

Here we see that in four of the Northwestern States, devoted almost exclusively to the growth of cereals, there were built in the ten years ending 1871, no less than 5,551 miles of railway; while in nine cotton, wool and tobacco growing States (all but one among the largest in the Union) there were built in the same time only 4,445 miles of railway; and at the last report there were only 3,813 miles greater length of railway in the nine States first named than in the four States last named, while in actual efficiency, the nine States are behind the four.

We hope we have written enough to impress our readers with the importance of the subject—and this duty accomplished, thought once awakened and reflection prompted, practical minds will see that the prosecution of railway building will not be pushed too far in one direction.

Boston and Albany Railroad.

The receipts and expenditures of this road for the financial year terminated September 30, 1871, were as follows:

Receipts:		
From passengers		$2,776,405 46
" freight		4,747,180 21
" mails and other sources		438,756 73
		$7,962,342 40
Expenses, viz:		
Repairs of roadway	$973,964 57	
Repairs of engines	565,675 20	
Repairs of passenger and freight cars	845,656 56	
Repairs of buildings, ferry, etc	269,929 54	
Transportation exp	3,077,967 76	
General expenses	74,165 81	
		5,807,359 44
Net balance of income		$2,154,982 96
From this deduct—		
Interest on state loans and exchanges	$111,378 41	
Ten per ct. dividends, including Government ax	2,010,097 43	
Dividends on Pittsfield and North Adams R. R. six per cent.	27,000 00	
		2,148,475 84
Surplus not divided		$6,507 12
Add surplus at commencement of year		2,390,505 59
		$2,397,012 71
Less dividends of December, 1870, payment to sinking fund last year, Pittsfield and North Adams dividends January, 1871, and claim against Grand Junction Railroad		$1,055,127 62
Total Surplus		$1,341,885 09
SINKING FUNDS.		
Massachusetts Sinking Fund		$6,909 41
Albany Sinking Fund		146,404 42
		$153,313 83

The auditor reports that on the 30th day of September the amount of uncollected freight bills at the different stations of the road for the past year amounted to $83,502 33. Of this unusually large sum, $52,033 60 is upon grain now in the elevator, $13,269 50 for an overdue bill at Newtonville on which some loss is apprehended; the balance is mostly secured by freight on hand. The president in his report says:

To meet the Sterling Bonds which fell due on the first day of April last, the Commissioners of the Massachusetts Sinking Fund remitted to Messrs. Baring Bros. & Co. of London all the available funds in their hands, the corporation arranging for any deficiency that might exist upon the final closing of the account. The Albany Sinking fund is more than sufficient to pay the Albany Bonds, $129,000 of which are now outstanding. These bonds, although not yet due, will be paid principal and interest on presentation to the treasurer of the corporation. Of the Dollar Bonds $692,500, due in 1875, are yet outstanding. These, with an obligation given to the State for the purchase, upon certain conditions, of fifty acres of the South Boston Flats, constitute the entire present indebtedness of the corporation.

It will thus be seen, that we were just emerging from a condition of indebtedness, which dates from the building of the road; an indebtedness, rendered necessary in the beginning by the magnitude of the enterprise, and by a want of confidence at that time felt in the value of the stock. We have carried this burden of debt through several money panics, and in consequence of a depreciation of our currency in time of war, we have taken from the legitimate profits of the stockholders very large sums of money to make good our pledges to others in gold, the stockholders, meanwhile, having received their dividends in a depreciated currency. But the day when the entire liabilities of the corporation would be represented in stock, has been looked forward to for thirty years with entire confidence by the friends of the enterprise, and upon its realization they would have felt a justifiable pride.

By your vote passed at a special meeting of stockholders held on the 2d day of November last, the directors were authorized to create a fresh obligation, by an issue of twenty-year seven per cent. bonds. This authority was given in compliance with a recommendation of the directors which they felt compelled, though reluctantly, to make.

In answer to inquiries from many quarters, why we should retrace our steps, and go upon the market as borrowers, at the moment when the hopes of thirty years are about to be realized, it may be proper here to state briefly the position in which we now find ourselves, and the reasons which governed your directors in advising such a course. By the law of 1869, which contemplated a very large outlay of money for the development of various enterprises connected with our road, and esteemed to be of great prospective value to the public, we were authorized under certain conditions to increase our capital stock eight million dollars, by paying in the par value of our shares therefor. Under this authority we entered at once upon the work of improvement, and made two calls upon you for money, all of which was faithfully expended for the purposes contemplated. The work, however, could not be completed in a single year. Encouraged by the rapid increase of business directly traceable to these outlays, and relying upon the rights secured to us in 1869, we have continued to press the work of improvement as rapidly as was consistent with the convenient transaction of our regular business, until now by the addition of lands, grain elevators, tracks and rolling stock, we had come to a point where we might properly have asked you for another installment of money, with which to pay for these improvements.

In the meantime, however, the law which authorized us to call upon our stockholders for the means to develop their property was practically repealed, and in place thereof a new law passed without notice or hearing being granted to the railroads, by which the owners of railroad property are deprived of the right of assessing themselves for the development of their business; a right which would seem to belong to owners of all property. Under this law we are compelled to sell our stock at public auction, the only alternative for raising money being a resort to the general law authorizing us to go into the market as borrowers.

That the directors should have felt unwilling to adopt the former course is sufficiently shown by the fact that our stock was depreciated over twelve per cent. upon the anticipation merely of its possible adoption. On the first day of May, before the passage of the act referred to, and the day upon which the value of the stock is taken for the purpose of taxation, our shares were worth in the open market $157½. After the law was passed, and its full effect was understood by the stockholders, the shares sold down to $144. This fact serve to show one of the unfortunate workings of the law, affecting as it does not only the interests of the stockholder but also those of the State at large, its assessable property having been thereby reduced over two millions of dollars. As before stated, the only alternative for raising money is by borrowing, and to meet engagements already made, we have been com-

pelled now to go on to the market for a million and a half of dollars. If the money thus to be secured were sufficient to complete the development of our property, and to meet the expectations of the public in this regard, it would perhaps be of little consequence, but large as have been our outlays during the past year in extending our facilities for doing business, the depots, rolling stocks and tracks of the road were never before taxed to the extent which they are now.

Besides adding largely to the ordinary traffic of our road, we have opened, during the past year, in co-operation with the Messrs. McIver of the Cunard Steamships, a new channel of business from the port of Boston, which from present indications promises to lend a fresh impetus to the commercial prosperity to that city, and to afford satisfactory returns to the parties engaging in it. The return of this old and favorite line of steamers to Boston is a matter of general congratulation, and it is confidently hoped that such support will be extended by its old and new friends as to ensure its permanent re-establishment. By an arrangement with this Company, and the various railway lines, the products of the West are now brought on a through bill of lading, without breaking bulk to our East Boston docks and are there loaded directly into steamers for foreign shipment. The great value of our water front, and the unbroken communication with it by means of our Grand Junction Road, can not in this connection be overestimated. While six months ago, when this undertaking was first entered upon in earnest, one boat a fortnight was more than ample to load all the freight offering; now a regular weekly steamer and an occasional extra boat are so far unable to take what we can bring to them, that we have at times been compelled to suspend making through bills of lading.

To foster and stimulate this important undertaking and to satisfy the expectations of the public for better depot accommodations and other improvements at many points, still further outlays should be from time to time made.

In view of the demands thus pressing upon us, it has been seriously questioned by many of our Stockholders, how far we should be justified in making engagements which are to be met only by going upon the market as borrowers, thus creating a lien upon the property prior to your own. If you were not ready to furnish the money necessary for the development of your property and the business of the line by assessing yourselves therefor, a resort to borrowing might be justified, in fact it would be a duty; but in view of the fact, that you have cheerfully and without hesitation, advanced all the moneys required for the improvement, and the development of the business, and that too, with a full knowledge of the reserved rights of the State, we submit that it is but just and proper that such legislation be sought as will enable us to improve and develop our own property with our own money as was provided by the law of 1869.

This question is one of more than ordinary importance, affecting as it does the entire railroad interest of the State. This road is perhaps more sensibly affected than other at the present time, because of the unusual pressure upon us for improvements and from the fact that our position imposes the necessity of furnishing facilities to a considerable extent for roads with which we connect. But as on railroad property in our State has yet reached anything like completion, the restriction imposed by the new law must sooner or later be felt wherever questions of improvement are contemplated.

In view of these facts it may well be questioned whether the law will not operate to repress and discourage rather than stimulate enterprise, in the development of our railways. Such a result besides working injustice to those who have embarked their money in this species of property, would also affect injuriously the interests and welfare of the community at large.

In calling your attention to these general considerations at this time, we have done so with the belief that when the law in question was passed, its full result could not have been known, and with the full assurance also that future legislation will relieve us from the embarrassment under which we labor.

The company have 53 passenger and 127 freight locomotives; 133 passenger, 86 baggage and postal, 3,290 merchandise, and 272 other cars. Also, 98-234ths of 50 passenger, 4 express, 5 post office, and 12 baggage cars of the New York and Boston Express Line, and 2-5ths of 2 passenger and 2 baggage cars on Steamboat Train.

The number of miles run by locomotives with passenger trains, was 1,119,037; with freight trains, 2,875,865; with gravel trains, etc., 100,411—total, 4,095,313.

The number of through passengers carried, was 67,586; way do. 4,677,318—total, 4,744,904. Number of passengers carried one mile, 98,664,038.

The total number of tons moved was 2,209,332, of which 614,670 went west, and 1,494,662 east. The through tonnage westward amounted to 62,983; do., eastward, 410,899. All other tonnage westward, 621,687; do., eastward, 1,083,763. Equivalent number of tons carried one mile, 227,151,084—equal to 1,135,755 tons carried over the whole road.

An aggregate of 325,815,122 passengers or tons of freight carried one mile in 1871, against 227,680,420 passengers or tons of freight carried one mile in 1870.

The cost of transportation for each passenger and each ton of freight one mile this year has been 1.778 cents, against 1.737 cents in 1870.

BALANCE SHEET FOR 1871.

Cost of road and equipment		$22,888,797 20
" South Boston Flats		442,722 73
Hudson River Bridge		310,000 00
Notes receivable		11,436 48
Materials		809,954 34
Cash		545,507 13
Real estate and lands		100,270 80
Ledger balances due from individuals and corporations		149,029 96
Commissioners of Massachusetts sinking fund	$6,909 41	
Trustees of Albany sinking fund	146,404 42	
		153,313 83
West Stockbridge Railroad stock		13,000 00
		$25,424,032 47
Capital stock, 196,641 shares		$19,664,100 00
Albany bonds	$129,000 00	
Dollar bonds	692,500 00	
		821,500 00
Unclaimed dividends and interest		10,403 43
Notes payable		900,000 00
Accumulated sinking fund profits	$1,667,320 25	
Contingent fund	1,341,885 09	
		3,009 205 34
Dividend No. 8, due Nov. 15, 1871		1,005,323 70
Pittsfield and North Adams due January, 1872		13,500 00
		$25,424,032 47

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Daniel Denny, Ignatius Sargent, Charles J. Kittredge, Josiah Stickney, Moses Kimball, Ginery Twitchell, Avery Plumer, D. Waldo Lincoln, William Claflin, Jonathan D. Wheeler, Henry Colt, Stephen M. Crosby.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Ass't Sup't.—ABRAHAM FEITH, Boston.

Ass't Sup't.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

Ferris and Miles' Steam Hammer Works.

This firm have made the manufacture of steam hammers a specialty, and are now devoting themselves almost exclusively to that branch of their business. They have been extending their works and increasing their capacity for doing work, and will soon employ 100 men. They have ordered a 75 horse-power Corliss engine, have added new tools and machinery and will soon occupy a foundry; are about extending their machine shop, and will thus double their producing capacity. Some of their principal orders are: One 2½-ton hammer, one of 2,500 lbs. and one of 650 lbs., and one punching machine for the Baldwin Locomotive Works; two 2,500 lbs. single-frame hammers—the largest hammers with single frames and guides built in this country—one 1,000 lbs. and two 250 lbs.; one 650 lbs. steel hammer for the Fairmount Steel Works of Philadelphia; another large establishment in Philadelphia is about putting in a 3,000 lb. hammer. The Cleveland (Ohio) Iron Co. is getting a 3,000 lb. hammer; McPherson, Willard & Co., of Bordentown, New Jersey, have ordered a 2,500 lb. hammer with very long stroke (4 feet). The Hinkley & Williams Locomotive Works, of Boston, are getting one of 1,700 lbs., with double frame; the Manchester (N. H.) Locomotive Works will get one of 2,500 one of 1,000 and one of 650 lbs. The Rhode Island Locomotive Works have ordered a small 350 lb. hammer, the Boston and Albany Railroad one of 650 lbs.; the Wm. Butcher & Co. new steel works, Lewiston, Pa., one of 1,000 lbs. and one of 350. Benjamin Athon & Co., Newark Steel Works, have running one 2,000 and one 1,000-lb. double frame steel hammer, and one 125 lb. and one 1,700 lb. ordinary hammer. Hillis & Jones, of Wilmington, Del., have ordered a 1,000-lb. hammer and Jackson & Sharp, of the same place, a smaller one. The Cleveland, Columbus, Cincinnati & Indianapolis Railroad Company will get one of 1,000 lbs. They have orders from parties along the New York Central Railroad, Western Pennsylvania, Ohio, California, Canada and Cuba.

This firm also has orders for a lot of axle machinery for new axle works in Allentown Pa. Messrs. Ferris & Miles contemplate confining themselves exclusively to the manufacture of steam hammers.

Production of Iron in 1871.

The production of pig iron in the United States during the past year is estimated at 1,850,000 tons. This quantity is distributed as follows: anthracite pig iron, from Lehigh, Schuylkill, Upper and Lower Susquehanna, and eastern and northern Pennsylvania regions, 863 000 tons; raw coal and coke pig iron, 600,000 tons; charcoal pig iron from New England States, New York, New Jersey, Pennsylvania, Maryland and Southern and Western States, 387,000 tons. The total number of persons engaged in the production of raw and manufactured iron is given at 940,000, of whom 140,000 are employed in the direct production of iron, and 800,000 in the manufacture of articles of iron. The value of this labor, it is asserted, if only paid for at the rate of $2 per day, and allowing 300 working days to the year, would amount to $564,000 000. The value of the product is estimated at $900,000,000, divided as follows: pig iron, $75,000,000; product of rolling mills and forges, $138,000,000: and value of articles manufactured from iron, $687,000,000.

☞ Gen. Wistar, heretofore in charge of the Pennsylvania Canal, a work in the virtual ownership of the Pennsylvania Railroad Company, has been transferred to the control of the Delaware and Raritan Canal in New Jersey, one of the leased works of the Pennsylvania Railroad Company in that State.

☞ Hon. John A. Griswold, of Troy, N. Y., has been elected President of the New Orleans, Mobile and Texas Railroad.

Philadelphia and Reading Railroad.

We gave in our issue of 20th ult., an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1871, together with the Report of the Managers. Below will be found several important tables referring to the years 1870 and 1871, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842–'43:

	1870.	1871.	1870.	1871.	1870.	1871.
	Miles of Track.		M. of Sidings.		—Total.—	
Main Line	196.8	196.8	137.5	140.0	334.3	336.8
Northern Liberties and Penn. T.	2.8	2.8	0.6	0.8	3.4	3.6
Chester Valley	21.5	21.5	2.1	2.3	23.6	23.8
Port Kennedy	1.2	1.2	0.3	0.4	1.5	1.6
Perkiomen	11.0	18.3	2.0	2.3	13.0	20.7
Colebrookdale	12.8	12.8	1.4	1.5	14.2	14.3
Lebanon Valley Branch	94.4	94.4	17.0	18.0	111.4	112.4
West Reading	1.7	1.9	1.0	1.0	2.7	2.9
Lebanon and Pine Grove Br.	16.7	...	0.9	...	17.6	....
Reading and Columbia	39.5	39.5	12.7	12.7	52.2	52.2
East Pennsylvania	36.0	36.0	14 5	15.0	50,5	51.0
Allentown	4.5	4.5	0.3	0.3	4.8	4.8
Little Schulkill	28.2	28.2	25.8	25.5	54.0	53.7
Schuylkill and Susquehanna	53.4	53.4	9.1	9.1	62.5	62.5
Pine Grove and Lebanon	5.8	...	0.1	...	5.9	...
Union	3.4	...	0.6	...	4.0	...
Lorberry	12.4	...	1.8	...	14.2	...
Good Spring	16.3	...	5.1	...	21.4	...
Mine Hill	74.6	74.6	59.3	60.2	133.9	134.8
Mount Carbon	8.5	8.5	6.6	6.8	15.1	15.1
Mt. Carbon and Pt. Carbon	5.0	5.0	9.2	9.6	14.6	14.6
Mill Creek	7.6	7.6	17.2	18.0	24.8	25.6
Schuylkill Valley	16.3	16.3	17.8	17.8	34.1	34.1
East Mahanoy	10.7	10.7	3.0	3.6	13.7	14.3
Mahanoy and Shamokin	72.6	75.4	63.6	64.6	136.2	140.0
Pickering Valley	1.0	11.3	...	0.4	1.0	11.7
Lebanon Branch of the Reading and Columbia Railroad	3.4	3.4	...	...	3.4	3.4
Lebanon and Tremont Branch.	...	42.2	...	23.9	...	66.1
Germantown & Norristown Br.	...	53.9	...	12.2	...	66.1
Total miles of iron	758.1	820.3	409.9	446.0	1,168.0	1,266.3
Do., previous year	747.6	758.1	394.3	409.9	1,141.9	1,168.0
Increase	10.5	62.2	15.6	36.1	26.1	98.3

At the commencement of the fiscal year 1870-'71, the company had 309 locomotives, and at its close 343—an increase of 34. The number of cars at the close of each fiscal year was as follows:

	1870.	1871.	1870.	1871.
	No. of Cars.		Equiv. 4 wheel.	
Coal cars	13,494	13,623	19,220	19,589
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel house cars	557	676	1,114	1,352
" " cattle cars	49	89	98	178
" " platform	826	891	1,652	1,782
" " lime	46	71	92	142
" 4 wheel house	44	77	44	77
" " cattle	7	..	7	..
" " platform	22	31	22	31
" " sand and ore	6	6	6	6
" " lime	117	304	117	304
	1,675	2,146	3,156	3,876
Passenger cars—8 wheel	101½	181½	203	363
Baggage " "	32	38	64	76
Mail and express cars—8 wheel	11	9	22	18
	144½	228½	289	457

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1870.	1871.	1870.	1871.
8 wheel house cars, wreck trains	6	7	12	14
" platform cars, with cranes	10	11	20	22
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars, for cord wood	58	58	58	58
" " depot fuel, etc.	11	11	11	11
	92	94	110	114
4 wheel passenger and baggage cars for stock trains and use of road	..	8	..	8
In use on Mine Hill Railroad	102	..	116	..
And in the *Roadway Department*	870	456	444	539
8 wheel passenger car	1	1	2	2
Aggregate of all cars	15,878½	16,556½	23,337	24,586

General Account.

	1870.	1871.
Common stock	$28,849,800 28	$30,014,775 28
Preferred stock	1,551,800 00	1,551,800 00
Aggregate stock	$30,401,600 28	$31,566,575 28
6 per cent. $ loan 1868-'93 deben. unconv.	$1,121,000 00	$1,139,500 00
6 per cent. $ loan 1861-'71 deben. unconv.	100,000 00	.....
7 per cent. $ loan 1870-'90 deben. conv.	2,625,000 00	2,520,000 00
6 per cent. $ loan 1857-'86 mortgage conv.	143,500 00	113,500 00
6 per cent. $ loan 1843-'80 mort. unconv.	549,000 00	549,000 00
6 per cent. $ loan 1844-'80 mort. unconv.	804,000 00	804,000 00
6 per cent. $ loan 1848-'80 mort. unconv.	101,000 00	101,000 00
6 per cent. $ loan 1849-'80 mort. unconv.	67,000 00	67,000 00
7 per cent. $ loan 1868-'93 mort. unconv.	2,700,000 00	2,700,000 00
5 per cent. £ loan 1836-'80 mort. unconv.	182,400 00	182,400 00
6 per cent. £ loan 1843-'80 mort. unconv.	976,800 00	976,800 00
7 per cent. £ loan 1836-'72 mort. unconv.	110,400 00	110,400 00
7 per cent. £ loan 1836-'74 mort. unconv.	43,200 00	43,200 00
7 per cent. £ loan 1836-'77 mort. unconv.	134,400 00	134,400 00
7 p.c. $ loan 1871-1911 consol. mort. unconv.	.....	5,500,000 00
6 p.c. gold $ or £ loan 1871-1911 do.	.....	4,000,000 00
6 p.c. gold $ loan 1871-1911 do.	.....	876,000 00
7 per cent. $ loan 1871-1911 do. reg.	.....	1,462,000 00
6 p.c. gold $ loan 1871-1911 do. "	.....	624,000 00
Aggregate loans	$9,657,700 00	$21,403,200 00
Bonds and mortgages on real estate	$1,110,027 22	1,318,534 20
Loan of Schuylkill Nav. Co. maturing 1895.	1,200,000 00	1,200,000 00
" " " 1913.	756,650 00	756,650 00
" " " 1915.	621,600 00	621,600 00
Loan of East Penn. R.R. Co. maturing 1888.	495,900 00	495,900 00
Balance of Reserved Fund	1,851,023 58	2,504,420 10
Total debtor side	$46,094,501 08	$59,866,879 58

	1870.	1871.
Railroad	$19,410,393 59	$23,719,567 56
Depots	1,913,724 83	3,051,957 76
Locomotive engines and cars	6,082,149 77	6,510,824 69
Real estate	4,288,961 65	5,067,840 56
Willow street railroad	100,000 00	.....
Phila., Read. and Pottsv. telegraph stock	20,730 00	20,730 00
Shamokin Valley & Pottsville R.R. purchase	50,000 00	.....
East Pennsylvania Railroad stock	584,800 00	584,800 00
Greenwood Coal Company's Railroad	18,750 00	.....
Reading and Columbia Railroad stock	232,480 00	232,480 00
Union Canal Railroad	200,000 00	.....
Schuylkill and Susq. Railroad stock	396,588 34	396,588 34
Good Spring Railroad Extension	215,655 73	.....
Allentown Railroad stock	320,582 99	320,582 99
Lebanon and Pine Grove Branch	875,043 62	.....
East Mahanoy Railroad stock	247,295 61	247,295 61
New Iron Foundry at Reading	81,243 23	.....
Port Kennedy Railroad stock	10,550 00	10,550 00
Lorberry Creek Railroad Extension	171,404 28	.....
Mount Carbon Railroad stock	142,204 25	142,204 25
Other stocks and bonds	3,719,050 00	.....
Steam Colliers	588,486 30	588,486 30
Schuylkill Canal coal barges	464,502 19	593,925 55
Schuylkill Nav. works and franchises	1,000,000 00	1,000,000 00
Mahanoy and Shamokin Branch	.....	49,114 48
Lebanon and Tremont Branch	.....	94,367 88
New tracks and sidings	.....	183,402 55
	$41,184,596 38	$42,814,718 52
Assets—cash and cash items	$1,045,488 58	$1,776,312 08
" stocks and bonds held by company.	3,021,311 90	4,202,584 76
Coal lands, Phila. and Reading C. and I. Co.	.....	11,962,000 00
Materials on hand	1,109,912 05	1,157,485 99
Debts due (current, partly secured)	1,954,618 22	890,621 34
Debit balance of insurance fund	45,251 25	33,448 59
Total assets	$7,176,621 95	$20,022,402 76
Liabilities—debts due by company	$1,715,977 99	$2,185,131 87
" coupons and interest	239,230 00	414,584 00
" interest on bonds and mortgages	37,454 81	47,727 34
" sinking funds	148,050 45	116,070 45
" tax on dividends	76,004 00	157,414 19
" Cr. balance of renewal fund	.....	7,431 95
" sinking fund, Schuylkill Nav. Improvement bonds	.....	41,881 90
Total liabilities	$2,216,717 25	$2,970,241 70
Assets over liabilities	$4,959,904 70	$17,052,161 06
Total credit side	$46,094,501 08	$59,866,879 58

	1870.	1871.
Coal transported in tons of 2,240 lbs	3,750,990	4,584,450
Total amount of coal to date, in tons of 2,240 lbs	57,642,905	62,227,355
Merchandise transported in tons of 2,000 lbs	1,754,943	2,305,234
Materials transported in tons of 2,000 lbs	292,578	437,456
Tonnage, including passengers, in tons of 2,000 lbs	7,449,925	8,548,964
Total tonnage of road to date, in tons of 2,000 lbs	84,570,449	93,119,413
Number of passengers carried	2,084,039	5,766,934
Number of miles traveled by passengers	41,508,427	66,945,581
Equivalent number of through passengers	446 328	719,845
Total number of passengers to date	15,446,753	21,213,687

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1870.	1871.
From travel	$1,205,539 07	$1,641,894 86
" freight on merchandise	1,690,444 33	2,306,642 61
" freight on coal	6,498,871 18	8,287,293 14
" United States mail, etc	176,512 77	327,512 88
Total receipts	$9,571,367 35	$12,562,843 49
Balance from previous year	623,743 32	201,914 57
Balance of interest account	741,217 90	56,980 00
Total resources	$10,986,828 57	$12,821,738 06
Expenses, viz:		
Running account	$1,725,030 41	$1,947,644 20
Workshop "	1,232,742 54	1,349,642 72
Depot "	249,204 10	303,612 90
Superintendence	421,494 70	507,144 52
Roadway	742,160 61	832,035 77
Bridges	65,730 26	71,478 76
Buildings	127,348 54	145,862 68
Machinery	69,141 57	65,122 11
Richmond wharves	66,316 82	66,819 78
Police	41,147 93	44,675 12
Sundries	28,757 40	35,957 36
Drawbacks and allowances	151,282 38	183,639 63
Rents	628,883 86	859,796 39
Profit and loss, damages, prem. on gold, etc.	120,910 12	120.806 86
Insurance account	16,169 50	26,127 76
Taxes—U. S., State, County and City	245,045 83	299,600 83
Renewal fund	517,319 08	695,935 68
Total expenses	$6,508,785 65	$7,555,903 02
Interest on bonded debt and mortgages	583,173 63	812,274 05
New Works	225,281 47	228,378 60
Sinking funds	68,600 00	25,000 00
Balance of renewal fund	56,204 67	
Total disbursements	$7,442,045 42	$8,621,550 67
Total reserved fund	$3,494,283 15	$4,200,187 39
Dividends to January	3,292,368 58	3,410,631 49
Leaving a balance of	$201,914 57	$789,555 90

PROGRESS OF THE COMPANY.

Statement showing the cost, earnings and dividends annually from the opening of the road in 1843 to the close of the fiscal year in 1871:

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900.115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	480,526		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,314.330	1,304,291	1,010,039		
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8 and 6
1853	17,905,016	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,538	587,423	10*
1855	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8* and 4
1856	19,163,151	3,913,742	1,969,020	1,944,722	770,530	8
1857	19,262,720	3,065,521	1,601,753	1,463,768	385,425	4
1858	23,811,910	2,510,751	1,199,798	1,310,952		
1859	24,070,835	2,724,293	1,276,180	1,448,113		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2,905,839	1,492,933	1,412,905		
1862	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2,916,159	3,336,743	889,030	7*
1864	25,469,544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812,271	2,024,067	10*
1866	29,929,440	10,902,819	6,738,747	4,164,072	3,198,736	10†
1867	31,208,443	9,106,496	6.266,434	2,840,062	2,329,998	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*
1869	35,895,467	11,208,381	6,876,313	4,332,068	2,697,248	10‡
1870	41,134,596	9,571,367	6,508,786	3,062,581	2,971,235	10
1871	42,814,719	12,562,843	7,555,903	5,006,940	3,148,284	10

* Paid in stock, † Stock or cash as preferred. ‡ Half Stock, and half cash.

Statement of the number of engines and cars, and of the mileage of engines annually, 1843–'71:

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	23	5,086	1,136,572
1849	86	23	5,086	1,047,014
1850	92	23	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5,755	1,707,366
1858	142	58	5,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328,229
1865	254	87	9,663	3,688,309
1866	267	105	10,517	4,261,336
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4,500,135
1869	297	141	11,995	5,159,301
1870	309	146	15,728	5,100,175
1871	343	238	16,320	6,543,138

Statement of the number of passengers and tons of coal, merchandise and material carried over the road annually, 1843–'71:

Years.	Passengers. Carried.	Tonnage carried. Coal.	Merchandize.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,643	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1,570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,502	63,625	157,450	1,743,680
1851	127,590	1,650,270	53,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2,122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,563
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198,886	236,700	2,815,760
1857	291,679	1,709,692	184,617	182,512	2,326,706
1858	285,651	1,542,646	187,729	170,603	2,126,881
1859	379,406	1,632,932	334,609	196,104	2,405,314
1860	385,304	1,946,195	423,523	160,084	2,819,898
1861	368,651	1,639,535	324,958	143,237	2,348,906
1862	396,466	2,310,990	451,733	171,499	3,260,953
1863	576,861	3,065,261	652,363	234,071	4,391,877
1864	1,048,521	3,065,577	807,106	242,908	4,606,286
1865	1,461,632	3,090,814	846,105	249,863	4,712,016
1866	1,444,257	3,714,684	1,037,121	226,896	5,574,907
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,538
1868	1,194,575	3,574,874	1,220,596	220,946	5,488,558
1869	1,527,769	4,239,457	1,422,738	337,117	6,667,190
1870	2,034,039	4,633,504	1,754,943	293,578	7,449,925
1871	5,766,934	6,002,573	2,305,234	437,456	8,548,964

Statement of the gross receipts annually, 1843–'71:

Years.	Passengers.	Mail, etc.	Coal.	Merchandize.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7.449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,696,664	136,220	2,002 945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,694	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301,952	29,896	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3 913,742
1857	287,534	35,079	2,412,923	329,986	3,065 522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,838
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673,143	6,252,902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026,217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6.252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11,208,381
1870	1,205,539	176,513	6,498,871	1,690,444	9,571,367
1871	1,641,395	327,512	8,287,293	2,306,643	12,562,843

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,335	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,808	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,559	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	238,480	322,278	355,270	335,986	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	463,056	369,420	5,257,315
1872	372,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,384	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,087	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	266,863	315,149	295,480	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,778	3,765,343
1872	327,538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	589,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,680	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	618,065	565,416	606,845	588,661	695,446	739,989	714,854	834,208	886,845	761,964	719,909	.....	.....
1872	642,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	300,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	266,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,978	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	430,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,328	6,683,606
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	668,018	491,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,558	284.319	3.793,005
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	261,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,386	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,967	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,590	243,650	222,263	180,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,849	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	358,677	341,378	321,659	236,108	3,438,930
1871	212.005	217,947	319,765	285,416	284,732	275,351	267,540	329,270	364,128	369,887	385,108	299,552	3,630,696
1872	254,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	512,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.083 026
1866	788,061	725,967	779,198	861,604	1,109,287	1,140,301	996,841	1,252,386	800,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,163	956,658	837,361	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,118,396	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	680,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	313,447	11,316,904
1870	479.872	574,706	679,382	814,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,308	1,359,633	1,418,141	1,413,643	1,423,275	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,188	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,264	2,250,143
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,586	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,696	1,988,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,398	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,900	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	164,427	169,607	1,545,768
1872	173,707	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,800,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,838	484,209	450,203	429,896	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,769
1871	366,174	328,791	393,456	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,830	5,709,135
1870	528,529	500,189	589,283	706,603	802,586	744,450	643,068	664,051	723,521	719,693	570,161	406,032	7,654,094
1871	470,578	373,995	492,590	584,840	724,444	798,174	678,698	681,866	800,402	777,869	704,749	449,909	7,511,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,598	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,658	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Opened Oct. 1, 1870.)	—	—	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,761	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,165	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	42½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	65½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	97½
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	58	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.89	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	32½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,800	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,543	98,991	2.	100	100	80
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,960	10.0	50	30	65
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	403	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,506	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. to Troy & Lansb.	—	—	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	6	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	42,152	52,900	—	—	3,000	3,010	4	100	100	....
Oct. 31,'70	3.58	40	16	Worcester .....Mass.	46,205	40,000	20,000	6,006	487	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	500,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Worcester: 1st Mortgage	20,000	6	A.&O	1874	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*....100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J.&O	Jan. '72 1½
Bl'oosburg & Corning.*... 50	250,000	J. & D.	Dec. '71 3½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '72 7
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 60	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelav.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref. 100	789,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Jan. '72 3½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*..... 100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '71 5
" " pref...100	2,425,400	M. & S.	Sept. '71 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '71 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,950	J. & D.	une '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*....100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 2
Clev., Col., Cin. & Ind....100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Nov. '71 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A J.&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept. '71 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord 50	1,500,000	M. & N.	Nov. '71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... 100	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	207,283	— & —	.....
Cumberland Valley..... 1	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Jan. '72 5
Detroit & Milwaukee*.. 5	452,360	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	800,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M. J.S.D.	Dec, '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) 100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*. 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Nov. '71 2½
Macon and Western.....100	2.500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '71 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck 100	1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '71 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Oct. '71 3½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	Irregular.	July '71 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport....100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*..100	1.200,000	F. & A.	Aug '71 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... .100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300 000	— & —	.....
" " " pref.100	2.040,000	May.	May '68 7
Saratoga and Schenec.*..100	800,000	A. & O.	Oct. '71 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5t
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	669,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass. 100	2,860,000	J. & J.	July '71 2
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Oct. '71 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	J. & J.	Jan. '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt..100	400,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'t 0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..'00	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 3½
Union (Boston) 100	200,000	M. & N.	Nov. '71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '71 2
American Coal..... 25	1,500,000	M. & S.	Sept. '71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship'00	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	781,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,668,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '71 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '68 4

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1872.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. ..	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,721,000	6	Jan. & July.	1880	114½
.. .. ..	coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861	registered	125,102,800	6	Jan. & July	1881	114½
.. .. ..	coupon	64,218,400	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s)	registered	66,774,100	6	May & Nov.	1882	110½
(5-20s)	coupon	324,946,750	6	" "	1882	110½
Loan of March 3, 1863	registered	53,379,500	6	Jan. & July.	1881	114½
.. .. ..	coupon	21,620,500	6	" "	1881	115½
Loan of March 3, 1864 (5-20s)	registered	2,492,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s)	registered	40,893,650	6	May & Nov.	1884	110½
(5-20s)	coupon	40,787,500	6	" "	1884	111
Loan of March 3, 1865 (5-20s)	registered	42,987,550	6	May & Nov.	1885	110½
(5-20s)	coupon	120,214,900	6	" "	1885	111½
.. .. 2d series (5-20s)	registered	63,687,700	6	Jan. & July.	1885	110
(5-20s)	coupon	166,001,400	6	" "	1885	110½
.. .. 3d series (5-20s)	registered	91,469,400	6	Jan. & July.	1887	111½
(5-20s)	coupon	229,505,850	6	" "	1887	111½
.. .. 4th series (5-20s)	registered	12,781,500	6	Jan. & July.	1888	112½
(5-20s)	coupon	26,484,500	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)	registered	135,555,550	5	Mar. & Sept.	1904	107
(10-40s)	coupon	56,511,750	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71	registered	111,779,200	5	F. M. A. & N.	1881	109
	coupon	13,095,250	5	" "	1881	108½
Consols	registered	.....	4½	F. M. A. & N.	1886	....
	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	20,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency		398,211,698	nil.	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	66
.. —	(extended)	2,414,800	5	" "	'83-'86	....
.. —	(sterling)	688,000	6	June 1.	1870	....
.. —	(" extended)	82,500	6	Jan. & July.	1886	....
.. —	(" ")	712,800	5	" "	1886	....
.. —	(new)	1,316,700	8	" "	'86-'88	....
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	95
.. — .. (Aid R. R's)		3,000,'00	7	April & Oct.	1900	54
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	....
.. — .. 1860		138,500	7	" "	1880	112
.. —Relief Fund Bonds of 1863		424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864		805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865		1,600,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)			6	Jan. & July.	'81-'82	98½
.. — .. of 1863, (20s)		5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)			6	April & Oct.	1884	101
.. — .. of 1865, (20s) free			6	"	1885	....
.. — .. (various)	registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
.. — 1869		200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848		273,000	7	Various.	'72-'74	83½
.. —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'88	83½
.. —Bonds (Act March 12, 1865)		2,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847		980,696	6	" "	1877	100½
.. — " Stock of 1857		134,311	6	" "	1877	....
.. —Refunded Stock Bonds		348,000	6	" "	Var.	....
.. —Normal University Bonds		45,000	6	" "	1879	....
.. —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
.. —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100,675	6	" "	'83-'84	....
.. — ..		1,059,500	7	" "	'76-'89	....
.. — .. military		176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	90½
.. — .. .. of 1843		160,000	5	" "	1873	....
.. — .. .. military		309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general		750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds		561,000	5	Various.	'70-'79	....
.. —		2,052,000	6	Various.	'93-'06	60
.. —Levee Bonds 1865		1,000,000	8	Various.	1886	....
.. — 1867		4,000,000	8	May & Nov.	1907	62½
.. — 1870		3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt		3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869		500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869		548,000	8	April & Oct.	1909	92½
Maine—State Bonds		301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861		800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863	(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed	(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R. Loans, Stg.		2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted		448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.		1,855,335	6	" "	1890	....
.. — .. .. converted		1,687,345	6	" "	1890	....
.. — .. .. of 1834		1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans		289,000	3	" "	1890	....
.. —		429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans		95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg.		773,000	5	" "	1885	....
.. — .. .. converted		215,022	5	" "	1885	....

* Indicates that no interest is paid.		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan		20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds		3,651,398	6	" "	1883	103
.. —Southern Relief Bonds		100,000	6	" "	1873	....
Massachusetts—State Scrip		324,000	5	Jan. & July.	'74-'76	....
.. —		275,000	5	April & Oct	'73-'74	....
.. —		320,000	5	May & Nov.	'72-'80	97½
.. —		133,000	6	June & Dec.	'72-'77	109½
.. —Union Fund Loan of 1861		3,000.000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863		600,000	5	" "	'77-'78	....
.. —Coast Defense Loan		888,000	5	" "	1883	....
.. —Bounty Loan of 1863		200,000	5	" "	1883	98½
.. — .. of 1864		4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.)		4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)		3,505,000	6	Mar. & Sept.	1886	100½
.. —Western R. R. Loan, (stg.)		761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.		3,506,580	5	" "	'88-'90	97½
.. —		966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.		200,000	5	" "	1890	....
.. —Eastern R. R.		50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester		400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)		3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds		160,000	6	" "	1878	....
.. —Two Million Loan Bonds		1,621.000	6	" "	'78-'86	....
.. —War and Bounty Loan Bonds		478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds		86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds		250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds		100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds		2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)		2,060,000	6	.....	'41-'71	....
Missouri—State Bonds proper		438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868		2,727,000	6	" "	1888	....
.. —Railroad Loans		13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar		1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph		3,000,000	6	" "	'73-'87	92½
Nebraska—(No Debt)		.....	.....	.....	.....	....
Nevada—State Loan Bonds		500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861		899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864		600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865		1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)		1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)		1,002,900	6	" "	'86-'96	104
.. — .. of 1864		593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks		1,478,000	7	" "	1877	....
.. — .. Bonds		21,089,000	7	" "	1877	106½
.. —General Fund Stocks		1,910,082	6	J. A. J. & O.	pleas.	106½
.. —		800,000	6	" "	1878	....
.. —		348,000	5	" "	pleas.	....
.. —		900,000	5	" "	1875	....
.. —Canal Fund Stocks		2,257,900	6	J. A. J. & O.	1872	106½
.. — ..		5,150,100	6	" "	1873	106
.. — ..		2,099,000	6	" "	1874	106
.. — ..		473,000	6	" "	1875	106
.. — ..		880,000	6	" "	1877	106
.. — ..		1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)		4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)		3,639,400	6	April & Oct.	'71-'91	33
.. —State Bonds for R. R. (new)		2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)		1,739,000	6	April & Oct.	'92-'98	18
.. —Funding &c. Bonds of '66-'68		2,800,400	6	Jan. & July.	1899	....
.. —		1,821,400	6	April & Oct.	1899	21½
.. —Special Tax Bonds		11,407,000	6	" "	1899	....
Ohio—State Loan (New York)		1,284,317	6	Jan. & July.	1870	13½
.. — .. (")		1,600,000	6	" "	1875	....
.. — .. (")		4,095,309	6	" "	1881	101
.. — .. (")		2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)		366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds		176,158	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867		92,850	5	Feb. & Aug.	1872	95
.. —		4,731,300	6	" "	1872	97
.. —		90,400	5	" "	1877	103
.. —		7,890,550	6	" "	1877	96
.. —		726,950	5	" "	1882	106½
.. —		9,287,050	6	" "	1882	96
.. —Inclined Plane Loan		400,000	6	April & Oct.	1879	109
.. —Military Loan		2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)		384,000	5	Jan. & July.	1882	101½
.. — .. (old)		2,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)		112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862		1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863		736,000	6	Jan. & July.	1893	100
.. — .. of 1863		239,000	6	April & Oct.	1883	101
.. — .. of 1864		841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838		303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)		484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54		970,000	6	" "	'74-'78	51
.. —State Capitol bonds		1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.		1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869		1,265,800	6	J. A. J. & O.	1888	32½
.. —Funding & Special Bonds '68		1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper		1,398,640	5	April & Oct.	Var.	....
.. —*		239,166	5½	" "	"	....
.. —*		1,706,080	6	" "	"	....
.. —*Railroad Loans		24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements		2,172,000	6	" "	"	66
.. —*Funding Bonds		4,069,503	6	" "	"	66½
Texas—No legal debt		.....	.....	.....	.....	....
Vermont—War Loan Bonds		1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates		201,000	6	" "	'71-'78	100
Virginia—State Stock	registered	21,617,573	6	Jan. & July.	long.	....
.. — .. Bonds	coupon	11,106,000	6	" "	"	66
.. — .. .. stg.		1,866,000	6	" "	"	....
.. —Funding Stock of 1866	registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866	coupon	1,473,000	6	" "	"	66½
.. — .. .. (sterling)		466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia		.....	.....	.....	.....	....
Wisconsin—War Loan Bonds		104,800	6	Jan. & July	'77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	93½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R. R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guarnteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	41½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	45
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,900	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £238,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	96
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	97
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	95½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1878	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (1nt. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R. R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R. R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	97½
Dix. Peo. & Han. R. R. (45½ m) guar	900,000	8	Jan. & July.	" "	1889	96½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R. R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1895	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100½
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1885	94
1st Mortgage General (193 m.)	3,688,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	93½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1880	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1857	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	....
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92½
3d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	74½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	871,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,248,000	7	May & Nov.		1881	..

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89½
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1906	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	88
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (consd).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.).	160,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1886	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage	570,000	6	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1890	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,300,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1880	....
Gr. Rapids & Indiana (P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264..	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510....	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.		1888	95
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	6	" "	" "	1885	97½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	764,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	50½
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	63½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1909	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1906	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 33 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R. (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	380,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)to $6,000,000	1,050,000	7	" "	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)..	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	108½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	108½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	87½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	103½
2d Mortgage.....	2,693,000	7	" "	" "	1877	100½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Millin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent.).....	208.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.St.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	'78.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1880	93¾
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	" "	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1876	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1868(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	'377	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	83
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1890	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	99½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1890	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'96	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	83
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	91½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	103½
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	100½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Frederickburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	80
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Snv. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97⅛
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1873	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90⅞
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85⅞
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	40
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	92½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99⅞
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	93
Convertible Loan	1,096,879	6	" "	"	1877	89
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,966	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,554	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	609,000	6	Jan. & July.	Philadelphia.	1878	....
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92⅜
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	652,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	93
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,282,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	.....	18,444,220	1,263,620	16,550,362	11,346,371	463,680	21,875,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,964	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	28	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	.....	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	79
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	4½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,663,658	511 550	10	100	135
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	69.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	186,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	18	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	.....	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	....
Dec 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	126
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	73½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	8	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,582	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,383,514	1,881,297	8	100	111
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	29½
Dec 31, 1870	881.0	164.5	55.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,966	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	580,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	19,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,680	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
ept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,628	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	21
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,205,928	1 964,317	16,590,610	N.569,449	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	143

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville	Ind.	2,500,000	156,000	10,000		1,500000	1,000,000			73.0	(Re-orga	niza. of Ci	n. Peru &	(Chic.)				100	
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes	Ill.					2,500,000	2,500,000			—	(Is now	completed	to, Dany.)					100	
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000				3,916,000	810,000			—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.		52,000,659	*		1,832,950		35,135,973	18,049,000	1,188,257	333,559	1,156.0		100,802,621	268,417,381	11,604,914	5,383,408	10	100	74½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore	Mich.	8,000,000	*			4,000,000	4,000,000			—	(Will be	completed	in 1871.)			8	100	
Mar. 31, 1871	494.0	60.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.	Ill. & Iowa	26,703,243	*		439,304	1,354 451	17,000,000	8,717,743	59,983	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	—	100	111½
Jun. 30, 1871	270.0	—	8.6	—	....	....	....	....	Chicago and South Western	Iowa & Mo.	12,000,000	*				7,000,000	5,000,000			—	(Will be	completed	in 1871.)				100	
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick	Mo.	845,000					345,000	500,000			—	(Leased	and oper. b	y North M	issouri.)			100	
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles.	T.&N.C.	1,402,000	21,400	23,000			75,000	1,404,680	252,529		40.0	25,000			24,379	2,096	8	100	
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	952,292	444,506		3,500,000	2,032,000	305,580	599,874	60.1				1,270,622	588,940	—	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana	Ohio & Ind.	2,000,000					2,000,000	2,000,000			—	(Leased	& oper. by	Ind., Cin.	and Laf.)			100	
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	8	244	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*				3,027,450	2,033,000	1,061,798		123.6				261,277	26,718	6	100	
Jun. 30, 1870	18.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee	Tenn.	1,000,000					1,000,000				—	(Leased	& oper. by	Kentucky	Central.)			100	
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000					400,000	400,000			—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000		100	
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley	Ohio.										132.1	(Reorga	nization of	Cin.& Zan	esville.)			100	
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.	Ohio & Ind	826,733	120,452	700	81,009	382,600	615,000	21,294			42.0				152,136	44,851	7	100	
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland	Ohio.	5,840,623	*	127,169	20,053	3,296,446	2,417,851	173,547			171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	24
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,641	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000		192,365		390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	—	100	88½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning	Ohio	3,147,934		391,456	198,402	2,057,569	1,582,600	25,948	76,675		—	(Leased	& oper. by	Atl. & Gt.	West'rn.)		10	50	
Jun. 30, 1870	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware	Ohio.	1,234,000	*			1,150,000	143,000			76.7				199,157	60,617	—	100	
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg	Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	—	100	92
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,010,174				13,000,000	24,010,174			—	(Leas. &	oper. by Pi	ts.C.&S.L.	3,293,193	1,107,470	10	100	22
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley	Ohio.	2,375,121	472,034			848,964	1,616,000			69.8	244,386			372,229	210,914	7	100	
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord	New Hampshire	1,500,000	*	63,040	106,631	1,500,000		109,553	59,819	119.5						10	50	159
Mar. 31, 1871	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859				350,000				—	(Leased	& oper. by	Concord.)	25,000		10	100	
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv.	Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River	Massachusetts	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,864	319,422	53.4			(10 mos.	591,972	217,174	—	100	138
Dec. 31, 1870	—	—	—	44.0	—	—	—	....	Connecticut Valley	Connecticut.	982,000				789,251		194,752		—							100	
Dec. 31, 1870	67.5	1.7	....	—	—	—	—	....	Connecticut Western	Connecticut.	1,599,393	*			1,419,365	81,000			—						6	50	
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300				1,278,300	1,000,000			—	(Oper.	by Phila.	& Trent.)				100	
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000				200,000	30,000			—	(Oper.	by Northe	rn N. H.)				50	
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna	N. York.	447,528				307,383	100,000	28,606		17.0	20,032	424,327	181,476	42,147	15,457	16	50	
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall	Pennsylvania.	384,228	*			300,000				7.5	12,000			91,984	47,500		50	
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania.	Maryland.	2,049,302	998,251			1,500,000	1,730,600			34.0	286,186		(10 mos.	690,036	158,977	8	50	
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley	Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,892	74.0	247,970			565,519	268,818	16	50	
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000		6,454	27.8	83,000			175,445	82,163	—	100	
Dec. 31, 1870	47.0	22.0	6.9	—	—	—	—	....	Danv., Hazleton & Wilkesbarre	Penn	1,397,716	*	400,000		568,900	1,006,500	222,316		—	(Nearly	completed	at date.)				100	
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul	Iowa.	1,018,000	*			858,000	880,000			—	(Being c	onstructed	at $26,000	pr.mile.)			100	
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,096,359	730,256		156,825	2,398,972	4,245,000	124,968		141.4				1,062,406	395.011	—	100	
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union	Ohio.	600,746	*			82,350	527,449	8,187		31.8				124,327	15,071	—	100	
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	850,000				309,276	701,000			—	(Leased	& oper. by	Little Mia	mi.)		6	50	
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware	Delaware.	2,141,300		127,515	34,352	1,230,941	882,700	136,476		110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western	Penn.	15,100,000	3,725,000			18,808,850	3,308,000	2,650,000		115.0	2,819,100		(14 mos.	4,106,221	1,490,702	—	100	103
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific*	Colorado.	5,000,000				2,500,000	2,500,000			106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley	Iowa.	12,000,000	*			5,000,000	7,000,000			248.0			about	1,000,000		—	100	
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee	Michigan.	11,048,094	*			2,547,350	7,530,048	236,812		189.0	690,924			1,421,122	503,223	—	100	
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan	Mich.									57.0	(Leased	& oper. by	Mich.Cen.	)		3	100	
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York	Maine.	300,000				122,000	175,000			14.0	(Leased	& oper. by	Me. Cent.)	18,000		—	100	
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware	Delaware.									33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)		6	100	
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	480,000				480,000				—	(Leased	& oper. by	Boston and	Miami.)	29,000		100	
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi	Iowa.	2,000 000				500,000	1,000,000			—	(U	nder cons	truction.)				100	
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western	Iowa.	1,732,692	*		38,150	1,169,137	539,500	82,133	30,072	54.8	137,720			192,306	60,100	7	100	
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*	Iowa	5,880,000				5,000,000	880,000			—	(Leased	& oper. by	Ill. Centr.)	393,598		—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	741,000				468,000	273,000	25,000		—	(U	nd r cons.	to be comp	leted in 1	871.)			50	
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,406,173	*			1,458,470	1,500,000	115,639		....	61,964	739,334	827,504	64,735	14,475	6	50	
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,000				89,800	175,000			—	(Leased	oper. by P	ennsylvan	ia.)		7	50	
Dec. 31, 1870	7.5	—	0.3	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604				392,550				—	(Leas. &	oper. by P	hila. & Re	ading.)			50	66
Dec 31, 1870	36.0	—	0.8	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290				1,209,200	495,900			—	(Leas. &	oper. by P	hila. & Re	ading.)		8	50	77½
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia	Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	236,407	2,552,957	270.0				1,278,864	415,816	—	100	
Sept. 30, 1870	44.1	54.4	35.2	—	46	36	25	810	Eastern	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699		(10 mos.	1,462,770	643,274	—	100	109½
Dec. 31, 1870	93.0	5.4	1.8	—	3	1	—	81	Eastern Kentucky	Kentucky.									28.4				86,920	40,898	—	50	
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore	Maryland.	875,000	*			295,000	580,000			—	(Leas. &	oper. by P	Wil.& B.)	76,772	25,320	—	100	
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson	Pennsylvania.	122,000	*			100,000	80,000			—	(Leas. &	oper. by P	ennsylvan	ia.)			100	
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky	Tenn.	2,750,000	*			1,075,500	1,673,804			49.0			(11 mos.	98,254	.294	5	100	
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah	Kentucky.	3,000,000	*			3,000,000	3,000,000			93.0	(No retu	rns—road	incomplet	e.)		5	50	
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000				—	(Leas. &	oper. by N	Central.)		25,000	—	100	
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	*			1,000,000	1,620,000			—	(Leas. &	oper. by N	Central.)	165,000		1	50	
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie	New Jersey, N. York & Pa.	64,972,451	3,440,588	582,648		83,586,900	23,398,800			845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	31½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg	Pennsylvania.	3,155,650	1,363,329			1,090,250	2,577,590			101.7	(Leas. &	oper. by P	ennsylvan	ia.)			100	
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American	Maine.	2,404,792	182,279	223,511		520,700	3,000,000			58.0	96,100	2,481,484		217,394	109,836	—	100	
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,577	142.0	306,838			516,800	166,699	—	100	
May 31, 1871	90.0	—	3.6	20.0	....	....	....	....	Evansville, Henderson and Nashville.	Ky.	3,000,000	*			2 000,000	1,000,000			90.0	(No	returns of	operat'n.)				100	
Dec. 31, 1870	31.0	—	1 8	23.0	....	....	....	....	Evansville, Terre Haute & Chi.	Ind.& Ill.					300,000	750,000			31.0	(Com'e	nced oper.	in Jan. 18	71.)		3	50	
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence	R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450		5.8			(10 mos.	26,814	3,799	8	100	
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County	Pennsylvania.	130,000				90,000		35,800		—	(Leased	& oper. by	Pbg. & Co	nnellsv.)			100	
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg	Massachusetts.	3,540,000	*			3,540,000				93.6	588,088		(10 mos.	1,085,937	252,286	—	100	138
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	393,731				150,011	100,000	143,720		13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	
Dec. 31, 1871	117.0	—	2.1	72.5	18	15	6	201	*Flint and Pere Marquette*	Michigan.	3,221,759	*	1,118,202	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702			502,647	232,010	—	100	
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*	Florida.	5,300,000	*			3,000,000	2,300,000			154.0						—	100	
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,760,000	*			800,000	1,500,000			100.0						—	100	
Dec. 31, 1870	109 0	—	1.1	—	—	—	—	....	Ft. Wayne, Muncie and Cin	Indiana.	2,800,000				1,000,000	1,800,000			109.0	(Opened	for traffic	n fall of 18	70.)			50	
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg	Penn.	159,427				80,000	14,000	65,632	—	—	(Oper. b	y Phila. &	Trenton.)				100	
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg	N. Jersey.	283,745	*	99,267		283,745	99,267			23.0	69,644			62,912	5,332	—	100	
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line	Md.	500,000				306,000	250,000			—	(Rapidl	y approac	hing comp	letion.)			100	
Apr. 30, 1871	84.0	—	6.2	....	9	8	3	100	Galv., Harrisburg & San Antonio	Texas.									84.0	(Re-org	an.of Buff.	Bay., Braz.	& Colo.)			100	
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson	Texas.						750,000		1,142,006	82.0	(Oper. b	y Receive	r.)				100	
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia	Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,236	625,953		232.0	910,735			1,560,008	667,830	8	100	
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown	New York.	289,361				104,294	226,500	75,500		11.7	31,940	51,186	88,264	20,356	10,050		100	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)	—	—	—	—	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803 312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Western			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	199	44½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	—	—	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	54.0	(Leased & oper. by Pennsylvania.)			287,575	Loss.	—	50	22
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	161
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			—	—	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,350	2,008,096	—	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	—	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	6	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)			—	—	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	5
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 668	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	—	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	—	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,845	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	281,277	26,713	—	10[illegible]	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	...	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	—	—	306,000	400,000	—	—	42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.00	—	—	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640.00	—	—	—	(Leased & oper. by Michigan Central.)			.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49.053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209.000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	—	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	—	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	—	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	—	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	—	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	85	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	90½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49.507	—	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649.250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			—	—	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)			.....	—	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No returns -Is near completion.)			.....	—	—	100	...
Dec. 31, 1870	18.0	—	—	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	—	750,000	—	—	—	(Under cons. to be comp. to Pt. Bl. 70 m. in 1871.)			.....	—	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			—	—	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	63
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			—	—	—	100	...
Jun. 30, 1870	98.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	164,941	60,718	2,472,183	2 869,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	186.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,380,615	22,815,518	2,964,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago..Ind.	3,000,000	*	—	—	3,000.000	—	—	—	289.0	(No returns of operations published.)			—	—	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	61.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,088,714	3,894,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	78
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000				(Leased	and oper.by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000				(Leased	and oper.by	Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	.....			(Leased	and oper.by	Erie.)	.....	26,500	5¼	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542			(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000				(Leas.&	oper. by C	m.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392		(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	125
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	*		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*	.....	.....	3,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	53
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	174½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	115
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	728,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505,000	76,319		—	(Leas.&	oper.byBo	s.&Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519			.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130½
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170,000	200,000				(Under	construcli	on.)			—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	98
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	185,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,466	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	100½
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,562	19,603,470	1,189,969	297,492	—	100	174
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			112.0	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	.....	.....	.....	6,000,000	3,200,000	.....		209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.l	1,890,376	580,474	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	91.0	—	—	100.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....		(Leas. &	oper.byChicago & Al		1,372,236	385,803	—	100	74
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....		(Under	constructi	on.)	ton.)	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,080,000	*	.....	.....	1,500,000	4,500,000	.....	.....		(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	st. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....		(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,080	.....	.....	.....	.....	11,020,000	.....	.....		(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	1	—	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596		(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....		(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady.....New York.	484,684		.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532		(Leas.&	oper.byRe	nsselaer &	Saratog.)	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.	499,128	—	25,479	65,882	442,588	—	140,901		104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	—	.....	.....		(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	—	320,000	.....		(Under	constructi	on.)	.....	.....	—	100	....
																			(Leas. &	oper.by Ph	ila.& Read	ing.)	(28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539		•				1,269,150	97,000	118,985		54.0	202,479			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863		•		186,213	105,220	1,151,400	210,000			80.0				470,328	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000		•				1,000,000	640,000			40.0	(Under	construct	ion.)				100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000		•					800,000			50.0	(Under	construct	ion.)				100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.							969052	796,830			—	(Recent	ly sold un	der foreclo	sure. No	returns.)		100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.							8,000,000	11,000,000			—	(In a bad	condition.	No return	s.			100	
Dec. 31, 1870	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450						869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694		•				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945					157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—				—	Shore Line	Connecticut.	1,195,800						995,800	200,000			—	(Leas. &	oper. by	N. York &	N. Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000		•				1,788,000	3,256,320			108.3				801,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—				—	South Branch	New Jersey	439,694						438,300				—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000		•		1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	80.0	5	2	3	48	South and North Alabama	Ala								4,926,000			—	(Only p	artially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426			2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181		•				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000		•				3,000,000	1,500,000			....	61,760	1,088,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0				—	Southern Iowa and Cedar Rapids	Iowa.							2,500,000	1,500,000			—	(Under	construct	ion.)				100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,						20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.											....	(Under	construct	ion.)				100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000		•				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0				—	Southern Pennsylvania	Penn.	810,000				2,000,000		577,408	651,500	95,000		—	(Under	construct	ion.)				100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726			129,538		3,939,900	699,500			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882		•				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.								15,000 p m			—	(Under	cons. to be	finished b	y Dec. 1,				100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386		•		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—				—	Stockbridge and Pittsfield	Mass.	448,700						448,700	445,700			—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—				—	Stony Brook	New Hamp.	267,385						267,300			634	—	(Leased	& oper. by	Nash. & Lo	well.)		6	100	
Mar. 31, 1870	26.0	—	2.0	—				—	Sullivan	Nnw Hamp.	1,250,000						500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	16.0	—	—	13.0				—	Sullivan and Erie	Pennsylvania.							1,200,000	1,000,000			—	(Under	construct	ion.)				50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850		•				317,850	200,000	3,874		—				95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—				—	Swedesboro'	New Jersey.	288,200						92,925	171,000	29,284		—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N. Y.	3,707,684		•				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.8	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971		•		24,194	52,235	400 000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617		•		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construct	ion.)				53	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783		•		1,463,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640					580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000		•				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	464.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000		•		1,094,836	572,619	16,000,000	16,387,000	81,710	868,744	631.0	3,473,960			4,544,641	1,308,376	—	100	76½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907						998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—				—	Troy and Greenbush	New York.	294,908						274,400				—	(Leased	& oper. by	N.Y. Cen. &	H. Riv.)		6	100	
Dec. 31, 1870	37.5	6.0	10.1	—				—	Tyrone and Clearfield	Pennsylvania.	1,000,000						510,000		404,069		—	(Leased	& oper. by	Pennsylvania.)				53	
Dec. 31, 1870	1,038	—	108.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512		•				86,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	33½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000		•				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000		•				500,000	1,000,000			—	(Recen'l	y opened f	or traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,310		•				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	260,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905		•				1,900,900				....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—				—	Valley	New York.	769,287						750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—				—	Vermont and Canada	Vermont.	2,500,000						2,500,000				—	(Leased	& oper. by	Ver. Cen.)			8	100	100
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000		•		(Incl. Vt.	& Can.)	5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943		•		296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	81
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886		•				516,164	793,200			—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000		•				1,000,000	750,000			—	(Recent	ly complet	ed.)				100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465						499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161						225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903					1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583			216,037		684,046	957,500	107,000		35.5	204,506			288,666	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629		•		2,164,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000		•								—	(Leas. fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	8	5	5	55	Western Maryland ¶	Maryland.	3,000,000		•				650,000	1,400,000			46.0	67,611	1,791,187		137,928	66,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.			•				5,500,000	1,400,000			105.0				112,625	13,200	—	53	
Dec. 31, 1870	57.1	27.6	12.0	—				—	Western Pennsylvania	Pennsylvania.	3,671,000						1,022,450	1,800,000			—	(Leased	& oper. by	Pennsylvania.				50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464		•		1,336,074	116 207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464						526,700	676,300	7,427		—	(Under	cons.—Ne	w burg to	Albany.)			100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000		•				4,000,000	4,000,000			—	(Under	cons.—ope	n to Meno	menee.)			100	
Dec. 31, 1870	32.5	—	0.5	—				—	Williamston and Tarboro	North Car.	350,000						500,000	350,000			—	(Operat	ed by Wil.	& Wel.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000		•				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wilming. & Manch.)						5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066		•		35,164	114,711	1,463,775	1,484,665	130,021	154,571	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—				—	Winchester and Potomac	Virginia.	600,000						180,000	144,400	102,400		—	(Leased	& oper. by	Balt. & O	hio.)	27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,837	427,10						4,750 000			142.0		2,861,446	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.							100,000	300,000			—	(Under	construct	ion.)				100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128		•		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	166,860	10	100	138
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316				258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309						8,229,594				184.5							100	2½
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350						1,633,350	800,000			—	(Leased	& oper. by	Lehigh N			8	50	99
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899				13,245,880		15,000,000	5,000,000			108.0				107,947		10	100	119½
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,785,353						5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000						64,000	886,759	689,446		161.0	Leased	1870 by Pe	nnsylvani	67,252	lo-s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452						1,003 500	110,000			83.0				220,216	130,187	10	100	80
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000				19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214					110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,660	183,076	—	50	40
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950						4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716			284,140		4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)		655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278						2,002,746	2,634,367	284,873		45.0				135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850						2,907,850	3,000,000	20,000		87.6				59,963	4,203	—	50	1
Oct. 31, 1870	128.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300						1,100,000	748,300	63,000		—	(Leased	by Pennsy	lvania.)				50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	69
Catawissa,* pref. and guar.....	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	31
Chemung,* guar.....	380,000	8	8	....
Cheshire, preferred.....	2,017,815	7	3	85
Chicago and Alton, pref.....	2,425,400	7	10	125
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago, Iowa and Nebraska, pref....	20,370,293	7	7	....
Chicago and Northwestern, pref....	2,056,000	7	7	91½
Cleveland and Mahoning,* guar.....	6,250,000	...	3½	....
Cleveland and Toledo,* † guar.....	177,750	8	...	....
Cochecho, preferred.....	1,822,100	6	6	....
Connecticut and Passumpsic Rivers, preferred	241,900	8	8	92
Cumberland Valley, 1st pref.....	242,000	8	8	114½
" " 2d pref.....	594,261	6	6	....
Delaware,* guaranteed.....	1,500,000	6	...	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque and Sioux City,* preferred and guaranteed.....	330,308	7	7	....
Dubuque Southwestern, pref.....	492,500	8	8	....
Dubuque Southwestern, pref.....	500,000	5	5	....
Eastern (N. H.,)* guaranteed.....	500,000	5	5	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	7	7	80
Elmira and Williamsport,* guar.....	8,536,910	7	7	64
Elmira and Williamsport,* preferred and guaranteed.....	100,000	...	...	....
Erie, preferred	5,078,224	...	...	....
Evansville and Crawfordsville pref..	1,182,550	7	7	67
Hannibal and St. Joseph, pref.....	1,180,000	8	4	111
Harrisburg and Lancaster,* guar....	199,750	7	3½	....
Housatonic, preferred	1,500,000	7	7	30
Huntingdon & Broad Top Mountain, preferred	500,000	8	8	....
Joliet and Chicago,* guar.....	300,000	8	8	....
Joliet and Northern Indiana,* guar .	500,000	7	...	....
Joliet and Northern Indiana, pref .	.....	...	5	....
Lackawanna and Bloomsburg, pref .	2,646,100	7	7	....
Leeds and Farmington,* guar.....	848,700	9	9	87½
Little Schuylkill,* guar.....	6,586,135	6	...	22
Louisville, Cincinnati and Lexington preferred	4,051,744	6	...	12½
" " 2d pref	1,000,000	...	9	....
Manchester and Lawrence*.....	586,800	10	10	....
Marietta and Cincinnati, 1st pref....	323,375	10	10	....
" " 2d pref	9,744,268	7	...	76
Michigan Southern, guaranteed.....	3,775,000	8	8	....
Mill Creek and Mine Hill,* guar....	282,250	12	12	....
Milwaukee and St. Paul, preferred..	1,344,000	...	2	....
Mine Hill and Schuylkill Haven,* guaranteed.....	1,500,000	8	8	135
Mount Carbon & Pt. Carbon,* guar.	1,000,000	6	6	....
New Haven and Northampton*.....	155,000	8	8	....
New York and Harlem, pref.....	1,037,000	8	8	108½
Niagara Bridge and Canandaigua,* guar.....	3,500,000	7	7	75
North Eastern (S. C.,) preferred.....	630,000	8	8	....
Ogdensburg and L. Champlain, pref.	248,000	...	5	....
Ohio and Mississippi, pref.....	1,200,000	...	6	....
Paterson and Hudson,* guar.....	5,996,700	...	...	....
Paterson and Ramapo,* guar.....	1,551,800	...	10	....
Peoria and Bureau Valley,* guar....	1,099,720	...	10	....
Philadelphia and Erie,*	450,000	6	6	....
Philadelphia and Reading, pref.....	203,400	6	6	....
Philadelphia and Trenton,* † guar...	1,500,000	6	6	....
Pittsfield and North Adams,* guar..	350,000	7	7	....
Portl. & Kennebec (Yarmouth) guar.	142,900	7	7	....
Portland, Sago & Portsmouth,* guar.	557,560	...	7	....
Portsmouth and Concord*.....	.....	7	7	67
Richmond, Fredericksb. & Potomac, guaranteed.....	2,040,000	7	7	56
Rochester and Genesee Valley*.....	445,500	6	6	36½
Rutland, preferred.....	576,500	5	5	....
St. Louis, Alton and T. H., pref.....	869,450	5	5	....
Sandusky and Cincinnati, pref.....	1,300,000	7	...	....
Schuylkill Valley,* guar.....	1,700,000	7	...	....
Shamokin Valley & Pottsville,*guar.	1,000,000	7	7	86
Tol., Peoria & Warsaw (W. D.) pref.	274,000	7	7	....
" " " (E. D.) pref.	2,500,000	8	8	....
Troy and Greenbush,* guar.....	1,408,300	7	7	....
Vermont and Canada,* guar.....	200,000	5	5	....
Warren,* guar.....	317,050	...	2	....
White Mountains,* guar.....	.....	6	...	1½
Wrightsv.,York & Gettysburg,* pref.	.....	...	...	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	34
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	37 — @	42 —
Pig, American, No. 1		41 — @	42 —
Pig, American, No. 2		39 — @	40 —
Pig, American, Forge		38 — @	39 —
Bar, Refined, English and American		— — @	86 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
	Store Prices.		
Bar, Swedes		115 — @	125 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		95 50 @	— —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 & 2½ to 2½ rnd. & sq.		102 50 @	— —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16		105 — @	— —
Scroll		115 — @	145 —
Ovals and Half-round		112 50 @	132 50
Band		— — @	110 —
Horse Shoe		110 — @	120 —
Rods, ⅜@3-16 inch		102 50 @	137 50
Hoop		117 50 @	165 —
Nail Rod	per lb.	7½@	— —
Sheet, Russia, as to assortment	(gold)	15 @	— —
Sheet, Single D. and T. Common		— 5½@	6
Sheet, Doubles and Trebles, Charcoal		— 6½@	7
Sheet, Galtanized, No.'s 10 to 27		— 10 @	13
Sheet, Galvanized, No.'s 28 and 29		— 15 @	19
Rails, English	(gold) per ton.	63 — @	65 —
Rails, American, at Works in Penna.	c'y.	71 — @	73 —
Anvils, (Eagle)	per lb currency.	— 8 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 15 @	— 18
English Spring (2d and 1st quality)		— 7 @	— 10
English Blister (2d and 1st quality)		— 10 @	— 17
English Machinery		— 11 @	— 13
English German (2d and 1st quality)		— 10½@	— 12
American Blister		— — @	— 12
American, Cast, Tool		— 15 @	— 16
American, Spring		— 9 @	— 11
American Machinery		— 9 @	— 10
American German		— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @	4 75	
Cut, 8d. and 9d	— — @	5 —	
Cut, 6d. and 7d	— — @	5 25	
Cut, 4d. and 5d	— — @	5 50	
Cut, 3d	— — @	6 25	
Cut, 2d and 3d. Fine	— — @	7 —	
Cut Spikes, all sizes	— — @	5 —	
Cut, Finishing, Casing, Box, &c., 10d to 3d.	5 25 @	6 75	
Clinch, Kegs	6 25 @	6 75	
Horse Shoe, Forged (No. 10 to 5) per lb.	— 19 @	— 33	
Copper	— — @	— 40	
Yellow Metal	— — @	— 26	

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 41
Straits	(gold).	— 36½@	— —
English	(gold).	— 36½@	— —
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box.	10 37½@ 10 50	11 50 @ 12 —
I. C. Coke		9 25 @ 9 50	10 50 @ 11 —
Coke Terne		8 — @ 8 50	9 25 @ 9 75
Charcoal Terne		9 25 @ 9 50	10 50 @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13 @	— 13½	
Crude, 40 @ 47 gravity (in shipping order)	— — @	— 17	
Refined, Standard White (in ship'g order)	— 21½@	— 22	
Refined, S. W. (in jobbing lots)	— — @	— 23	
Refined, S. W. (in tin)	— 28 @	— 28½	
Naptha, Refined, (65 @ 73 gravity)	— 12 @	— 12½	
Residuum	per bbl.	4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— @	— 34
Copper, Bolts	— @	— 36
Copper, Braziers' (over 16 oz.)	— @	— 36
Copper, Nails	— @	— 40
Copper, Old Sheathing, &c., mixed lots	— 25½@	— 26
Copper, Chile Pig	— @	— —
Copper, American Ingot	— 28½@	— 28½
Yellow Metal, New Sheathing and Bronze	— — @	— 26
Yellow Metal, Bolts	— 26 @	— —
Yellow Metal, Nails	— — @	— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90 @	6 —
German	(gold)	5 90 @	6 —
English	(gold)	5 95 @	6 25
Bar		9 25 @	— —
Pipe		— — @	10 —
Sheet		— — @	10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr.lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— @	8 —
Liverpool Gas Cannel		— — @	12 —
Liverpool House Cannel		— — @	17 —
Anthracite	per ton of 2,000 lb.	4 50 @	5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
Canton Co	81½	81½	80	70	....	....
Central Pacific 6s	102½	102½	102½	102	102½	102½
Central of N. Jersey	110½	....	111½	....	....	....
Chicago & Alton	122½	....	122	....	121	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	74½	74½	73½	74	74½
" pref	90½	90½	90½	....	....	91
" 1st M	....	....	....	....	99	98½
" S. F	100½	....	....	....	....	....
" Consol	93½	93½	93½	....	....	....
Chic., Rock Isl. & Pac	110½	111½	111	110½	111½	111½
Chi., R. I. & Pa. 7s, 1896	102½	....	....	102½	....	102½
Clev., Col., C. and Ind.	88½	88½	88½	88½	88	....
Clev. & Pittsburg guar.	91½	92	92	92	92	92
" 2 M	....	....	....	....	....	....
" 3 M	98	....	....	....	....	....
" 4 M	....	86	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	....	....	....	....	....
Col., Chi., & Ind. C	22½	....	22½	22½	22	....
" 1 M	93	....	....	92	....	92½
" 2 M	....	....	....	71	....	71½
Del. & Hudson Canal	119½	119	....	119½	119	....
Del. Lack. & Western	103½	....	....	102½	103	....
" 1 M. 7s	105	....	....	....	....	....
" 2 M 7s	....	100	....	....	....	....
Dubuque & Sioux City	70	....	....	....	....	....
Erie Railway	30½	30½	30½	30½	31	31½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	100
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 97	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	80	....	....	....
Hannibal & St. Joseph	48½	47½	47½	45½	42½	45½
" pref	....	....	....	....	....	....
" 8s, conv	....	98	97½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	107	....	....	....	....	106½
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	131½	....	....	131½	133	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	90½	90	89½	90	91½	....
Lake Shore Div. bonds	96	....	....	96	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	119½	119½	....	118½	....	119
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	103½	....	....	....
" 2 M	....	....	100½	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	3	2½	2½	2½	2½	2½
Milw. and St. Paul	55½	....	....	....	55½	55½
" pref	....	....	76	....	75½	....
" 1st mort	94½	....	....	....	94½	94½
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	94	....	....	....	....	....
Missouri 6s	....	94	94	....	....	94½
" H. & St. J. 1s	93	....	....	....	....	92½
Morris and Essex	93	93	93	....	93	93
" 1st mort	106	106	....	....	....	106
" 2d mort	99	99	....	99½	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	96	95½	....	96	96	....
" 6s, S.F. 1887	94	94	94	94½	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	97½	....	....
" certificates	93	93½	92½	....	....	93½
N. York and Harlem	115	114½	114	107½	109½	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	102	....	....	....	....	....
N. Carolina 6s, old	....	33	....	33	33	....
" new	16½	....	....	18	18	18
Ohio and Miss	44½	45½	44½	43½	44	45½
" pref	....	....	....	75	....	....
" 1st M	99½	....	99½	99½	99½	....
Pacific Mail S. S. Co	58	58½	57½	57	58	58½
Panama	....	75	75	....	....	....
Phila. and Reading	113½	113½	....	....	....	114
Pitts., Ft. W. & Chi. gtd	....	99	99½	98	....	....
" 1 M	....	....	....	....	....	....
" 2 M	101	103	....	103	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	30½	31	30½	31½	....	32
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	98	....	....
" 2 M. pref	88½	88½	....	....	88½	....
" Income bds	....	....	....	80	....	....
Tennessee 6s, old	66	....	....	66	65½	....
" new	66	66½	66½	66½	66½	....
Tol., Wab. & Western	75½	....	....	76½	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	97
" 2 M	94½	....	94½	95	....	....
" Equipment	....	....	....	86	....	....
" St. Lou. Div.	90½	90½	90½	....	....	90
Union Pacific	37½	37½	37	34	34½	34½
" 1st mort	91½	91½	91½	91	91½	91½
" L. Gt. 7s	81½	80½	81½	....	81½	81½
" Inc. 10s	87½	87	86½	86½	86	85½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	55½	57½	....	55½	55½	57½
" def. cert	....	17½	....	17½	18	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	107	..	....	....	....	....
U. S. 5s, 10-40s, coup.	109⅞	109⅞	110⅛	111	111	....
U. S. 5s, 1881, reg.	108	....	....	....	....	....
U. S. 5s, 1881, coup.	107⅞	108	108	108⅛	....	108⅛
U. S. 6s, 1881, reg.	114½	....	114¼	....	114⅛	114⅛
U. S. 6s, 1881, coup.	114⅛	114⅛	....	115)	....	....
U. S. 6s, '81, O.W.L.	....	....	....	109¼	....	....
U. S. 6s, 5-20s. reg. '62	....	....	110⅛	....	....	....
U. S. 6s, 5-20s, c. 1862.	110	110¼	....	....	110⅛	110⅛
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	110	110¼	....	110⅛	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	110⅛
U. S. 6s, 5-20s, c. 1865.	....	111⅛	....	111¼	111⅛	111¼
U. S. 6s, 5-20s, r. n. '65.	109⅛	110	109⅛	....	....	....
U. S. 6s, 5-20s, c. n '65.	110	110⅛	110¼	....	....	110⅛
U. S. 6s, 5-20s, reg. '67.	111	....	....	110⅛	111	111¼
U. S. 6s, 5-20s, c. 1867.	111⅛	111⅛	111⅛	111⅛	111⅛	111⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	112	112⅛	....
U. S. 6s, 5-20s, c. '68.	112	111⅛	....	112	....	112⅛
U. S. 6s, Pac.R.R.issue	114⅛	114	114	....	114⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa	....	....	....	....	....	....
" preferred	....	....	....	47¼	....	....
Camden and Amboy	126⅛	126⅛	....	126⅛	126⅛	126
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	91	....
" 6s, 1889	....	....	....	....	....	91
" mort. 6s, '89	96⅛	96	96⅛	....	96⅞	96⅛
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	94⅝	....	....	....	....
Lehigh Navigation	40⅛	39⅝	39⅝	39⅞	39⅞	39⅞
" 6s, 1884	....	90	....	....	....	90
" Gold L.	94	....	93⅛	93¼	93⅛	....
" R. R. L.	....	....	94	....	....	....
" Conv. L.	....	88⅛	....	....	....	....
Lehigh Valley R. R.	62⅛	62⅛	62⅛	62⅛	62⅛	62⅛
" 6s new coup.	....	96⅛	....	....	....	....
" 6s new reg.	96	96	96	....	....	96
Little Schuylkill R.R.	46	46	....	46	46	....
" 7s	....	....	....	....	....	....
Minehill	....	53⅞	....	53⅞	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	49	....	....	....
" 6s, 1880	....	98⅛	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	39⅞	....	....	39⅛	39
Oil Creek & Alleg. Riv.	42⅛	42⅛	42⅛	42⅛	....	42⅛
" 7s	....	82⅛	82⅛	....	82⅛	....
Pennsylvania R. R.	62	61⅞	61⅞	61⅞	61⅞	62⅛
" 1st M.	....	....	....	....	102	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	94	....	93⅛	....	94⅛	94⅛
" " reg.	....	....	97	....	....	....
Penn. State, 6s.1st series	....	....	....	103	....	....
" 6s, 2d series	....	106	106⅛	....	....	....
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	97	97	....	97⅛	....	97
" new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor.	87	....	....	....	87⅛	....
Phila. & Reading	57	56⅛	56⅛	56⅛	56⅛	....
Philadelphia and Erie	....	....	26⅛	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	88⅛	....	88⅛
Schuylkill Navigation	....	....	....	....	....	....
" pref.	17	....	....	....	....	....
" 6s, 1882	....	....	....	79	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	22	21⅛	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	65	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	100	...	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	100	100	....	100	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	99⅝	....
Balt and Ohio	....	148⅛	....	....	....	149
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	97	97	....	97	....	97
" 2d M.	....	....	....	....	87	....
" 3d M. 8s	75⅛	....	75⅛	....	....	76
Northern Central	....	....	....	....	....	39⅛
" bonds, 1885.	91	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	90⅛	90⅛	90⅛	....	....	....
N. W. Va. 1st mort.	99	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	56⅛	55⅞	57⅛	....	....	56⅛
" Defer. Certif.	16⅛	17	18⅛	....	18	17⅛
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	149	149	149⅛	149	....	148⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138⅛	....	....	139	....	139
Boston and Providence	152⅛	....	....	....	153	....
Boston, Hartford & Erie	3⅛	3	....	....	3⅛	....
" 7s, new	41⅛	40⅛	41⅛	41⅛	41⅛	41⅛
Cheshire, pref.	....	....	85	85	....	85
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109	....	109	109⅛	110	109⅛
Fitchburg	138	138	138	....	138	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119⅛	....	119⅛	119	118⅛	118⅛
Northern, N. H.	116	....	....	115⅛	116	....
Ogdens. & Lake Champ.	....	87⅛	....	86⅛	87	86⅛
" pref.	....	....	....	....	....	107⅛
Old Colony & Newport	....	....	108⅛	....	108⅛	109
Ph., Wil. & Baltimore	57⅛	....	....	....	57⅛	57⅛
Portl'd, Saco & Ports.	130⅛	....	....	....	....	....
Union Pacific	....	37⅛	38	37⅛	....	....
" 6s	....	91	90⅛	90	....	90⅛
" Land Grant 7s	79⅛	....	77⅛	....	....	....
" Income 10s	83⅛	....	82	....	81⅛	....
Vermont & Canada	100	100	99⅞	100	....	100
Vermont & Mass.	81	....	....	....	81	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	65	65	....	....	65⅛
Middlesex	....	....	97⅛	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	13⅛	13⅛	13⅛	13⅛	13	13
Franklin	9⅛	9	....	8⅛	....	....
National	....	....	....	....	....	....
Pewabic	8⅛	....	....	8⅛	8⅛	8⅛
Quincy	35	35	36	37⅛	40	45⅛

London Stock Exchange.

	Closing Prices. Jan. 26.	Jan. 19.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	92 — 94	90 — 95
Do. do., 2d mort., 1881	85 — 90	87 — 92
Do. Penn., 1st mort., 1877	92 — 94	90 — 95
Do. do., 2d mort., 1882	85 — 90	87 — 92
Do. Consol. 7 per cent. mort. 1890	38 — 39	39½ — 40⅛
Detroit and Milwaukee 1st mort. 7s	77 — 80	77 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	31½ — 32	32 — 32⅛
Do. sterlg. 6 p. c. convertible bonds	83 — 85	83 — 85
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —102
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	85 — 87	80 — 85
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	97½— 98⅛	97 — 98
Do. $50 shares	50⅛— 51⅛	50⅛— 51⅛
Philadelphia and Erie 1st mort. 1881.	97½— 98⅛	97½— 98⅛
Do. with option to be paid in Phila.	97⅛— 98⅛	97⅛— 98⅛

American Railroad Journal.

Saturday February, 17, 1872.

Stock Exchange and Money Market.

Money has been in quite liberal supply, during most of the week, and rates have been comparatively easy for the principal borrowers, with call loans quoted down to from 5@7, generally 6@7 per cent., and mercantile discounts at from 7@9 per cent. per annum. The offerings through private channels were on an enlarged scale, while the banks showed some reserve in their advances, due, in part, to the more conservative movement, since the publication of the last weekly exhibit, which was deemed less favorable. The large reduction in the specie average was the chief feature in the adverse statement. The political reports of the week made but little impression on the market. The city banks added nearly 2⅞ millions to their loan and discount average, during the week, while again contracting their out standing circulation slightly. The U. S. Sub-Treasury added to its currency balance nearly 1¼ millions. It made a gain of about half a million in its coin reserves. Its currency balance at the close of business on Tuesday was $7,189,948 and its coin reserve, $71,011,814.

The total coin reserve of the Treasury Department on Monday was $106,001,620 including $85,610,000 represented by outstanding coin certificates; and the currency balance was $12,204,665.

The city banks, in their latest return, show an increase of $50,300 of legal tender notes, with a reduction of $2,713,800 of specie, and an increase of $112 800 of deposits; also an increase of $2,811,800 in their loan and discount averages, and a reduction of $57,000 in their item of circulation. The city bank exchanges, last week, averaged $104,767,071, and thus far, this week, 112½ millions daily. The banks now hold $5,593,100 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $21,272,300, against $25,660,714 same time last year. The city bank deposits are now $221,019,500, against $214,060,874 week ending Feb. 11, 1871. The legal tender reserve amounts to $46,616,100, against $55,773 292 same time last year. The circulation now stands at $28,161,700 against $31,790,164 same time last year. The loans are now $285,422,200 against $271,271,345 at this date last year.

The U. S. Sub-Treasury increased its currency balance $1,187,601 and its coin reserve $479,616 as the result of the week's business. The receipts of the office were $5,327,615 in coin, and $3,866,697 in currency; payments, $4,847,999 in coin, and $2,679,696 in currency. The office received $2,861,000 in coin or its equivalent, from customs; and disbursed $1,628,995 of coin interest.

Government revenues were up to a fair average last week. The excises yielded about 2¾ millions, and thus far since July 1, 1871, about 81 millions. The customs at the port of New York, last week were $2,796,055; at the outports, equal to about $900,000 more, all in coin, or coin certificates.

Under the Treasury financial programme for the month of February, Government will market Gold, during the remainder of the month, as follows: Wednesday, 21, $1,000,000. And buy in Five-Twenty bonds as follows: Thursday Feb. 29th $1,000,000.

The cable reports and rumors relative to the *Alabama* claims negotiations and the consequent public discussions served to stimulate the speculative movement in Gold, and to strengthen the the price, which advanced rather sharply early in the week, on quite extensive dealings. The later transactions showed less firmness and buoyancy in the movement, reflecting the calmer and more peaceful tenor of the political advices toward the close. The customs call for coin was fairly active, while the export drain was insignificant. The range of the price during the week has been from 110⅛@110⅞ and the closing quotation on Wednesday was @110¼ against 110⅛@110¼ the preceding Wednesday. The specie outflow, last week, was only $80,012. The Gold Exchange Bank clearances have averaged about 61 millions day during the week.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to Feb. 10, 1872 $57,927,373, against $61,528,855 same time in 1870-'71.

The customs demand for Gold last week, averaged $476,833 a day; thus far, this week, it

has averaged $716,000 a day or equal to a weekly aggregate of $4,296,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $113,489, and since Jan. 1, 1872, $275,649 against $2,271,626 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $95,891,657 against $87,921,222 same time in the preceding fiscal year 1870-'71.

The export drain of specie was $80,120 last week, against $995,152, same week preceding year. The shipments since July 1, 1871, have been $23,930,812 against $45,523,106 same time in 1870-71.

Foreign Exchange has been quoted stronger in price, on a very moderate offering of prime bills and a fair inquiry from the importing interest. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, 109¾@110.

The produce exports from this port, week ending with Feb. 13, were to the currency value of $4,039,357.

Government securities, closed quite briskly, with a full investment demand noted, at much firmer prices than were current early in the week.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅛@115⅜; U. S. Five-Twenties of 1862, (other than the bonds called in) 110⅞@111⅛; U. S. Five-Twenties of 1864 at 110⅞@111⅛; U. S. Five-Twenties of 1865, 111⅜@111⅝; U. S. Five-Twenties of 1865 consolidated. 110½@110⅝; U. S. Five-Twenties of 1867, 111¾@111⅞; U. S. Five-Twenties of 1868, 112¼@112½; U. S. Ten-forties at 110@111; U. S. Fives of 1881 (Funding Loan) 108¾@108⅞. Six per cent. currency bonds, Feb. 14, 114¾@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 31.	Feb. 7.	Feb. 7.
Consols	92½	92½	92⅜
U.S. 5-20's of 1862..	92⅛	92⅛	91¾
U. S. 5-20s, 1865	92¾	92¼	92
" 1867	92¾	92¼	92
" 10-40s	91	90¾	91

State bonds have been more active but at varible prices. South Carolina bonds advanced materially.

For the better class of Railway Mortgage Bonds an improved demand has been reported, mainly from buyers for home investment purposes, and prices have been generally quoted strong and buoyant. Central Pacific Sixes have been in good request at @102¼@102½. Chesapeake and Ohio Sixes have been selling more freely at 94 per cent.

The earnings of the Central Pacific Railroad in January were $634,480, showing a gain of $97,882 on the earnings of January 1871, which were $536,498. The fact of increase is due in the main to the rapid growth of the local traffic and local extensions and connections of the road, which, however, seems to have been less affected by the snow blockade on the Union Pacific connecting line East than might have been supposed.

Railway and miscellaneous share property has been again quite active, but values have been unusually irregular, and more or less severely depressed, under extensive sales on speculative account. The later dealings showed more firmness.

In the line of domestic produce, the dealings have have been somewhat brisker with Flour, Wheat, Corn, Rye, Oats, Bacon, Cheese and Naval Stores quoted firmer. Cotton, Petroleum, Clover-Seed, Pork, and Lard weaker in price. Middling upland cotton closed on Wednesday at 22⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,053,945 bales, against 2,588,-665 bales same time in the preceding year; exports 1,069,915 bales against 1,488,154 bales in the previous year; stock at the ports at latest dates, 590,-587 bales against 674,284 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair request at 8½@13 cts.; Veals quiet at 5@12 cts.; Sheep at 6@9 cts. Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 6,795 Beeves, 900 Veal Calves, 22,991 Sheep and Lambs; and 29,624 Swine.

Foreign goods, have been more sought after at generally firm prices. The week's imports of foreign goods reached $7,560,475 including $4,283,-566 of dry goods.

Ocean freights have shown more firmness, on a rather better inquiry for accommodation.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Cedar Falls and Minnesota 1st mort., 83; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Long Dock bonds, 92½; Great Western 1st mort. 1888, 95; Galena and Chicago 1st mort., 104½; Pacific R. R., 7s, guar. by Mo., 100¼; St. Louis and Iron Mt. R. R., 74; do. 1st mort., 94; Central of New Jersey 1st mort., new, 104; Ohio and Miss. 2d mort., 86½; do. consol., 93½; Toledo, Peoria and Warsaw 1st mort., W. D., 91½ do. E. D., 93; do. 2d mort., 84½; N. and D. 7s, guar., by L. and N. R. R., 90; Chicago and Milwaukee 1st mort., 94; Buffalo, N. Y. and Erie 1st mort., 94½; Cleveland and Pittsburg consol., 96; East Tenn., Va. and Ga. 1st mort., 92⅞; South Carolina 6s, new, Jan. and July, 32½; do., Apl. and Oct. 31; California 7s, 112; North Carolina 6s, special tax, 13¾; N. Y. State 6s, 1873@1877, 106; do. B. L. 106¾; Alabama 5s, 66; Arkansas 7s, (L. R. and Ft. S. R. R.) 57; Cin., Ham. and Dayton R. R., 92½; Boston, Hartford and Erie R. R., 4½; do. 1st mort. 41½; do. guar. bonds, 45; Rome, Watertown and Ogdensburg R. R., 100½; Second Avenue R. R., 80; Lake Shore and Michigan Southern scrip., 87½; Marietta and Cincinnati 1st pref., 22; New York and New Haven R. R., 142¾; Consol. Coal of Md., 38; Maryland Coal, 21; Am. Coal, 43; Western Union Tel., 70¼; do 7s, 96½; Quicksilver pref., 34¾; Am. Mer. Union Exp., 65; Exp., 98; Brooklyn 6s, W. L., 94½; New Jersey U. S. Exp., 64; Wells Fargo Exp., 65½; Adams Central Land and Imp Co., 75.

Philadelphia.—Lehigh Valley 7s, new, 103¾; do., 6s, old, 100; Philadelphia and Reading 6s, 1848-'80, 91½; do., deben. bonds, 83; do. gen'l mort. 7s, 100⅝; West Chester R. R. 7s, 96½; Penn. and New York Canal 7s, 97¼; Susquehanna Canal 6s, 75¾; Harrisburg and Lancaster R. R. 6s, 92; West Jersey R. R. 7s, 102½; Allegheny Valley 7 3-10s, 93½; Chesapeake and Delaware Canal 6s, 94; Morris Canal Boat Loan 7s, 93; Wilmington and Reading R. R. 7s, 99¾; Warren and Franklin 7s, 91; Cattawissa 7s, new, 95¼; Pennsylvania Canal, 6s, 76; Oil Creek and Allegheny River 1st mort., 86; Huntingdon and Broad Top Mountain pref., 15; do. consol., 50½; Lombard and South streets R.R., 17½; East Mahanoy R. R., 38; Pennsylvania State coupon 5s, 95; Pittsburg 5s, 73½; New Jersey 6s, 1876, exempt, 104. The latest quotations are: City 6s, 97@97½; do. free of tax, 100¼@100⅜; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@101½; do. 2d series 106@106¼; do. 3d series, 109@109½; Reading, 56⅞@56⅞; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 92@93; Camden and Amboy, 125¾@126; do. mort. 6s, 1889, 96½@97; do. 1883, 91@91; do. 1889, 90@91; Pennsylvania R. R., 62⅜@62½; do. 1st mort., 101@102¼; do. 2d mort., 99¾@99¾; do. General mort. coupon, 94¼@94½; do. reg., 96½@97; Little Schuylkill R. R., 45¾@46; Morris Canal, 50@50; do. pref., 123@125; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 75@75¾; Schuylkill Nav., 8@9; do. pref., 17@17; do. 6s 1882, 79¼@79¾; Elmira and Williamsport pref., 40@45; do. 7s, 1873, 94@94¾; do. 5s, 60½@—; Lehigh Coal and Navigation, 89¾@40; do. 6s, 1884, 90@90½; do. R. R. Loan, 93½@94½; do. Gold Loan, 98@93¼; North Pennsylvania 49@49⅛; do. 6s, 98@100; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26¼@26⅝; do. 6s, 90@92¼; Minehill, 53@53¾; Catawissa, 15@18; do. pref., 46¼@46¾; Lehigh Valley, 62@62½; do. 6s, new coupon, 95½@96½; do. reg., 95¼@96½; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 64½@65; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 33@35; Green and Coates, 47@—; Chestnut and Walnut, 55@60; Hestonville, 21½@22; Union, 65@—; Germantown, 87@40.

Boston.—Central Pacific R. R. 7s, 1883, gold, 100⅞; Burlington and Missouri River R. R. in Iowa, 111¾; do. 7s, 1875, 100¾; do. 1893, 94¾; Cheshire R. R. 6s, 1880, 93½; Eastern R. R. 6s, 1874, 98¼; do. 1889, reg., 95⅞; Vermont Central 1st mort., 85; do. 2d mort. 40; Framingham and Lowell 1st mort. 7s, 1891, 90; Cedar Rapids and Missouri 7s, 1916, 89; do. 1891, 89¾; Central Iowa R. R. 1st mort. 7s, gold, 91¼; Chicago, Dubuque and Minnesota 8s, 91⅞; Kalamazoo, Allegan and Grand Rapids 1st mort. 8s, 1888, 96; Carthage and Burlington 8s, 1879, 97½; Dixon, Peoria and Hannibal 8s, 1889, 97¼; Jackson, Lansing and Saginaw 1st mort. 8s, 1885, 105⅝; Cincinnati, Sandusky and Cleveland R. R., 24; do. 7s, 83¼; Burlington and Missouri River R. R. in Nebraska, 52; do. 8s, 98¾; Indianapolis, and Cincinnati R. R., 5; Rutland R. R., 17½; do. pref., 67; do. scrip, 70; Portsmouth, Gt. Falls and Conway R. R., 98; Norwich and Worcester R. R., 125; Connecticut and Passumpsic Rivers R. R. pref., 92; Providence and Worcester R. R., 144½, Cape Cod R. R., 78½ Granite Railway, 69⅞; Summit Branch 46; Boston Water Power Co., 58⅜; Cary Imp. 15⅝; Waverly Land 7; New Hampshire 6s, 1874, 100½; Connecticut 6s, 1881, 100⅞; Maine 6s, 1883, 101¾; Vermont 6s, 101¼; Massachusetts 6s, 1875, gold, 108⅝; Charlestown 5s, 1883, 95¼; Lynn 6s, 1891, 99¼; Lowell 6s, 1890, 99¾; Bath 6s, 1891, 91¼; St. Louis 6s, 1888, 91¼; Chicago 6s, 94½; do. 7s, 98⅞; Cook Co., Ills., 7s 1880, 98¼; Salem 6s, 1916, 99; Taunton 6s, 1880, 99½; St. Louis 6s, 1891, 90⅞; Boston 5s, 1886, gold, 98⅛; do. 6s, 1880, 101⅛; Allouez Mining

Co., 5; Astor, 37½c.; Calumet and Hecla, 135; Hanover, 2½; Minnesota, 5; Petherick, 3; Pittsburg, 6; Ridge, 5.

Baltimore.—Central Ohio R. R. 29¾; do. 1st mort., 87; Northern Central 6s, gold 1900, 92; Orange, Alexandria and Manassas 7s, 83¾; Richmond and Danville 1st mort., 82; Orange and Alexandria 4th mort., 8s, 86½; Marietta and Cincinnati 1st pref., 24; Memphis 6s, 59¾; Maryland Defense bonds, 104. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90⅛@90⅜; Baltimore and Ohio, 149@150; do., pref., 99@100; do., 6s, 1875, 95@—; do., 1880, 93@—; do., 1885, 95@96; Northern Central, 89⅛@89½; do. 6s, 1885, 90⅛@91¼; do., 1900, 89@90; do., 6s, 1900, gold, 92@92¼; N. W. Va. 1st mort., 99@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96⅛@97; do., 2d mort., 87¼@90; do., 3d mort., 75⅝@76; Central Ohio, 29¾@29⅞; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 93@96; do., 2d mort. guar., 93@94; do., 3d mort., guar., 93@93; do. 2d mort. pref., 75@—; do., 2d mort. guar. by Washington Co., 82⅛@88; Richmond and Danville bonds, 81½@82; Orange and Alexandria 1st mort. 6s, 92@95; do., 2d mort. 6s, 82½@—; do., 3d mort. 8s, 92⅛@95; do., 4th mort. 8s, 86½@—; Orange, Alex. and Manassas 7s, 83½@84¼; Virginia and Tennessee 8s, 89@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 100@100; do., 1884, 97¾@100; do. 1886, 99¾@—; do., 1890, 100@100¼; do., 1893, exempt, 100½@101; do., 1900, exempt, 99@100; Memphis City 6s, 58⅜@59¾; Maryland 6s, 1890, 90@—; do. Defense Loan, 1883, 103@104½; City Passenger R. R., 23½@24; George's Creek Coal, 77@80.

ST JOSEPH AND DENVER CITY RAILROAD COMPANY.

EXECUTIVE OFFICE, No. 31 NASSAU-ST.,
NEW YORK, Feb. 1, 1872.

The Coupons and registered interest due Feb. 15, 1872, on the First Mortgage Eight per Cent. (8 p. c.) Gold Bonds, (E. D.,) and the Eight per Cent. (8. p. c.) old First Mortgage Sinking Fund Land Grant Bonds (W. D.) of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, Free of Tax.

FRANCIS A. COFFIN,
Assistant Treasurer,
St. J. & D. C. R. R. Co.

The Tripartite Bridge.

The letting of the contract for the erection of the Tripartite bridge, which was to have taken place to-day, has been postponed until the 19th inst., on the request of several of the largest bridge builders in the country, who could not get ready in time with their calculations. This new and novel bridge enterprise has attracted the attention of a large number of engineers and bridge builders. It is expected that from fifteen to twenty bids will be handed in. We have looked ourselves over the plans and specifications worked out by Mr. Charles Davis, the accomplished engineer of Allegheny City, and we can heartily join in the praises that have been awarded him by all who have thus far become acquainted with the laborious work, so important and far-reaching in the new enterprise. The general plan, subject of course to each builder's own modification, has been thoroughly thought out. It comprises a structure over four thousand feet long, in three arms, something like the letter Y, connecting the Point at Pittsburg with Allegheny avenue, Allegheny City, and the mouth of Saw Mill Run. The last arm, across the Ohio river, will be a high level, ninety feet above low water, necessitating a viaduct along the South Sid. Over thirty thousand perches of masonry will be required, and the total cost of the bridge will be nearly a million dollars.

Pittsburgh is the most notable city in the Union as far as bridge structures are concerned. We can show the visitor some noble examples in this line, amongst the eight bridges that span our rivers. It is a well known fact that all the bridges built for common travel pay well, whilst the enhancement in the value of real estate abutting on streets connected by bridges is truly astonishing. The stock for the Tripartite was subscribed to principally by real estate owners with most remarkable alacrity, and, as the company has rested its efforts in the way of getting further stock taken until the project had taken a more definite shape, we feel no hesitation in urging the attention of the property holders likely to be benefitted, to this grand public improvement.—*Pittsburg Commercial, Feb. 8.*

☞ We recommend as a safe investment the SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO R. R. COMPANY, interest payable in gold coin May and November; denominations, $100, $500, $1,000. Present price 94 and accrued interest.

Also, the CENTRAL PACIFIC BONDS, interest six per cent., gold, January and July; denominations, $1,000; at the current market price.

We buy and sell Government Securities, and execute orders at the Stock Exchange; allow interest (at 4 per cent.) on deposits, make collections, &c., &c.

FISK & HATCH,
HARVEY FISK, No. 5 Nassau street.
A. S. HATCH. New York, February 3, 1872.

Illinois Central Railroad.

The statement of this Company for the month of January, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,904.76	for	$24,685 06
Acres Inter't Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	362.00	for	5,984 80
Total sales during the m'th of January, 1872	3,266.76	for	$30,669 86
To which add Town Lot Sales	.....	for	.....
Total of all	3,266.76	for	$30,669 86
Cash collected in January, 1872			$101,158 15

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$394,172 00	$43,267 00	$437,439 00
Passengers	100,551 55	24,075 50	124,627 05
Mails	6,375 00	3,059 33	9,434 33
Other sources	69,625 00	1,340 67	70,965 67
Tot'l Jan. '72.	$570,723 55	$71,742 50	$642,466 05
Total actual earn'gs, Jan., 1871	$538,271 27	$79,793 71	$618,064 98

☞ At the annual meeting of the Massillon and Cleveland Railroad Company, held at Massillon, Ohio, on the 2d inst., the following gentlemen were elected directors for the ensuing year: G. W. Cass, J. N. McCullough, Thomas D. Messler and W. M. Stewart, Pittsburgh; Kent Jarvis and John G. Warwick, Massillon, and D. P. Rhodes, of Cleveland. The Board subsequently organized by the election of Thomas D. Messler as President, and F. M. Hutchinson as Secretary and Treasurer.

☞ ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S
FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS,
BEARING EIGHT PER CENT. (8 P. C.) INTEREST, PAYABLE IN GOLD.
FREE OF TAX.

AND IN DENOMINATIONS OF $1,000, $500 AND $100, can be obtained from the undersigned, or through the principal banks or bankers throughout the United States.

The attractive features of these securities are recognized in the fact that, although they have been but a short time on the market, they are nearly all absorbed, and but a small amount are now for sale.

They combine a perfect security with a liberal rate of interest. This interest account is made light for, and easily borne by, the Company, through the operations of the Sinking Fund created from sales of the Company's land, which, in many cases draw interest at the rate of ten (10) per cent. per annum. The security behind them is ample in every particular, as they constitute a first and only mortgage on a trunk line of railroad which will soon connect the City of St. Joseph, Mo., (an important railway centre,) with the Union Pacific Railroad at Fort Kearney, materially shortening the distance between the Atlantic and Pacific coasts. In addition to this, the bonds have further security in the fact that there is included in the Mortgage the Company's magnificent Lands, amounting to 1,500,000 acres, known to be among the best in the United States. The Mortgage Indenture prohibits the sale of these Lands at less than Four (4) Dollars per acre, and payable to the Trustees under the Mortgage, for the clear and express purpose of retiring these Bonds. The amount thus realized exceeds the entire amount of Bonds which can be issued, and leaves the road, property and franchises free.

The Bonds have thirty years to run, with interest at Eight per cent., free of tax, payable in February and August in each year.

Both principal and interest are payable in gold. The principal in New York. The interest in either New York, London or Frankfort on the Main, at the option of the holder, without notice, and in the gold currency of the country in which they are presented. They are coupons or registered.

Trustees—Farmers' Loan and Trust Company.

The present price of these Bonds is 97½ and accrued interest in *currency*, from Aug. 15, 1871. But they are receivable at par and accrued interest in payment for lands sold by the Company. The right is reserved to advance the present selling price without notice.

Maps, circulars, documents and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the Bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division eight per cent. (8s.) recently placed by us at 97½, being now quoted at from 101½ to 102½ and accrued interest.

TANNER & CO.,
Bankers, No. 11 Wall-st.

The Constitutionality of Railroad Aid Donations and Subscriptions Affirmed.

Opinion of the Supreme Court for the Northern Grand Division of the State of Illinois, in a cause submitted at a term thereof, begun and held at Ottawa, on Tuesday, the twelfth day of September, in the year of our Lord one thousand eight hundred and seventy-one. Present, Charles B. Lawrence, Chief Justice; Pinkney H. Walker, Justice; Sidney Breese, Justice; John M. Scott, Justice; William K. McAllister, Justice; Anthony Thornton, Justice; Benjamin R. Sheldon, Justice. Opinion filed Jan. 22, 1872. The Chicago, Danville and Vincennes Railroad Company vs. Frederick Smith. Error to Will.

Opinion by Thornton, J.—Defendant in error filed his bill in the Circuit Court to enjoin the collection of taxes levied under an act of the Legislature, and in pursuance of a vote of the people, to aid in the construction of a railroad. The act authorized all towns, acting under the township organization law, to appropriate such sums of money as they should deem proper to aid in the construction of the road, to be paid as soon as the track should have been located and constructed through the towns.

The road was completed before the appropriation was made; and it was a donation to the company, and not a subscription to its capital stock.

Upon the hearing, the Circuit Court made the injunction perpetual, and pronounced the act unconstitutional.

The officers of the town, who made the appropriation, and levied the tax, were the "corporate authorities" of a municipal corporation; and they acted in the premises after a majority of the legal voters of the municipality had authorized the appropriation upon the condition of the construction of the road.

The only question is as to the power of the Legislature to authorize municipalities to subscribe to the capital stock of railroad companies, and to appropriate money as a donation, to aid in the construction of the roads.

The only difference between this case and numerous cases decided by this court, is that the money appropriated by virtue of the statute in question is a donation instead of a subscription.

But for this difference we might stand securely upon the maxim. *Stere decisis et non quieta movere.* Frequent fluctuations in the opinions of courts of last resort involve the court in absurdities; render the law uncertain; destroy that feeling of reliance so essential to the strength and stability of all authority; and produce mischiefs innumerable. The decision of courts had better be involved in some error, than subject to change upon every change of the judiciary.

In the discussion of legislative power, we have nothing to do with questions of policy or expediency. The Constitution has created the Legislative and Judicial Departments; the one to make the law, the other to construe and administer it. It may be mischievous in its effects; burden some upon the people; conflict with our conceptions of natural right, abstract justice, or pure morality, and of doubtful propriety in numerous respects; and yet we would not be justified to hold that it was not within the scope of legislative authority for such reason.

The question, as to the repugnancy of a law to the Constitution, is always one of much delicacy; and courts will never indulge the supposition unless the repugnancy is manifest to the understanding.

In Lane vs. Donovan, 3 Scam. p. 238, this court said: "The determining of a question, involving the inquiry whether an exercise of power, by the Legislative Department of the State, is Constitutional, is readily conceded to be not only a matter of delicacy, but of grave import, and demands the most deliberate and mature consideration. It should not, moreover, be decided but in cases of clear necessity, and where the character of the act done is in plain and obvious conflict with the Constitution."

The law should not be pronounced void, in a doubtful case or upon slight implication. "The opposition between it and the Constitution must be clear and strong." People vs. Marshall, 1 Gil. 672.

The infringement of the Constitution must be evident before the courts will interfere and hold the act nugatory. People vs. Hatch, 33 Ill., 130. In *exparte* McCollum, 1 Conn. 504, Savage, Ch. J., said that a court ought not to declare a law unconstitutional, without a case is presented in which there can be no rational doubt.

In delivering the opinion in the case of Fletcher vs. Peck, 6 Cranch 87, Ch. J. Marshall said: "The question whether a law be void for its repugnancy to the Constitution is at all times a question of much delicacy, which ought seldom or ever be decided in the affirmative in a doubtful case. The court, when impelled by duty to render such a judgment, would be unworthy of its station could it be unmindful of the solemn obligation which that station imposes. But it is not on slight implication and vague conjecture that the Legislature is to be pronounced to have transcended its powers, and its acts to be considered as void. The opposition between the Constitution and the law should be such that the judge feels a clear and strong conviction of their incompatibility with each other."

In the same court, whose decision is chiefly relied on to induce a reversal of the former opinions of this court, equally explicit language, in regard to the duty of courts, has been used.

In Twitchell vs, Blodgett, 12 Mich., 152, Cooley, Ch. J., said: "It is conceded to be the settled doctrine of this State, that every enactment of the State Legislature is presumed to be Constitutional and valid; that before we can pronounce it otherwise, we must be able to point out the precise clause in the Constitution which it violates, and that the conflict between the two must be clear, or free from reasonable doubt, since it is only from Constitutional provisions, limiting the Legislative power and controlling the Legislative will, that we derive authority to declare void any Legislative enactment."

We might multiply extracts from the opinions of the ablest courts to the same effect. Enough has been cited to show the firm position of the judiciary, that the courts ought not, and in justice to the rights of a co-ordinate department of the State Government cannot, declare a law to be void, without a strong and earnest conviction, divested of all reasonable doubt, of its invalidity.

An objection to this law is urged, which has been made since the origin of the character of legislation now under consideration.

It is assumed that the taxes levied are to be appropriated to a private, and not a public, purpose; that the benefits resulting to the public,—the people at large—from the construction of railroads, are merely incidental: that the profits, arising from their operation, enrich the individuals who form the private corporation; and, therefore, all laws imposing taxes to aid in the building of railroads, to be owned and operated by private corporations, are unconstitutional.

If the premises are correct, that the corporations are strictly private, and the benefits, to the public, purely incidental, the conclusion might logically follow.

The argument assumes, as unquestionable, the point to be determined; as true, the fact to be ascertained.

In the enactment of laws the Legislature must exercise its judgment and discretion. As to questions of pure policy and expediency—no express or necessarily implied Constitutional provisions intervening—it is the sole judge. It has also the undoubted right to take a comprehensive view, in determining the necessity of a law, and the character of the purpose to be accomplished by it. A court, with any propriety, cannot arrogate to itself all power and wisdom in such matters; and if there be grave doubt as to the nature of the purpose, the doubt must always be solved in favor of the action of the Legislature.

Concede that taxation for a mere private enterprise is wrong and invalid, is the construction of the road, to which the aid is proposed to be given, of that character?

It is a road from Lake Michigan to a point opposite Vincennes, in the State of Indiana, traversing nearly the entire length of the State. The road was completed before the payment of any money was asked, though it was built on the faith of it.

Are the advantages which accrue to the public from the construction and operation of railroads merely incidental, in the sense of the term as commonly used?

We are inclined to think that they rather resemble the incident in law; and appertain to, and follow, the principal thing. The benefits resulting to the people of the State from our system of railroads are untold and incalculable. The mind can scarcely grasp them. Railroads have almost superseded all other modes of intercommunication between the several parts of our extensive and growing States. They have become an absolute necessity—indispensable to our increased growth, and to the removal of our immense surplus. They have added millions to our taxable property; given augmented facilities to every department of trade; enriched the mass of the people; largely enhanced the value of our lands; built up manufactories; and brought us into close proximity with the best markets of the country. All share in the blessings flowing from them.

Railroads are, in truth, the people's highways for pleasure, and business, and commerce. Without them our internal trade would languish and die, and our corn and wheat rot in our granaries.

For more than a quarter of a century the courts have recognized and referred to them as public improvements, made for the public good, and to subserve the public interests. Johnson vs. The County of Stark, 24 Ills. 75, Cin., Wil. and Zanesville R. R. Co. vs. The Commissioners, 21 Ohio (1 McCook), 77. Sharpless vs. The Mayor, &c., 21 Penn. (9 Harris), 149. Nichol vs. Mayor and Aldermen, 9 Humph, 252. Gaddin vs. Crump, 8, Leigh, 120. Enfield Toll Bridge Co. vs. Hart. and N. H. R. R. Co., 17 Conn., 40. Beekman vs. Saratoga and Schenectady R. R. Co., 3 Paige, 45. Bloodgood vs. Mohawk and H. R. R. Co., 10 Wend., 9. Newbury Turnpike Co. vs. Eastern R. R. Co., 23 Peck, 826.

The courts while ready and willing to protect these corporations in all their rights, have uniformly asserted, and seemed determined to maintain their obligations to the public. The principles of common law, and their charters, accepted by them, and which cloth them with a portion of the sovereignty of the State, impose duties on them to the public, which they must discharge. They can be compelled, by the mandates of the courts, to a full performance of them, and parties seeking redress need not resort to the imperfect action at common law, but may apply for the more effectual remedy by *mandamus*.

Railways are improved public highways; and the courts have uniformly held that they are of such public use as to justify the exercise of the right of eminent domain, in taking all real estate that may be necessary for the construction and maintenance of the road, its depots, side tracks, stations, machine shops, and other necessary appendages; disfiguring and rendering unfit for cultivation, farms, and even in destroying dwellings.

The necessity and expediency for the exercise of this right, in making public improvements, either for the benefit of all the people of the State, or of a particular municipality, must be determined by the Legislature.

Mere convenience is not sufficient to justify the exercise of the right. The public use must be necessary and pressing. In referring to the urgency of the public use. Woodbury J., in the case of West River Bridge Company vs. Dix, 6 How, 546, said, "So, as to a road, if really demanded in particular forms and places, to accommodate a growing and changing community, and to keep up

with the wants and improvements of the age—such as its pressing demands for easier and social intercourse, quicker political communication, or better internal trade, and advancing with the public necessities from blazed trees to bridle paths, and thence to wheel roads, turnpikes, and railroads."

Though the distinction between the right of eminent domain and the power of taxation may be manifest, yet when the public use, necessary for the exercise of the former, has been settled by both the legislative and judicial departments, and a particular enterprise has thus been fixed as of public importance; the position is very much strengthened, that taxation for such an enterprise is for a public purpose.

This court has decided that such corporations are created for the public good; to increase the facilities and conveniences, and promote the great ends of commerce; and that they cannot organize monopolies, and make contracts injurious to the public interests. Vincent vs. C. & A. R. R. Co., 49 Ill. 33. Chi. & N. W. R. R. Co. vs. The people ex rel Hempstead.

In view of the past history of railroads; the impossibility of dispensing with them; the necessity of an increase of the number, to open more outlets for the products of our fertile and inexhaustible soil—all of which were well known to the Legislature—and sustained by numerous authorities—we must hold, that, even if the appropriation in this case was not for a public purpose, in the broadest sense, the character of the purpose is involved in such doubt, that we cannot declare void the action of the Legislature.

Is the law, under consideration, in violation of the 5th Section of the 9th Article of the Constitution of 1848? That section provides that "the corporate authorities of counties, townships, school districts, cities, towns and villages, may be vested with power to assess and collect taxes for corporate purposes; such taxes to be uniform in respect to person and property within the jurisdiction of the body imposing the same."

It is contended that the appropriation was not for a "corporate purpose." If it was for a public purpose—for the benefit of the inhabitants of the municipality—then it would be for a corporate purpose. The latter cannot be distinguished from the former; and all that we have said in relation to the public purpose of the tax will apply with equal force to a corporate purpose. We refer to the following cases in which the questions discussed have been settled by this court: Prettyman vs. The Supervisors of Tazewell County, 19 Ill., 406; Johnson vs. The County of Stark, supra; Perkins vs. Lewis, 24 Ill., 208; Butler vs. Dunham, 27 Ill., 474; The President and Trustees vs. Frick, 34 Ill., 405.

In the case of Nichol vs. The Mayor and Aldermen supra, a subscription by the city of Nashville to a railroad was held to be for a corporate purpose. The Constitution of Tennessee provides that "The General Assembly shall have power to authorize the several counties and incorporated towns in this state, to impose taxes for county and corporation purposes respectively." The language is substantially the same as in our own Constitution. The City of Nashville having subscribed, a bill was filed to restrain the issue of bonds; and the court decided, that the Legislature had power to authorize the subscription; that the construction of the road was a corporate purpose, and that the city might either levy the tax, or issue bonds to obtain the money.

In Taylor vs. Thompson, 42 Ill. 9, this court defined a corporate purpose to mean—"a tax to be expended in a manner which shall promote the general prosperity and welfare of the municipality which levies it."

We adopt this definition; and are of the opinion that no person can doubt but that taxes expended to aid in the construction of a railroad, must promote the general prosperity.

The remaining question is whether a distinction exists between a donation in aid of the road and a subscription to the capital stock of the corporation. The distinction is more apparent than real; indeed, to our view, is entirely shadowy. No principle would justify the authority to a municipal corporation to become a stockholder in a railroad company, merely to acquire equitable rights and to prevent the misapplication of the funds.

The power is granted in consideration of the public benefits: and these are as great in the one case as in the other.

The decree of the court below is reversed and the cause remanded.

Decree reversed.

Journal of Railroad Law.

RAILROAD COMPANIES—DEATH FROM WRONGFUL ACT OR OMISSION—STATUTE OF LIMITATIONS.

The facts of the late case of Hanna, Administrator, *vs.* The Jeffersonville Railroad Company, (32 Ind., 113.) are fully and clearly stated in the following opinion by—

FRAZER, C. J.—This was a suit by the appellant against the appellee. The only question is, whether the court below erred in sustaining a demurrer to the complaint.

The suit was by an administrator, to recover, under the statute (2 G. & H. 330 sec. 784), for the injuries resulting to the intestate, in 1864, whereby his life was lost. He was a resident of Maryland, and a passenger on the defendant's railroad, and injured by the carelessness of its servants. He died in April, 1864; administration of his estate was granted in Maryland, in August, 1867; and the suit was not commenced until February, 1868.

It will be seen that the statute already referred to, which gives the right of action, provides, that "the action must be commenced within two years." To this limitation upon the right to bring the suit there are no exceptions made by the statute, and it is not competent for the courts to make any. The law must be administered as the legislature has enacted it.

It is important, then, to inquire when the two years began to run. The language of the statute does not furnish an express answer to this inquiry. But it does not appear possible to suppose that the legislature meant that it should be from the appointment of the administrator. The damages accrue to the widow and children or next of kin. They can procure administration as, and when they wish. They can move promptly, and in many cases they can delay at their pleasure. The statute was intended mainly to be operative against carriers of passengers, and in a very large measure against corporations whose business is exclusively performed by hired servants, who are being constantly changed, and within whose knowledge the facts of such cases would generally rest, or who must be depended on for such information as would lead to a discovery of the facts and the witnesses to establish them. The reasons for requiring the suit to be brought within some short period after the occurrence were, therefore, very forcible, and must have been perceived. While a proper regard for the security of human life required that a right of action should be given, which did not exist by previous law, the considerations already noted required that the remedy should be promptly sought; else a door would be opened wide for injustice and wrong. If, by delay to procure the appointment of an administrator, the suit might be brought four years after the event which made the cause of action completely mature, it might, by the same method, be delayed for any length of time. We do not feel at liberty to adopt such a construction of this statute. We think that it was intended that the suit should be brought within two years from the death of the person, that the right of action is given, not generally, as a right of action exists at common law, but upon the express condition that the suit shall be instituted within the period named, and not afterwards; in brief, that the limitation is descriptive of the right created.

It only remains to ascertain whether the point can be raised in this case by demurrer to the complaint. Ordinarily, statutes of limitations must be pleaded, though the facts appear by the averments of the complaint. The reason for this is, that usually there are exceptions to statutes of limitations, and the plaintiff should, therefore, have the opportunity of replying to the plea, so that he may show that the case is within any of the exceptions. To compel him to make these averments in the complaint, would tend to inconvenient and needless prolixity. But in the case before us there are no exceptions, and, consequently, there is no reason why the defendant should plead the fact. There could be no reply avoiding the plea. The complaint brings upon the record all the facts concerning the matter that could be of service to either party, and the answer would be but a repetition of them accomplishing no useful end. We think therefore, that the question was properly raised by the demurrer, and that it was correctly sustained.

Affirmed.

Debt of Canada.

The debt of the Dominion as it stood on the 30th June, 1868, is payable as follows:—

Payable in	1872	$255,951 87
"	1873	882,968 43
"	1874	36,772 00
"	1875	1,851,433 33
"	1876	3,957,208 34
"	1877	1,531,833 35
"	1878	569,533 33
"	1879	2,657,118 33
"	1880	7,613,413 33
"	1881	6,111,560 00
"	1882	1,338,333 33
"	1883	2,684,940 00
"	1884	1,357,965 00
"	1885	1,529,206 66
"	1886	33,658,962 54
"	1887	3,471,093 33
"	1888	574,266 67
"	1889	1,703,333 33
"	1891	959,220 00
"	1892	705,666 67
"	1893	600,000 00
"	1895	40,000 00
"	1896	88,500 00

☞ It is reported that the management of the Rensselaer and Saratoga Railroad will in a short time lay a track across Green Island to connect with their track from Albany with the depot in Troy. In order to make this connection they have leased the right of way across the Central Railroad bridge spanning the Mohawk. As soon as completed, local trains will run between Albany and Troy.

☞ The Bridgeton and Port Norris Railroad Co. have commenced to run regular passenger trains from Cedarville to Philadelphia, by way of the West Jersey and Vineland Railroads. Two trains each way are run daily.

Value of Land Grants.

The Boston *Daily Advertiser* has a long article on the value of land grants to railroads, which concludes as follows:

"With respect to the grant of the Northern Pacific Railroad and its prospective value, Congress granted to this company 12,800 acres of land to each mile of road, commencing on Lake Superior and extending to the eastern boundary line of Dakota, and 25,600 acres per mile from that line to the Pacific coast. This grant was to aid in the construction of a railroad from Lake Superior to Puget Sound and the vicinity of Portland, Oregon, and calls for about 58,000,000 acres, or 90,000 square miles of land, an extent equal to New York and Indiana together, or eleven and a half times Massachusetts. The route of this road, commencing in Minnesota, on the shores of Lake Superior, passes through the timbered lands west of that lake, and over the region of prairies, lakes and groves in western Minnesota; thence it crosses the wonderful valley of the Red River of the North, and strikes out over the gently undulating and fertile prairies of Dakota, and crossing the Missouri river at the mouth of the Heart, it extends to the beautiful valley of the Yellowstone in nearly a straight line; ascending this valley and passing through belts of timber and rich rolling lands, it goes through the Boseman Pass of the Belt Mountains into the central basin of Montana, and crosses the fertile valleys of the Gallatin, Madison and Jefferson forks of the Upper Missouri; going up the valleys of the latter and Divide Creek, it runs through Deer Lodge Pass at an altitude under five thousand feet above sea-level, and descends the western slope by the valleys of Deer Lodge Creek, Hell Gate River, and Clark's Fork to Lake Pend Oreille, where it crosses the great grass plain of the Columbia to Wallula; thence it follows the Columbia River through the Cascade Mountains to the Pacific coast. The climate of this great land-grant belt across the continent is bracing, and unusually healthful, being free from all peculiar diseases. The soil, as a whole is of excellent quality, producing large crops of wheat, rye, oats, and barley; vegetables yield without a parallel in the history of horticulture in America, and all kinds of small fruits, wild and cultivated, yield the same as in the New England states. The nutritious grasses growing wild on the eastern and western slopes of the Rock Mountains and in the valleys afford sustenance for cattle the year round, the climate being so mild as not to necessitate shelter for stock in the winter. A large portion of this grant is covered with forests of an immense growth, the like of which cannot be found on this continent. Fine building stone is found in almost every variety, and inexhaustible in quantity. The mineral wealth of this region seems as yet to be hardly explored; at the present time no portion of our country promises a greater amount of the precious metals than that through which this road will run. Immense coal deposits are found underlying a great portion of the grant. The Committee on the Pacific Railroad, in the United States Senate, in their report, February 19, 1869, say: 'Every element of wealth, every condition of social growth and prosperity, exist in superabundance and beyond exhaustion in the region lying between Lake Superior and Puget Sound. For this immense country railroads can do more than they have done for Illinois.'"

"Now if we compute the ultimate value of this grant of the Northern Pacific Railroad at $7 per acre, the average of the land grant sales in the foregoing table, it will amount to $406,000,000; if at only $5 per acre, it amounts to $290,000,000; if at $3 07 per acre, the lowest of all the grants, it will amount to $178,060,000. This latter sum it more than twice the estimated cost of the road as set forth by the most competent engineers. These prospective results seem astounding, yet it strikes us as not unreasonable to believe that the financial results of this grant shall even exceed the highest of these estimates, inasmuch as its resources are so immense, and will be developed with so great facility by the railroad, which will be the shorter and more easily operated of our Pacific roads."

Hannibal and St. Joseph Railroad.

To the Editor of the Railroad Journal:

In reference to the action of the directors of the Hannibal and St. Joseph Railroad Company in increasing the capital stock, the following facts are presented: When the new direction came into possession they supposed the property of far more value, and in better condition than subsequent examination has proved.

A careful survey and estimate was consequently made, and it was decided that at least $3,000,000 would be required, in order to put the road in good working order, as well as to provide for the maturing obligations of the company, a large portion of which sum would be necessarily disbursed during the present year. It would seem that the old Board of directors had already contemplated the exigencies as early as February 2, 1871, when they provided by a new issue of stock the means by which the company could reduced the grades, make other improvements, and also cancel the obligations becoming due to the State of Missouri, under the following legislative enactment:

An act to authorize the Hannibal and St. Joseph Railroad Company to increase its Capital Stock.

Be it enacted, by the General Assembly of the State of Missouri, as follows:

Sec. 1. For the purpose of providing a fund to reimburse the stockholders of said company for such amounts as may have been or may hereafter be expended in improving the track and road-bed, and in equipping the road of said company, over and above the amount of their stock, and also of enabling the said company to retire its obligations to the State of Missouri, and redeem and deliver to the State the bonds of the State issued on account of said company, and also to discharge such of the other liabilities as it may be enabled to pay, it shall be competent and lawful for the board of directors of said company, from time to time, as may be found expedient, to increase the capital stock of said company to such an amount as in the aggregate shall be equal to the cost of said road and equipment and improvements: Provided, That such increase, together with the existing stock, shall in no event exceed the cost of said property.

Sec. 2. The Board of Directors of said company shall have the right to dispose of such increased stock by distributing it *pro rata*, in proportion to their stock in said company, among the stockholders of said company, to be paid for in money at such time and in such manner as the board may direct, or may sell the same in the market in such a manner and at such times and upon such terms as shall by the said board of directors be deemed for the best interests of said company.

Sec. 3. This act shall take effect and be in force from and after its passage.

Approved March 4, 1869.

In accordance with the above the following resolution, moved by Mr. Neilson and seconded by Mr. Hunnewell, was unanimously adopted:

"Resolved, That in the opinion of this board it is expedient that the capital stock of the company be increased to an amount equal to the cost of the road, its equipments and improvements, after deducting its outstanding indebtedness for such purposes reduced by the application of the land grant sales, whenever, in the judgment of the directors, the condition of the company's affairs will warrant such increase."

The recent issue of stock was made by the executive committee December 28, 1871, in conformity with the action of the old board of officers.

New York, Feb. 16th. A. DIRECTOR.

Finances of Wisconsin.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

From the reports of the Secretary of State and State Treasurer, it appears that the balance in the Treasury belonging to the various funds, at the close of the last fiscal year, was $329,845 82.

The receipts and disbursements of the general fund for the fiscal year were as follows:

RECEIPTS.

State tax and tax on suits	$702,064 28
Railroad companies—taxes	241,130 58
Insurance companies—taxes and license fees	53,250 93
Telegraph companies	1,094 70
Plankroads—taxes	317 72
Banks—due on State Bonds	2,123 96
Miscellaneous sources	29,594 64
Total	$1,029,576 81

DISBURSEMENTS.

Salaries and permanent appropriations	$83,274 84
Legislative expenses—session of 1871	101,666 12
State prison and charitable institutions	386,591 15
Interest on State debt	156,889 58
Special appropriations	76,248 55
Miscellaneous	160,707 18
Total	$965,377 42

This fund having been overdrawn September 30th, 1870, to the amount of $19,063 71, the balance at the close of the last fiscal year was $45,135 68.

The above disbursements are thus re-capitulated in the Secretary's report:

For State institutions	$386,591 15
Interest of State debt	156,889 58
Special appropriations and other extraordinary expenses	125,815 24
Making the total extraordinary expenses	$669,295 97
Which deducted from the total disbursements, leaves as ordinary expenses	$296,081 45
The expenses of the same class in 1870 were	$316,380 31

The State debt not having been changed during the fiscal year, was on the 30th of September, 1871, $2,252,057, owing as follows:

On State bonds outstanding	$68,200 00
To the school fund—on certificates of indebtedness	1,558,700 00
Normal school fund—on certificates of indebtedness	479,500 00
University fund—on certificates of indebtedness	111,000 00
Agricultural college fund—on certificates of indebtedness	33,600 00
Currency certificates—on certificates of indebtedness	57 00

The expenses of the fiscal year ending September 30th, 1872, have already been estimated and provided for, it devolves upon you to make provisions of the same for the year commencing October 1st, 1872.

The expenses of that year are estimated by the Secretary of State thus:

For salaries and permanent appropriations	$86,900 00
Legislative expenses	95,500 00
Interest on State debt	172,032 12
Penal and Charitable institutions	277,400 00
Clerks and employes	46,200 00
Printing—special appropriations and contingent expenses	97,000 00
Total	$775,032 12

The resources of the State for that year, are estimated as follows:

Railroad companies—license	$270,000 00
Insurance companies—tax and license	60,000 00
Telegraph and Plankroad companies	1,500 00
Hawkers' and peddlers' license	4,000 00
Miscellaneous sources	10,000 00
Amounting to	$347,000 00

Authorized by existing laws:

For interest on State debt	$172,032 10
Leaving to be provided for by you at this session	256,000 00

This estimate is deemed adequate for ordinary State expenditures for the year. Should large appropriations be made for purposes not anticipated in this estimate, additional revenues must be provided to pay them.

There was expended from the Governor's contingent fund during the year 1871 the sum of $1,924 02.

There was transferred to the fund during the year, to reimburse it for expenses heretofore incurred in protecting the St. Croix and Lake Superior Railroad lands, from collections made pursuant to chapter 46, general laws of 1869, the sum of $383 50.

The balance remaining in the fund January 1st, 1872, is $952 13, to which a small appropriation should be added.

There was received at the executive office during the year as fees for commissions to commissioners of deeds for this State to reside in other States, and paid into the State Treasury, the sum of $170.

The State tax levied for 1871 was $629,143 10, being $91,180 14 less than the year before. This includes $156,000 for building the Northern Hospital for the insane.

There is due to the State from counties on account of taxes for previous years, the sum of $35,229 95.

The following statement shows the assessed valuation, the amount of State tax, and rate per centum of that tax for the last five years.

For	Valuation.	State tax.	Rate per cent.
1867..	$196,851,161	$649,958 86	3⅓ mills.
1868..	244,140,774	544,889 12	1 21-100 mills.
1869..	242,641,124	515,961 13	2⅛ mills
1870..	455 900 800	720,323 24	1 58-100 mills.
1871..	455,900,800	629,143 10	1 38-100 mills.

The aggregate valuation of all taxable property, as returned by the assessors, for 1871, is $329,503,603, excluding Ashland county. This is something over two millions less than the assessment of 1870.

The experience of the past shows the tendency to undervalue nearly every class of property. This is done by assessors in the belief that thereby they lessen to their towns the burden of State and county taxes. Such is not the case, as the evil is remedied in a great measure by the county and State boards of equalization. To fully remedy the ill effects that grow out of this pernicious system of assessment, more stringent laws should be framed, regulating the duties of assessors, and a more thorough enumeration and classification of property in assessment should be required, so that boards of equalization can more fully correct the erroneous assessment of the towns officers.

The productive trust funds of the State are as follows:

School	$2,389,488 28
University	207,139 38
Agricultural College	182,970 20
Normal school	734,111 24
Total	$3,513,709 10

The State has now for sale of

	Acres.
School lands	336,812 48
University lands	9,378 53
Normal School lands	811,482 33
Agricultural College lands	86,673 45

☞ The Great Northern Railroad of Texas has been completed to a point fifty miles above Houston. The Hon. Galusha A. Grow is President of the organization.

☞ Ignatius Sargent has been appointed Treasurer *pro tem.* of the Boston and Albany Railroad.

Boston, Barre and Gardner Railroad.

The third annual report of the Directors of this corporation has just been issued, giving an exhibit of the financial condition of the road up to Jan. 1, 1872. The contractors did not finish the road from Barber's crossing to Gardner within the time specified in the contract, but continued to work until stopped by frost, and will be able to complete it in the spring without interfering with the running of trains. The corporation began running one train daily each way over the road Sept. 4, but the road was not formally opened until Nov. 27, since which time four trains have been run each way daily. Everything pertaining to the construction and equipment of the road is of good quality and in excellent condition. The capital stock is $718,790. The cost of construction and equipment thus far has been $759,187 55. The total earnings of the road amount to $27,441 94; the total expenses $8869 87. The liabilities of the road are, bills payable $67,071 36; assets $70,055 88. Assets in excess of liabilities $2984 52. The assessments made upon the stock have been promptly paid, and every demand against the corporation has been met when due. The business of the road will probably require a large increase of rolling stock in the coming spring.

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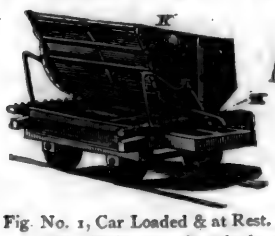
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American Railroad Journal.

New York Saturday, February 24, 1872.

Pennsylvania Railroad.

The annual meeting of this company was held in Philadelphia on the 20th inst. The report of the directors for 1871 shows the revenues of the lines operated by the company and the amount paid for their working expenses, &c., as follows:—

From the Pennsylvania Railroad and branches, $18,719,836 85; Philadelphia and Erie Railroad, $3,542,268 73. Total, $22,262,100 58. Expenses of both railroads, $15,865,697 07; profits, $6,896,403 51. Deducting dividends, interest, &c., amounting to $5,426,112 73, there is left a balance to the credit of profit and loss on account of the Pennsylvania Railroad Company of $1,470,290 78; from which deduct the excess of advances made by the company over the amount received from the United Companies of New Jersey and the Philadelphia and Trenton Railroads towards the payments of interest, dividends and operating expenses, &c., prior to January 1, 1872, $936,238 23, loss the profits of the lease of the Pittsburg, Fort Wayne and Chicago and Pittsburg and Erie Railroads until transferred to the Pennsylvania Railroad Company on April 1, 1871, $184,824 02, leaving a net balance to the credit of the business of 1871 of $724,876 57.

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Wilmington and Reading Railroad.

The annual Report of the directors of this company for the year 1871 shows receipts from transportation of $167,791 97, operating expenses $107,436 09. The president mentions the construction of the Christiana branch and wharf, and says "the indications are that a large shipping trade will be built up at this point." The receipts of the year show an increase of 92 per cent., and a further increase of 60 per cent. in the present year is indicated. The shipment of peaches to interior Pennsylvania last summer "proved entirely satisfactory as an experiment," and 894 tons were transported A number of new iron ore mines and stone quarries have been opened on the line of the road, from which a handsome increase of tonnage is expected. The branch road from Birdsboro' to Reading has been surveyed and prepared for letting. The president refers to the probable construction of the Berks County railroad (connecting with the Lehigh Valley) and of the Conestoga Valley railroad, from Springfield to Ephrata. The building of these important feeders will be of great value to the Wilmington and Reading line.

Schuylkill Navigation Company.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 13th inst., the managers reported that they had been engaged during the year in settling up the affairs of the company, and in making the exchanges of the certificate of loans as provided for in the lease and agreement with the Philadelphia and Reading Railroad Company of July 12th, 1870. The income of the company was during the year, $651,419 79; charges, $599,836 77; balance of income for the year, $51,583 02. Of the sum of $13,550 26, charged for current expenses, $2,145 89 were for debts of the year 1870, that had not been presented in that year, thus leaving the proper charges for 1871, $11,404 37. On the 3d of January 1872 a dividend of 50 cents per share on the preferred stock, and 25 cents per share on the common stock was declared payable to the stockholders, clear of all taxes, on the 20th inst. On the 1st of January 1871, the floating debt of the company, arrears of interest and dividend, and amounts due for taxes and other liabilities, amounted to $1 081,968 63. On January 1st, 1872, the same items amounted to $296,371 18, the difference having been extinguished by the sale of part of the coupon bonds of 1895, and the application of $55,612 for the income of 1871. In the payment of this balance of indebtedness of $296,371 18, the means of the company were cash on hand, $132,880 97; rent due by Philadelphia and Reading Railroad Company, $57,161 04; and loans of 1895 and 1880 held by president in trust, $48,000, estimated at $38 400, making a total of $228,442 01, leaving an apparent deficiency of $67,929 17, exclusive of any dividend to the stockholders. This deficiency arose from the insufficiency of the means provided for the settlement of the pending debts, and other liabilities of the company, as they stood on June 1, 1870, a part of the assets which are relied upon for the payment of such debts, being claimed by

the Philadelphia and Reading Railroad Company as their property, under the agreement of June 12, 1870. In order to settle this difference of opinion, and to provide a fund for the complete extinguishment of the indebtedness of the company, and the payment of the stockholders of the above named dividend, it had been agreed to modify the lease and agreement with the Philadelphia and Reading Railroad Company, subject to the approval of the stockholders. The dividend of July 31st had been ordered, but if the stockholders should not ratify it, then the future income from rent of last year, as well as the means now on hand, would be required for the payment of the debts and dividends. The proposed arrangement was:

1st. That the Philadelphia and Reading Railroad Company should guarantee the payment of principal and interest of $150,000 debenture coupon bonds of the Navigation Company, payable in 30 years with 6 per cent. per annum clear of taxes, the proceeds of said bonds with the present means of the company to be applied to the payment of the debts.

2d. The Philadelphia and Reading Railroad should pay the full rent for 1872, to be applied for interest, dividend and current expenses, on the basis of the agreement of July 12th, 1870.

3d. That on January 1st, 1873, and thereafter during the continuance of the lease, the Philadelphia and Reading Railroad Company should provide office room and furnish all supplies for conducting the business of the Navigation Company, and also make an allowance of $1000 per annum for the compensation of a president of the Navigation Company, whose duty it shall be to verify the transfers and the issues of all certificates of loans, &c.

4th. That out of any surplus that might remain upon the settlement of the Navigation Company's affairs, a compensation might continue to be allowed to its officers for 1873, while they were seeking other offices.

On the motion of Mr. W. D. Whitney it was resolved that a committee of three stockholders be appointed to examine the plan of a supplement for any agreement with the Philadelphia and Reading Railroad Company therein suggested, and report to an adjourned meeting of the stockholders.

Messrs. W. D. Whitney, W. J. Paxson and Charles Wise were appointed the committee with instructions to report at an adjourned meeting. The following officers was then elected:

President—Frederick Fraley.

Managers—Joseph B. Townsend, John N. Hutchinson, George Brooke, Charles W. Wharton, Thomas T. Lea, Charles Baber, of Pottsville.

Treasurer—Charles W. Bacon.

Secretary—William M. Tilghman.

The $100,000 Canal Prize.

The report of the committee appointed by the Legislature of this State to award a prize of $100,000 for improvements in the motive power of canal boats has been sent in to the Assembly. No decision has been reached, nor any project apparently yet developed of practical value. Inventors in nearly all the States of the Union, the Canadas, England, Scotland, Wales, Holland, South America and Southern Africa have written letters of inquiry to various members of the committee. About seven hundred communications in all have been received and replied to. Numerous models and drawings have been sent to the committee. The report of D. M. Greene, engineer, which is attached to the report of the commissioners shows that a properly constructed steam canal boat could be navigated at one-half the cost of the horse power now in use, making trips in one-half the time now required. In other words, twice the amount of freight could be transported at an aggregate cost less than that now necessitated; but to this it is an indispensable condition that a depth of seven feet of water be maintained throughout the canal.

Providence and Worcester Railroad.

The income of this company for the ten months ending September 30, 1870, and for the twelve months ending September 30, 1871, was as follows:

	1870.	1871.
From passengers	$280,174 41	$345,120 53
" freight	365,290 83	464,830 31
" mails	4,140 74	3,880 00
" rents	2,692 01	3,422 86
" express	9,418 68	11,965 09
	$661,716 67	$829,218 79
Expenses, viz:		
Maintenance of way	$113,364 38	$170,077 16
Repairs of locomotives	40,740 00	42,410 00
Repairs of cars	51,300 00	59,400 00
Fuel	55,158 83	61,573 90
Oil	5,525 65	7,926 80
Passenger department	43,624 26	58,360 48
Freight department	89,970 16	125,470 38
Local taxes	4,132 04	35,965 29
U. S. revenue taxes	12,353 56	5,128 20
Rent to Milford and Woonsocket R.R. Co.	2,500 00	5,000 00
All other expenses	53,898 43	52,094 16
	$472,562 31	$623,406 16
Net earnings	$189,154 36	$205,812 63

The receipts and payments, other than those for operating the road during the year ending September 30, 1871, are as follows:

Received for the company's six per cent. currency bonds, due in 1880, 254 @ $1,000	$254,000 00
Materials on hand Sept. 30, 1870	114,275 14
Cash " "	59,167 70
Note " "	280 00
Net earnings as above	205,812 63
Total receipts	$633,535 47
Paid and charged to construction and equipment	$103,504 24
Interest on bonds and notes	17,078 60
New coal pockets and the appurtenances therefor	23,940 57
Dividends December 31, 1870, and July 1, 1871, five per cent. each	200,000 00
Notes of the company paid	110,000 00
Back dividends paid	297 00
Materials on September 30, 1871	138,702 71
Cash	$121,213 35
Less due to other roads	82,081 00
	39,132 35
Note	280 00
Total, as above	$633,535 47

The length of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of double track, 17.90 miles. Length of branch, 1 mile. Length of sidings 15 miles. Length of roads belonging to other companies operated by this company, 3.877 miles. Total miles of road operated by this company, 47.287 miles. The report says:

It again becomes the duty of the directors to make report of the doings of the road for another year, from which you will observe that while the gross earnings are larger than for any preceding year, so much has been expended in improvements that the net earnings are only about the same as the year previous. It has in fact been the aim of the directors to use all the surplus earnings, keeping in view its usual dividends, in improving the road and increasing its equipment. It is believed that no road is in better condition or more fully equipped for its business.

Among the additions and improvements finished and in progress, are the building of the double track, the building in connection with the Boston and Providence Railroad Company, of an elegant and commodious brick passenger station at Pawtucket, 94 by 40 feet, two stories with French roof; at Woonsocket a new freight station of granite 204 by 42 feet with expensive bank walls and turnouts; a new brick passenger station at Ashton; a new car house at Valley Falls; a new engine house and a new car house at Worcester; an enlargement of the locomotive house at Providence; an addition to the passenger station at Central Falls; and what has been long needed the paving of the grounds surrounding the freight station at Providence, together with many other expenditures as detailed in the Treasurer's accounts.

The workshops of the company are running to their full capacity in building additional freight and coal cars, of which it is expected to turn out 100 during the coming spring. Additional locomotives and passenger cars are also required and are about to be contracted for.

An examination, by competent builders, of the bridges between Blackstone and Worcester, which it is necessary to widen to receive the double track, results in a decision that it will be better economy to build them anew, rather than to widen and repair the old ones, which have stood for twenty five years, and much of the time without being covered. The force of the company not being sufficient to build these in time, a contract has been made with Messrs. Chamberlain, Gibbs & Co., whose large experience in building bridges will enable them to build these with economy and despatch. The materials will be furnished by the company and are already being contracted for.

The new bridge at Orms street in this city, which was delayed some time by the non receipt of the lumber ordered for it, and after it was received by a new order from the city government to build it 87 feet wide instead of 52 feet as it now is, necessitating a further order for lumber, is now about to be built, the builders only awaiting the finishing of another bridge before commencing this. To pay for all these and other projected improvements, the directors have recently negotiated a sale at par of $200,000 of their 6 per cent. currency bonds, being the remainder of the half million authorized to be issued. The proceeds of these bonds will be received in January.

Notwithstanding the large coal equipments of the road and that the work of unloading is continued through the night, when practicable, as well as through the day, unavoidable delays have occurred for the last few weeks, from the fact that at least two-thirds of the business of the year has been crowded into the last three or four months. These delays are liable to occur until more of the consumers will equalize, in a greater degree through the year, their purchases of coal, and get in a larger portion of their annual consumption during the dull months of the year. No road can afford to have equipment enough to do the whole business of the year in a few months at increased expense, leaving it comparatively idle and to decay for the remainder of the year.

Complaints are made that the passenger and freight tariffs of this road are higher than those of the Boston and Providence Railroad of the same length, and running from the same depot which is true to some extent, but a strict comparison will show that the difference is no greater than the difference in expense of operating the two roads.

It should be borne in mind that this road rises over 500 feet in its 44 miles of length and is quite crooked; consequently must do its traffic a greater expense than straighter and more level

roads—another feature of that well managed road is, that its passenger receipts far exceed its freight receipts, while on this the freight receipts are far in advance of its passenger; and it is well understood that the passenger receipts of a railroad, with well arranged tariffs, are much more profitable than its freight receipts.

From the present good condition of this road, however, and its full equipment, and with anticipated increased business, it is hoped the ratio of expenses to receipts will be reduced; and with that view a revision of the tariffs, both passenger and freight, is now being made, and will soon be presented to the Board for ratification, to take effect by the first of March next. If adopted, they will compare favorably with other New England railroads. No modification could have been made before without a reduction in dividends which, perhaps, are not too large, when we recollect that for several years no dividends were made and for many more they were small.

A majority of the directors of the road being owners of large manufactories along its line and among its heaviest customers, would seem to favor the adoption of as low rates as a proper management of the road will warrant.

Two semi-annual dividends of five per cent. each have been declared during the year; one was paid July 1st and the other will be paid January 1st.

In their recent circular the Railroad Commissioners of Massachusetts recommend a reduction in the passenger and freight tariffs of the roads of that State. But when a road managed with judgment and economy, uses up all its earnings in its expenses and moderate dividends, which is the case with most New England railroads, it must be apparent that no large reduction can be made, unless the public will be satisfied to use dilapidated roads and less comfortable and commodious equipment, which would be poor economy. Whatever reduction is made must come from the net earnings, the expenses being the same.

The directors congratulate the stockholders that their road and its affairs are in a sound and prosperous condition, and under the care of its indefatigable superintendent, their property can never be less valuable than at the present time.

The company have 23 locomotives, 24 passenger cars, 6 mail and baggage cars, 229 eight-wheel, and 76 four-wheel merchandise cars, 118 eight-wheel platform cars, and 461 four-wheel coal cars.

Miles run by passenger trains, 208,420; by freight trains, 223,492. by other trains, 22,760—total, 454,672. Number of passengers carried, 1,898,891; do., carried one mile, 12,858,188. Tons of merchandise carried, 452,266; do., carried one mile, 13,855,268.

BALANCE SHEET, NOV. 30,

	1870.	1871.
Construction	$1,618,573 99	$1,674,043 23
Equipment	509,711 55	557,746 55
Materials on hand	114,275 14	138,702 71
Note on hand	280 00	280 00
Cash on hand	59,167 70	39,132 35
	$2,302,008 38	$2,409,904 84
Capital stock	$2,000,000 00	$2,000,000 00
Bonds payable	46,000 00	300,000 00
Notes payable	135,000 00	25,000 00
Dividends unpaid	3,310 00	3,013 00
Surplus earnings	117,698 38	81,891 84
	$2,302,008 38	$2,409,904 84

President.—EARL P. MASON.

Directors.—Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Horatio N. Slater, Jr., Lyman A. Cook, Estus Lamb, John C. Whitin, John S. Needham, George A. Leete, Eben B. Phillips.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Boston and Albany Railroad.

At the annual meeting of the stockholders of this company, held in Boston on the 14th inst., the following gentlemen were elected directors for the ensuing year: Chester W. Chapin, Springfield; D. Waldo Lincoln, Worcester; Ignatius Sargent, Brookline; James M. Beebe, Boston; George O. Crocker, New Bedford; Ginery Twichell, Brookline; Henry Colt, Pittsfield; Edward B. Gillette, Westfield. In response to a question by a stockholder, the President explained that a million and a half of the bonds issued in December had been taken, and a temporary loan of $900,000 has been paid from the proceeds. In the course of the colloquy the President stated that during the past ten years the company had paid over two and one half millions for premium on gold to use abroad.

The corporation had been compelled to stop giving through bills of lading to Western shippers to Liverpool. Nearly one-half of the freight brought from the West for shipment has been put on other than Cunard steamers. There was now freight enough coming over the road to load a steamer every second day if there was one ready.

The President also stated that since October, when rates of passenger and freight were reduced about ten per cent., there had been a loss of $11,772 in passenger receipts over 1870, and a gain of $332,203 in freight. The total gain in receipts by the reduction is now probably about $400,000. The expenses have, of course, increased by the increased freight carried. The number of passengers was not largely increased.

Pennsylvania Canal.

The annual meeting of this company was held in Philadelphia on the 13th inst. The annual report, which was presented by the secretary, shows the net revenue for the year 1871, clear of drawbacks, to have been $636,354 32 against $585,084 87 in 1870—an increase for 1871 of $51,269 45. The Treasurer's statement shows the balance on hand January 1, 1871, to have been $59,472, and the receipts from all sources during the year $1,006,648 26, making the total receipts $1,066,120 26. The expenditures were $1,041,340 91, leaving a balance on hand of $24,779 35. The following gentlemen were elected directors for 1872: President, Isaac J. Wistar. Directors, J. Edgar Thomson, Thos. A. Scott, H. J. Lombært, G. B. Roberts, Samuel T. Bodine, Wistar Morris, Washington Butcher, Joseph B. Myers, Josiah Bacon, William Anspach, Joseph H. Dulles, Chas. Parrish.

☞ The supplement to the Philadelphia and Newtown Railroad bill, recently passed by the Legislature, confers upon the present owners of the charter the privilege of building a road, to be operated by steam power from any point on or north of Berks street, in Philadelphia, between Front and Sixth streets, to the borough of Newtown, in Bucks county. The engineers employed have already had two lines surveyed, and have a profile of the grading nearly completed. Officers have been elected, and the organization perfected so far that everything is ready to put the work under contract at an early day.

☞ T. B. Sargeant has been appointed Superintendent of the new Boston, Barre and Gardner Railroad, and will soon enter on the duties of that position.

Northern (Canada) Railway.

At the annual meeting of the stockholders of this company, held in Toronto on the 14th inst., the following report was presented:

The Canadian Directors have the honor to submit the report for the year ending 30th Dec. 1871, with the usual appendices in detailed explanation thereof.

The gross traffic receipts for the year have been $777,498 94, as against $733,567 25 in 1870, showing an increase of 5.99 per cent.

The ordinary working expenses of the year have been $461,316 44, as against $426,118 61 in 1870, giving for the year 1871, a rate on the gross traffic receipts of 59.93 per cent., being an increase of 4.25 per cent. on the rate of 1870, which has arisen entirely from the reconstruction of a considerable proportion of the box freight car stock.

The expenditure upon necessary extensions and additions to works, building, rolling stock and general equipment has amounted to $188,478 76.

The new elevator at Collingwood has been completed and was opened for service on the 16th of October.

The Muskoka Railway was opened to Orillia (22 miles) on the 30th of Nov., and has since been in regular traffic operation to that point. It is expected that the next division of the line to Washago (11 miles) will be opened for traffic about the first of July.

The works of the North Grey Railway are being pushed forward by that company with energy, and there is every probability that the line will be in operation early in July next.

These two companies have entered into an agreement for amalgamation with a view to more economical administration, and to a consolidation of their securities, and a bill is now before the Legislature to give legal effect to that agreement.

In the event of that bill passing, of which there seems to be no doubt, it is proposed to simplify the relations of the amalgamated corporation with this company by consolidating the two leases of those lines into one, a measure obviously desirable and for which, if necessary, it may be well to seek legislative sanction.

Whitehall and Plattsburg Railroad.

At the annual meeting of the stockholders of this company held at Crown Point on the 14th inst., the following resolution was unanimously passed:

Resolved, That Messrs. A. B. Waldo, Wm. W. Hartwell and J. G. Witherbee be and they are hereby a committee to confer with the Delaware and Hudson Canal Company, or other parties, for the construction of the road from Whitehall to Ticonderoga and from Port Henry to the Clinton County division, or either portion thereof, with full power or authority to transfer State aid and all of the resources of the company and to execute a contract; and further resolved, that it is the unanimous desire of this board to take immediate measures for the completion of the unfinished portions of the Whitehall and Plattsburg Railroad.

☞ The directors of the Framingham and Lowell R. R. Co. have organized by the choice of Hon. E. P. Carpenter of Foxboro,' as President; H. Bliss of Worcester, Vice President; George E. Towne of Fitchburg, Treasurer; and Hosea Hyde of Newton, Clerk. The road is doing a very successful business, and promises to become an important tributary to the general communication between southeastern Massachusetts and the eastern, northern and western sections of the country.

☞ The completion and opening of the Middletown and Crawford (Orange County) Railroad was celebrated on the 23d inst.

Narrow Gauge Railways.

The South Branch Railway bill before the West Virginia Legislature proposes 160 miles of road between the Baltimore and Ohio and Chesapeake and Ohio railroads, by way of South Branch and Greenbier rivers. It is to be a narrow gauge. The projectors have advertised for an engineer to superintend the construction of the work.

A meeting was held at the LaGrange Iron Works on the 15th instant, for the purpose of taking into consideration the building of a narrow gauge railroad from Delta to Baltimore, by way of Towsontown, or to some point on the Northern Central railroad. This meeting was organized by appointing Archibald Wilson chairman and E. S. Rogers secretary. A committee was appointed to accompany an engineer on a preliminary reconnoisance as to the most practicable route to Baltimore by either of the above routes. Another meeting will be called at La Grange as soon as the engineer can make a preliminary report of the best route. On motion the meeting adjourned subject to the call of the chairman.

Minnesota Railroad Land Grants.

EXTRACT FROM THE REPORT OF THE RAILROAD COMMISSIONER.

In no State have such munificent land grants been made to railroad corporations as in Minnesota.

After deducting all deficiencies, they have either received or will receive on the completion of their roads, 12,222,780 acres of land in this State, an area larger than the whole of Massachusetts, Rhode Island, Connecticut and one half of New Hampshire, embracing much of the finest wheat lands in America.

The Saint Paul and Sioux City Railroad is 122 miles in length and this company has already received 698,405.77 acres of land which is valued at $6 per acre. The State also granted to this road 37½ miles of graded road bed which was worth $2,500 per mile. The city of Mankato has donated to it $15,000 in city bonds. This company then has received from the public the following amounts:

698,405.77 acres of land at $6 per acre	$4,190,434 62
37½ miles road bed at $2,500 per mile	93,750 00
Local aid from Mankato	15,000 00
	$4,299,184 62

The amount this company has received from the public is therefore more than $35,000 per mile. The road cost, according to a statement furnished to the Governor, two years ago, less than $28,000 per mile. In addition to the above grant of lands which the company has actually received there is an unadjusted balance of one hundred and thirty-four thousand acres of land which the company will receive; this at $6 per acre will make in addition to the above $804,000, or in all $5,103,184 62 or over $41,800 per mile for the length of the road.

THE SIOUX CITY AND ST. PAUL RAILROAD.

This road will be, when completed, 66 miles in length, in this State. The company has already received 189,459.10 acres of land and will receive when completed the balance of 230,000 acres. This road then receives the following accounts:

230,000 acres of land at $6 per acre...$1,380,000
Amounting to over $20,000 per mile for the length of the road.

1ST DIVISION OF ST. PAUL AND PACIFIC RAILROAD COMPANY.

This company has received, or is entitled to, 448,000 acres of land for branch line to Watab, 405,310.81 of which have been adjusted. This is valued by the company at $5 50 per acre. This company also received for the main line 1,382,400 acres, 450,982.88 of which have been adjusted. This land is valued by the company at $7 per acre.

This railroad company also received from the State 62½ miles of graded road bed ready for the superstructure, which was worth $2,500 per mile. The grants from the public to this road amounting to the following sums:

448,000 acres, branch line, at $5 50 per acre	$2,464,000
1,382,400 acres, to main line, at $7 per acre	9,676,800
62½ miles of grading at $2,500 per mile	156,250
	$12,297,050

This road, main line and branch, is 283 miles long. It appears then that the public have granted for its construction $43,452 per mile for the length of the road. The estimated value of the road and equipments as made by the company, is $13,903,593 86, or some over $49,000 per mile.

LAKE SUPERIOR AND MISSISSIPPI RAILROAD.

This company has already received from the Congressional grant 484,084.97 acres of land and will receive 476,000 acres more, making the amount of lands received and to accrue from this grant 960,000 acres. This company also receive from the State 694,400 acres of land of what are commonly denominated swamp lands, 567,247.84 acres of which have already been deeded to the company. 11,248.68 acres of the above lands have been sold by the company for $4 73 per acre; 7,171.49 acres have been sold for $5 57 per acre Perhaps a fair estimate of the remaining portion of the grant would be $2 50 per acre. This company has also received the following municipal aid:

From St. Paul	$200,000 00
From St. Louis county	150,000 00
	$350,000 00
Amount received by this company:	
11,248.68 acres at $4 72 per acre	$52,093 77
7,171.47 " " $5 57 " "	39,945 09
1,635,939.85 valued at $2 50 per acre	4,089,949 62
Municipal aid	350,000 00
Amount received	$4,531,988 48

This road being 156 miles in length has received over $29,000 per mile from the public.

MINNESOTA CENTRAL RAILWAY.

This road has already received under the Congressional grant 167,665.34 acres of land and is entitled to 8,000 acres more. This land is worth $6 25 per acre. This company also received from the State 69½ miles of grading which at the estimate of $2,500 per mile makes $173,125. This company has then received from the public the following sums:

170,500 acres land valued at $6 25 per acre	$1,065,625
69½ miles of grading at $2,500 per mile	173,125
Amount	$1,238,750

This road is 122 miles long, from Minneapolis to Lyle, and the amount received from the public is over $11,000 per mile, or if we reckon the Milwaukee and St. Paul Railroad as the successor of this company, and compute the cost from St. Paul to the Junction near Mendota we should also add to the grants from the public the amount the city of St. Paul gave to this road.

STILLWATER AND ST. PAUL RAILROAD.

This company obtained 76,800 acres of land.

In the report of the road the company does not fix any valuation upon the grant, but estimating the same at the rate of $5 per acre we have the following amount received:

76,800 acres of land valued at $5 per acre.$384,000

This road is 13 miles in length and the amount received from the public is over $29,000 per mile.

The cost of the road as given in the report of the company is $361,701 74.

SOUTHERN MINNESOTA RAILROAD.

This company has already received under the Congressional grant 193,833 acres of land and is now entitled to and will receive 134,490 acres more for the road thus far completed. The company has sold 170,478.68 acres of this grant at from $4 50 to $4 71 per acre. The value placed on the balance of the grant now owned by the company is $6 per acre. This company also received a grant from the State of 640,000 acres, but there will probably be a large deficiency in this grant. The company has already received 32,342.44 acres from the State which is valued at $4 71 per acre, also 20 1-5 miles of grading valued at 2,500 per mile, also municipal bonds to the amount of $148,000, likewise $47,500 of municipal bonds have been voted to the company but not yet delivered.

Amount of aid received:

193,833 acres land valued at $4 71 per acre	$912,953 43
134,490 acres land valued at 5 00 per acre	672,450 00
32,342.44 acres land valued at $4 71 per acre	152,332 89
20 1-5 miles grading at 2,500 per mile	50,500 00
Municipal aid received	148,000 00
" " voted	47,500 00
	$1,983,736 14

This road being 170 miles long has received public aid to the amount of over $8,400 per mile.

WINONA AND ST. PETER RAILROAD.

This company has already received 865,155.85 acres of land valued at $7 per acre and has also received from the State 50 miles of graded road bed valued at $2,500 per mile.

Amount received:

865,155.85 acres of land at $7 per acre	$2,656,090 95
50 miles of grading at $2,500 per mile	125,000 00
	$2,781,090 95

This road is completed 148 miles and has received thus far $19,300 per mile.

NORTHERN PACIFIC RAILROAD.

Congress granted in aid of the construction of this road ten sections of land per mile, through this State, and if the length of the road be 240 miles, it then receives 1,536,000 acres of land in this State.

I understand that this is valued by the company at $5 per acre, if so, this company then receives from the Government $7,680,000, or $32,000 per mile for its length of road in this State.

ST. PAUL, STILLWATER AND TAYLOR'S FALLS RAILROAD.

This company receives 44,800 acres of land, but no estimate as to its valuation has been furnished.

Memphis and Little Rock Railroad.

The Memphis *Appeal* thus refers to the new rolling stock on the Memphis and Little Rock Railroad;

There has been placed upon the Little Rock road, since its change of gauge, the most uniform and handsome rolling stock used upon any railway in the south. Engines, passenger cars and freight cars are of the perfection of the art of carbuilding. The road is now moving, promptly, all freight offered, and Arkansians who would purchase goods in Memphis or Louisville may rely on having them sent through by "all rail," with promptness, without insurance, which, in many cases of river transportation exceeds the amount of freight charged by the railway company. It only remains for the city councils to execute a contract with the Little Rock railroad company by which its trains may be transferred bodily to the navy yard, that all freights may be received and delivered at one single point. If the city au-

thorities consulted as unselfishly the interests of Memphis as those who have executed this herculean task of bridging the lowlands of Mississippi, municipal legislation in behalf of this road would be infinitely more liberal and certainly more prompt than we have hitherto found it.

Cumberland Valley Railroad.

The revenue of this company for the year ending September 30, 1871, was as follows:

From freight		$347,571 67
" passengers		190,110 83
" mails		6,300 00
" express		4,445 54
" other sources		9,211 39
		$557,639 43
Expenses, v'z:		
Conducting transportation	$77,885 84	
Motive power	66,775 90	
Maintenance of cars	12,912 69	
Maintenance of way	63,189 39	
General expenses	13,280 00	
Extraordinary expenses	82,355 63	
		316,399 44
Net earnings		$241 239 99
Dividends and interest		133,608 34
Balance		$107,631 65

The company has 18 locomotives. Miles run with passenger trains, 186,022; with freight trains, 105,458; with other trains, 16,972—total miles run, 258,452. Number of passengers carried, 302,864. Tons of freight transported, 297,336. The president in his report says:

There is, perhaps, no system, which, in the world's progress, marches so steadily on as that of railways, and the public demand for their extension must be responded to; and whilst there may be some considerations which might induce us to hesitate in any extension of our road, we are not at liberty to stand still, regardless of the public necessities and demands upon us to supply their wants. At various points along our valley is found the greatest abundance of iron ores of the best qualities. It was demanded of us that we should afford facilities for transporting them to the furnaces, and it has been the policy of your board of directors to answer these demands. About seven miles south from Mechanicsburg, large mines of magnetic and hematite ores have been opened, and a company has been organized to construct a road from Dillsburg to Mechanicsburg, and it is now in course of construction, and will be completed early in the Summer. Your company has agreed to loan to it a sum sufficient to put the superstructure upon the road so soon as it shall have been graded and bridged by the Dillsburg and Mechanicsburg Railroad Company, to be secured by a mortgage of the road for the payment of bonds with seven per cent interest in gold, payable semi-annually, and a lease of the road to the Cumberland Valley Railroad Company for one hundred years. The valuable ores of the South Mountain and Pine Grove region are now brought to your road by the South Mountain Railroad.

A company has been organized, and is now actively engaged building a road from Mont Alto to a point near Scotland, in Franklin County, a distance of ten miles, which reaches a deposit of ore, the mines of which have been opened and used for many years, producing a quality of ore which is said to be very superior, and in quantity, according to the report of Prof. Lesley, entirely inexhaustible. We have also agreed to loan to this company, which has been chartered by the name of Scotland and Mont Alto Railroad Company, a sum sufficient to put the superstructure upon the road. It is expected that this road will be finished early in the coming Spring.

The Southern Pennsylvania Railroad, leading from Marion, a point on this road, to Mount Pleasant in Franklin County, a distance of twenty-five miles, has been completed and accepted by the Cumberland Valley Railroad Company under the terms of the lease, the conditions of which are stated in our last year's report. This road after passing through the richest and most beautiful part of Franklin County, reaches the ore mines of the Mount Pleasant Iron Company, which, upon the authority of a personal examination of them by Prof. Lesley, are pronounced to be excellent in quality, most abundant in quantity and mined with unequalled facility. We have thus by these roads, all of which will be in operation early in the Summer, reached every desirable point for trade and travel on either side of our valley. It is contemplated to extend the Scotland and Mont Alto Road to Waynesboro', which, if completed, will secure a most desirable accommodation to the enterprising manufacturers, as well as farmers in the vicinity of that place.

The extension of our road from Hagerstown to the Canal, at Powell's Bend, on the Potomac, has been completed, except the siding which reaches down to the Canal, which will be finished in a very short time, giving us a connection with the Chesapeake and Ohio Canal. The abutments and a large part of the foundations and piers of the bridge have been built, and the bridge itself is nearly completed by the Keystone Bridge Company, and it will require little time to put it up whenever the piers shall be finished. The road of the Martinsburg and Potomac Railroad Company is in a state of forwardness and will be completed by the time the bridge over the river may be passed, whereby we will be connected with the Baltimore and Ohio Railroad at Martinsburg, giving the people of our valley a direct communication with the west by Pittsburg, Wheeling or Parkersburg.

The second track, between Mechanicsburg and Bridgeport has now been completed at an expenditure during the last year and the year before of $57,885 70. An additional siding of 2,091 feet has been put in at Bridgeport, 250 feet at Mechanicsburg and 542 feet at Chambersburg, making 2,883 feet of siding during the year at a cost of $6,158 57. The passenger station at Hagerstown has been finished, and new engine house at Harrisburg. Two new passenger cars have been built, and one new freight engine purchased, making the extraordinary expenses as follows:

Williamsport Extension and Potomac Bridge	$123,345 98
Passenger station and engine house	2,861 26
Second track to Mechanicsburg	52,092 86
New sidings	6,158 57
New tools	1,164 82
New freight engine	12,112 43
New Passenger cars	8,835 99
Total	$206,571 41

The motive power and rolling stock of the company is in excellent condition, and would, perhaps, be adequate to the business of the coming winter, but for the necessity of making provision for the trade from the Southern Pennsylvania Railroad, which has just been opened for it. That company has expended nearly two millions of dollars in the purchase of their lands and construction of their road, and to pay upon this expenditure of capital will require a large amount of work, the principal part of which will be the sale of iron ore, all of which must pass over our road. Their estimate of mining operations is 200,000 tons a year; this would require of us a very large addition to our motive power—at least eight new freight engines. But much allowance of time is to be made to enable them to bring into operation so large an amount of work; and the difficulty of immediately disposing of so great a quantity of ore, is to be considered. But ore from the Dillsburg road and from the Mont Alto road, both of which will be completed early in the coming year will certainly be brought to us, and we must be prepared to transport it over our road. This will involve the necessity of the purchase of at least three new freight locomotives, as soon as they can be obtained. All these new branches will, doubtless, supply their own cars and control them at points of loading and unloading. If no untoward circumstances should occur to mar the operation of trade and manufactures in the coming year, we may look with great certainty for a very large increase of business upon our road. The connections with the Chesapeake and Ohio Canal will largely add to our coal and lumber trade westward, and the great facility of mining ore upon our road and its branches must give employment to a greatly increased motive power eastward, and this increase will assuredly enable us to carry at rates which will be satisfactory to all who do business on our road.

Statement October 1, 1871.

Cost of road and equipment	$1,583,444 79
Materials on hand	53,221 84
Trustees of sinking fund	464 196 48
Cash and cash balances	94,798 11
Total	$2,195,661 22
First preferred stock	$241 900 00
Second do. do.	248,000 00
Common do.	841,750 00
First mortgage bonds	161,000 00
Second mortgage bonds	109,500 00
Six per cent. bonds	81,800 00
Dividends 1st October, 1871	53,066 00
Interest on bonds	13,274 00
Outstanding dividends	1,505 87
Balance	448,865 35
Total	$2,195,661 22

President.—Frederick Watts.

Directors.—Frederick Watts, Thomas A Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—Edward M. Biddle.

Superintendent.—O. N. Lull.

Pittsburg, Cincinnati & St. Louis Railroad.

At the annual meeting of the stockholders of this company, held at Steubenville, Ohio, on the 5th inst., the following gentlemen were elected directors for the ensuing year: Thomas A. Scott, George B. Roberts, Josiah Bacon, Samuel T. Canby, Henry H. Houston, William Thaw, Thomas L. Jewett, Joseph Means, Thomas Mears, George W. Adams, David S. Gray, J. N. McCullough, Robt. Sherrard, Jr. The report of the Board of Directors indicated that the leased lines will be self-supporting during 1872. An issue of three and a half millions of preferred stock was authorized to pay off the floating debt. The leases of the Chartiers Railroad, and of the Jeffersonville, Madison and Indianapolis Railroad were ratified.

☞ At the annual meeting of the West Jersey Railroad company held on the 19th inst., the following gentlemen were elected to serve as Directors for the ensuing year, viz: Thomas Jones Yorke, Samuel A. Whitney, Horatio J. Mulford, Charles E. Elmer, Coleman F. Laming, Lewis Mulford, John M. Moore, Josiah Bacon, Washington Butcher, George B. Roberts, Edmund Smith, Edward C. Knight, Samuel T. Bodine. Hon. T. Jones Yorke was re-elected President, and George J. Robbins, Secretary and Treasurer.

☞ Work on the wharves of the Chesapeake and Ohio railroad just below Rocketts is being pressed with great energy, piles already having been driven over a space the length of two city squares. The wharves will be constructed in the most substantial manner, and will be of a capacity fully equal to the immense business they are designed to accommodate.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	98,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	585,286	487,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,282	506 628	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,550	340,301	384,372	393,654	465,750	466,582	536,842	529,278	506,904	459,576	463,056	389,420	5,257,315
1872	372,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,863	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,604	765,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,470	1,570,067	1,107,084	1,001,987	13,38',471
1869	892,093	830,287	1,142.166	1,112,190	1,268.444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,991,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	208,696	218,347	271,425	237,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239.522	247,661	241,456	259,408	253,387	341,783	320,025	293,615	271,555	242.621	3,095,985
1870	203,069	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	286,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	327,538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	516,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,805	569,250	567,679	480,620	576,258	571,343	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	528,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444.443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,368	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901.235	908,225	811,708	697,751	8,678,958
1871	618.065	565,416	606,845	588,661	695,446	733,989	714,854	834,209	886,845	761,964	719,909	.....	.....
1872	642,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	108,378	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,536	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,560	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	108,246	110,213	111,117	111,127	118,407	132,998	153,531	144 023	141.376	1,418,869
1871	130,883	126,224	140,740	113,173	119,660	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	30.,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	253 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,093	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,046
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,583	7,250 069
1870	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,202	305 454	278,701	310,762	302,426	251,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,529	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2.915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	288,980	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283.221	263,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,930
1871	212.005	217,947	319,705	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,108	299,552	3,630,696
1872	254,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,685	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416 841	866,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,301	996.841	1,262,386	850,742	887,793	874,974	436,990	10.687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,284
1868	427,437	518.174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479.236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,833	1,418,141	1,413,643	1,423.278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222 953	198.684	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230.340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160.085	2,008,285
1870	152,393	158,788	172,216	172 947	155.081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,769
1872	173,707	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,906	406,766	351,758	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280.529	293.344	283,833	484.209	450,203	429,898	324,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293.645	295,278	318,699	340,592	348,632	322,756	466,481	508,042	451,296	425,687	386,254	4,469,763
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	433,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	718,820	5,700,183
1870	528.529	500 139	539,238	706,603	802.586	744.450	643.058	664 051	728.521	719,698	570.168	606.053	7.654,094
1871	479,578	373,925	499,599	584,540	724,466	728,174	673,693	681,865	800,402	777,362	706,142	542,903	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.			$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	37,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.20	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	907,264	192,750	—	—	251,773	76,780	36.3	50	10½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,689	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6 0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st.(Syr.).N.Y.	59,354	42,500	12,700	—	13,508	1,129	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	....
Oct. 31, '70	5.40	165	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	42½
Sept. 30,'70	5.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	280,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	22
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	92
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,902	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	548,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.86	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	32½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham...Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,026	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	34,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	600	92	2d and 3d street (Phila.).....Pa.	844,143	573,417	100,300	—	504,136	109,959	10.0	50	30	65
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	18,283	200,998	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	31,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,179,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22
Dec. 31, '70	3.80	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	10	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,218	400,000	300,000	—	497,462	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	18,447	8	100	100	....
Sept. 30,'70	16.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	10	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	10	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	14	8	Williamsport .....Pa.	38,680	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	52,152	52,900	—	—	8 600	8,010	4	100	100	....
Oct. 31, '70	3.88	40	16	Worcester.....Mass.	46,204	40,000	20,000	6,006	est.	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Rate.	Payable.	Interest Payable.	Market Price.
	$	pc			
Albany. 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry 1st Mortgage	194,000	7	J.& J.	187.	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	800,000	7	J.& J.	1882	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage	379,000	7	M.& N.	1876	....
Brooklyn and Jamaica: 1st Mortgage	300,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1872	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1875	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris'n & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O.	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O.	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1875	....
2d Mortgage	15,000	7	A.&O.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	900,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	95,000	7	A.&O.	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	200,000	7	J.& J.	1885	....
Utica, Clinton & Bingham. 1st Mortgage	300,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J.& J.	188	....
West Hoboken. 1st Mortgage	61,000	7	M.& N.	1879	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1879	....
Worcester: 1st Mortgage	20,000	6	A.&O.	187	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,444,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Jan. '72 1½
Bloomsburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov.'71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J A. J.O.	Jan. '72 7
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov.'71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R..*100	6,850,400	F. & A.	Aug '71 1½
" " pref.100	769,600	F. & A.	Aug.'71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000 000	J.AJ&O	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380 000	J.A.J&O	Jan. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,416 018	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*.. 50	2,967 800	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind....100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Oct. '71 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Sept.'71 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....60	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River.....0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	207,383	— & —	.....
Cumberland Valley..... 0	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '71 2½
Elmira & Williamsport* 50	50 1,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,000,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,549,000	J. & J.	Jan. '72 4
Georgia.....100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,287,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J. O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " 1 ref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	269.200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*.....50	$5 871,459	J.A. J.O.	Jan. '72 2
Little Schuylkill*.....50	2,645,100	J. & J.	Jan. '72 3½
Long Island.....100	3,000.000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '71 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley.....20	600,000	F.M.AN	Nov.'71 2½
Macon and Western.....100	2.500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '71 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665.848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck.....100	1,864,400	F. & A.	Aug. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp...100	605.000	J.A. J.O.	Oct. '71 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,008,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif...100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	Irregular.	July '71 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central..... 50	5,000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051.800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R.. 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '71 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	249,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug '71 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '71 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '72 7
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adama..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300 000	— & —	.....
" " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5s
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Aug. '71 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,800	M. & N.	Nov. '71 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 1½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,360,000	J. & J.	July '71 2
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,00	J. & J.	Jan. '72 4½
Worcester and Nashua..7s	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn).....100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....5	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Hester, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105 000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	760,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston).....100	75,000	M. & N.	Nov.'71 3
South Boston.....100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov.'71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,894	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000 000	F. & A.	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal.....25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,898,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	0,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	6,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '65
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '64

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,721,000	6	Jan. & July.	1880	114½
.. .. coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,102,800	6	Jan. & July	1881	114½
.. .. coupon	64,218,400	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	66,774,100	6	May & Nov.	1882	110½
.. .. .. (5-20s) ..... coupon	324,946,750	6	" "	1882	111
Loan of March 3, 1863 ..... registered	53,379,500	6	Jan. & July.	1881	114½
.. .. coupon	21,620,500	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,492,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s) ..... registered	40,893,650	6	May & Nov.	1884	110½
.. .. .. (5-20s) ..... coupon	40,787,500	6	" "	1884	110½
Loan of March 3, 1865 (5-20s) ..... registered	42,987,550	6	May & Nov.	1885	110½
.. .. .. (5-20s) ..... coupon	120 214,900	6	" "	1885	111
.. .. .. 2d series (5-20s) ..... registered	63,687,700	6	Jan. & July.	1885	110½
.. .. .. (5-20s) ..... coupon	166,001,400	6	" "	1885	110½
.. .. .. 3d series (5-20s) ..... registered	91,469,400	6	Jan. & July.	1887	111½
.. .. .. (5-20s) ..... coupon	229,505,850	6	" "	1887	111½
.. .. .. 4th series (5-20s) ..... registered	12,781,500	6	Jan. & July.	1888	112½
.. .. .. (5-20s) ..... coupon	26,481,500	6	" "	1888	112½
Loan of March 3, 1864, (10-40s) ..... registered	138,055,550	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ..... coupon	56,511,750	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71 .. registered	111,779,200	5	F. M. A. & N.	1881	108½
.. .. coupon	13,095,250	5	" "	1881	108½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	20,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	308,211,698	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	66
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,500	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	95
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,188,000	7	Jan. & July.	1877	112
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805.000	7	" "	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1866	300,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1866)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,896	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. military	1,050,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	71-'72	99½
.. — .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'96	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	62½
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R. Loans, Stg.	2,238,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	445,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	280,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,022	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,661,398	6	" "	1883	103
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	6	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	109½
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,600	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1888	98
.. — .. of 1864	4,379,560	5	May & Nov.	1894	98
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1885	100½
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	5	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar	1,589,000	7	" "	1876	94½
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt)	.....	.....	.....	.....	92½
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1885 ..	1,000,000	6	April & Oct.	'71-'74	101½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	109
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	106½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	106½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	34
.. — .. .. (old) ..	3,839,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'96	18½
.. — .. .. (new) ..	1,759,000	6	April & Oct.	'92-'96	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	21½
.. —Special Tax Bonds	1,821,400	6	April & Oct.	1899	....
Ohio—State Loan (New York)	11,407,000	6	" "	1899	13½
.. — .. (")	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,000,000	6	" "	1875	....
.. — .. (")	4,095,309	6	" "	1881	101
.. —Union Loan (Columbus)	2,400,000	6	" "	1886	101½
Oregon—Relief and Bounty Bonds	266,975	6	May & Nov.	1871	103½
Pennsylvania—Redemption Loan of 1867	176,156	7	Jan. & July.	'74-'84	....
.. —	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	100
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	109
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	101½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100
.. — .. of 1863	239,000	6	April & Oct.	1893	101
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	51
.. —State Capitol bonds	1,097,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	32½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	67
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	67
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg	1,865,000	6	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	71-'90	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	93½
1st Mortgage, Eastern Extension	45,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	16,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1896	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	385,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1863 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '89 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	583,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869–'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	40
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	45
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,006	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,080,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1890	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	93
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	95½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	97
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	68½
Cedar Falls and Minnesota (Ji. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	91
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	.....	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	16,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	196,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,625,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	97½
Diz. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	96½
Illinois Gr. Trunk RR (44m) guar	980,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,200,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1895	85½
Income Bonds	300,000	7	Jan. & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	96
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100½
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	94½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free.gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Lat.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	800,000	7	Jan. & July.	New York.	1874	98
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	102
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	98
Cleveland & Toledo (L. S.& M. So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1860	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,500	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	72
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mor'gage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	90
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	160,000	10	" "	" "	1872	....
Covington and Lex. (Ky Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	18-3	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1886	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	86
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1868, (scrip).	1,916 6.9	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1860	300,000	6	March & Sept	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.).	150,867	6*	May & Nov.	N.Y. & London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sky Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	[illegible] & July	New York.	1890	92½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sky fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	[illegible]
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1862	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 66 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R. R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1880	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,100,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu're £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1890	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	" "	" "	1885	95
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	109½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18'0	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 20.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sky fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	80½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolida'ed Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1890	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	90
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	98
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1898	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 423 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1866.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	6,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,800,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	800,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m.)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100½
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.102½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1878	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ail.& Gr.R. R.R.)	640,000	8	" "	" "	1888	96
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	600,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	350,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	" "	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1900	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1900	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1898	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (").....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)..	88,000	7	May & Nov.	" "	'80-'86	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1899	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1876	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1862....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1886	....
Tenn. Loan.....	1,864,887	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	106½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1862	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	106½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	97½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1886	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	100½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	10[illegible]
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	903,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	....	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £131,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1892	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1880	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage .....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1876	97
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1896	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	'877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	92½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	486,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	50
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(OB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1890	....
1st Mortgage	7,000,000	*	Jan. & July.	" "	1880	....
gold						
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	100½
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1865	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1866	....
Mortgage Bonds	256,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	96½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1896	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1890	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1900	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1883	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s.g. f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	600,000	7	May & Nov	New York.	1890	98
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	100½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv., S.F. tax free.	2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1866.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	80
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	8	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) stg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) stg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864.	2,365,000	7	April & Oct.	New York.	1894	95½
2d Mortgage of May 1, 18-8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. stg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St. P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	736,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1873	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	225,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,746	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1878	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1880	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1880	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	8	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'73-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	75,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1894	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, stg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $23,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1880	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, stg fund conv.	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	93¼
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	5,000,000	7	June & Dec.	Boston.	1886	88½
2d Mortgage	1,500,000	7	" "	"	1891	40
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	....
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	$722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,488	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	657,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	600,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,800	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,089,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	95
Convertible Loan	1,996,879	6	" "	"	1877	85
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,966	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	83½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	638,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg.	872,667	6*	" "	London.	1873	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	434,333	6	" "	London.	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1886	....
3d Mortgage	13,000	6	" "	"	1896	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1895	....
Pennsylvania Coal:						
1st Mortgage	500,000	7	Feb. & Aug.	Philadelphia.	1851	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1871	92½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Year ending	Miles Operated. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1870	30.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,824	18,116	—	100	....
May 31 1871	286.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna †...New York.	7,108,372	662,644	.....	.....	3,067,800	4,164,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,708	57,597	—	100	94½
Jan. 31, 1871	182.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,284,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,708	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	.....	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	606,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,478	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	96.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	378.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio †....Md. & W. Va	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	13.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	*	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	75.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	30	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	227,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany....Mass. & N. York.	21,938,629	*	2,164,639	1,701,178	19,413,200	1,764,520	484,370	4,182,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,780	872,600	300,500	188,662	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †.M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	....
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	284,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	141½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	142½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	168.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	51.0	4.0	—	15	14	8	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	126
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,580	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	....
Sept. 30, 1870	31.9	1.0	30.7	—	5	15	7	189	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	73½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	—	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Ohio. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br. Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,568	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,600	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	165.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,568	15,000,000	3,2 1,000	1,568,048	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	111
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*†..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug..N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,066,373	7,218,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	302	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,406	2,063,299	10	100	123
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,688	2,779,011	10	100	139½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....	(Leased and oper. by Mich'gan Central.)	.....	.....	.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	30,624,595	.....	.....	1,877.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,984,358	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,812	260,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Western	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000				450,000	1,100,000	.....	.....	—	(Operated by Tol. Wabash& Western.	.....	.....	.....	.....	—	100	...
Aug. 31, 1870	207.0	66.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,865,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,940	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	.....	100	44
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	4,039,500	*	.....	.....	4,000,000	4,000,000	40,500	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	.....	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	100
Nov. 30, 1870	62.0	13.5	53.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	262,501	4,796,925	754,000	93,996	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,461	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,007	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	5,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,000,000	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,890	6,966,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 pm.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	6	508	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,835,497	7,201,500	1,766,617	.....	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	5½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,967	276,651	666,000	2,070,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,703,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,500,000		.....	.....	1,456,000	3,160,000	.....	.....	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000		.....	.....	1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000		.....	.....	4,625,000	2,960,000	.....	.....	....	(Leased & oper. by Ill. Cen.)	.....	.....	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	13,800	29,992	129,550	82,000	16,551	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	252,008	.....	400,000	120,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386		.....	.....	286,730	.....	.....	.....	—	(In course of construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	.....	.....	330,000	.....	.....	.....	—	(Recently completed.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,036	*	23,606	86,718	520,973	1,886,000	217,602	308,746	116.0	810,000	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	.....	.....	.....	2,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	902,098	3,500,000	3,225,000	456,985	.....	226.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000		.....	.....	1,500,000	500,000	.....	.....	—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000		.....	.....	300,000	800,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	...
Jun. 30, 1870	96.6	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3,827,430	3,825,000	1,961,985	.....	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324		.....	.....	188,200	600,000	.....	.....	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	300,000	300,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.6	—	6.2	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,452,000	.....	.....	.....	612,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.2	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	204	Kansas City, St. Joseph & Council Bluffs..Mich.	8,552,500	*	.....	.....	2,776,000	4,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,580	26,299,356	1,790,777	.....	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1871	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,080	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2,279,336	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	85	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,196,179	34,938,000	22,583,000	5,666,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	91½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 pm.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	2,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	479,944		.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Phg. Ft. W. & Chi.)	49,507	.....	.....	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	2,316,437	421,124	1,425,080	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100		.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	18,159,400	5,588,000	414,417	.....	208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	124½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	4,000,563	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	...
Nov. 30, 1870	88.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,160	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	.....	.....	—	100	...
Dec. 31, 1870	25.0	—	....	67.0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	92
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,539,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	50	63
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	6,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	¶ 372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	954	17	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,846,904	1,666	2,051,100	.....	161,923	17	10.0	(Recently opened 10 miles.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	.....	15,123	200,000	67,700	14,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1.0	61.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,894,334	420,357	370,669	3,635,750	9,219,389	1,657,418		355.0	2,212,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	75
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	.....		—	(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,784	1,524,392	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	126½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		—	(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....		.....	57,200	100,000	57,381	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt: Cent..Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900	.....		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	58
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,606	.....	.....	700,465	303,186	10	50	174½
Dec. 31, 1870	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Oct. 31, 1870	95.9	8.8	107.5	—	69	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	69	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	115
Oct. 31, 1870	59.0	—	20.8	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	318,538		72.0	522,044	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.&Alb'y.)	7,863,574	3,123,631	7	100	98
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319							27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,235	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,369,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)	.....	.....	10	100	130½
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,756	—	100	98
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,678	2,118,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	343,465	.....	(10 mos.	661,717	198,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Buri.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,158,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,553			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	291,689	58,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	68	16	828	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	228	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,445,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,787,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,062	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,062	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			.....	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	285,235	*			250,844				20.0						6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	(Leased	& oper. by	Erie.)				—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,478	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,665,176	125,304	52,801	20	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	10	100	100
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	600,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0	.....	10,016,552	19,606,470	1,189,989	297,492	—	100	151
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	88,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.l	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,572,236	386,803	—	100	76
Dec. 31, 1870	91.0	—	—	100.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	316	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper.by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,613	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,600	.....	.....	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	15	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,582	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	*	25,479	65,882	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	3.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Ph	ila. & Read	ing.)	[28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	—	54.0	202,476			207,264	172,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,868	*		186,213	105,220	1,151,400	210,000				80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000				40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000				50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830				—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000				—	(In a bad	condition. No return.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000				28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000				45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	55	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000			21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000				—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320				108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	432,694					438,300					—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	452,080	353,009		243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.							4,926,000				—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162		11.5	50,907	1,463,091	115,070	62,160	18,934		100	
Sept. 30, 1870	67.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000				72.8	254,938	10,319,774	1,377,540	368,168	162,982	—	100	75½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000				....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000				—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m				100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.											....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	48	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270			49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000			—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500				267.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000			68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m				—	(Under	cons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000			13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700				—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634		—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000				—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000				—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874							95,255	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284			—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783			81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,235	400,000		23,557	45,843		11.7	66,346		(10 mos.	102,172	23,051	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	636,070	1,186,000	557,988	7,742		—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,466,285	42,464	1,988,150	800,000	284,849	1,095,523		72.0	578,258	9,988,392	35,490,258	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000				34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000				228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	868,744		631.0	3,473,960			4,544,641	1,308,376	—	100	75½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	247,055			55.3	174,820	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400					—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512				1,038.7			71,779,106	7,625,277	2,947,862	—	100	35½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*				1,000,000	3,200,000				100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000				—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.8	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,666,990	150,000				59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900					....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000					11.4	40,386	333,487	6,601,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000					—	(Leased	& oper. by Ver. Cen.)				8	100	99½
May 31, 1870	168.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000				185.0	1,144,375	16,301,331	66,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750,000	199,627	48,906		110.1	225,166		(10 mos.	456,651	loss.		100	80½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200				—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000				—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000				18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000				10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,676	86,896				44.0	88,396			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000			35.5	204,506			288,586	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*		2,164,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076		268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*									—	(Leas. for 20 y'rs at $25,000 monthly.)			3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*					1,400,000				46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						650,000	1,400,000				105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	*				6,500,000	1,400,000				—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116,207	1,022,450	1,800,000				—							100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					1,209,000	2,379,000	20,000	48,745		126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				526,700	676,300	7,427			—	(Under	cons.—Newburg to Albany.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					4,000,000	4,000,000				—	(Under	cons.—open to Menomonee.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				500,000	350,000				—	(Operated	by Wil. & Wel.)					100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					1,200,000	4,000,000				168.0				230,203	121,457	—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	16	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		38,154	114,711	5,000,000					171.0							100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					1,463,775	1,484,665	180,021	164,579		181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	538	Winona and St. Peter	Minnesota.	4,754,837	427,100				180,000	144,400	102,400			—	(Leased	& oper. by Balt. & Ohio.)			27,000	6	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.							4,750,000				142.0		2,861,440	6,131,860	574,668	109,400	—	100	
Sept. 30, 1870	45.7	—	16.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,846	100,000	300,000				—	(Under	construction.)					100	
									CANALS, &c.							1,400,555		3,891	553,777		45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	138
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—		258,679	161,967	2,081,988	2,039,150	1,325			12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—				8,229,594					184.5							25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—				1,633,350	800,000				—	(Leased	& oper. by Lehigh N				8	50	99
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—		13,245,880		15,000,000	5,000,000				108.0				107,947		10	100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—				5,847,400					65.5				388,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—				64,000	835,759	689,446			161.0	(Leased	1870 by Pennsylvani		67,252	loss.		100	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—				1,003,500	110,000				83.0				220,216	130,187	10	100	80½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—		19,947,779		8,739,800	15,662,979				108.0				344,308	181,042	—	100	
Dec. 31, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—			110,570	2,200,000	1,021,965	197,815	82,206		103.0				391,580	183,076	—	50	50
Dec. 31, 1870	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—				4,337,960	2,232,000				360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,336,716		284,140		4,797,185	7,678,387	1,042,143	117,900		—	(Leased	to Phila. & Read. Co.)			655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,279	—				2,002,746	2,684,367	284,873			45.0				135,162	91,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—				2,907,850	3,000,000	20,000			87.6				59,963	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300	—				1,100,000	748,300	63,000			—	(Leased	by Pennsylvania.)					50	13

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	960,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	68
Catawissa,* pref. and guar.	2,200,000	7	7	95
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	490,000	7	7	81
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85
Chicago and Alton, pref.	2,425,400	7	10	125
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91
Cleveland and Mahoning,* guar.	2,066,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	62
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	62
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	....
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	87½
" " 2d pref.	4,051,744	6	...	22
Manchester and Lawrence*	1,000,000	...	9	124
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	...	7	63½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	56
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	34
Union, preferred	.....	...	6	14
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2

PRICE CURRENT.

WHOLESALE prices per lb.; Railroad, 70 [illegible] 1¼ cents per lb.; cents per 100 lb.; Boiler and Plate, [illegible] cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ [illegible] Galvanized Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

	Store Prices.
Pig, Scotch, No. 1 per ton	37 — @ 42 —
Pig, American, No. 1	42 — @ 42 —
Pig, American, No. 2	40 — @ 41 —
Pig, American, Forge	39 — @ 40 —
Bar, Refined, English and American	— @ 80 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes	115 — @125 —
Bar, Refined, ½ to 2 in. rd. & sq.—1 to 6 in.	97 50 @ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq	102 50 @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16	105 — @ — —
Scroll	115 — @145 —
Ovals and Half-round	112 50 @132 50
Band	— — @110 —
Horse Shoe	110 — @120 —
Rods, ½@3-16 inch	102 50 @137 50
Hoop	117 50 @165 —
Nail Rod per lb.	— 7½@ — —
Sheet, Russia, as to assortment (gold)	— 15 @ — —
Sheet, Single D. and T. Common	— 5½@ — 6
Sheet, Doubles and Trebles, Charcoal	— 6¼@ — 7
Sheet, Galtanized, No.'s 10 to 27	— 10 @ — 13
Sheet, Galvanized, No.'s 28 and 29	— 15 @ — 19
Rails, English (gold) per ton	65 — @ 65 —
Rails, American, at Works in Pennsylv'y.	71 — @ 73 —
Anvils, (Eagle) per lb currency	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast (2d and 1st quality) per lb.	— 16 @	— 18
English Spring (2d and 1st quality)	— 7 @	— 10
English Blister (2d and 1st quality)	— 10 @	— 17
English Machinery	— 11 @	— 13
English German (2d and 1st quality)	— 10½@	— 12
American Blister	— — @	— 12
American, Cast, Tool	— 15 @	— 16
American, Spring	— 9 @	— 11
American Machinery	— 9 @	— 10
American German	— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @	5 —
Cut, 8d. and 9d	— — @	5 25
Cut, 6d. and 7d	— — @	5 50
Cut, 4d. and 5d	— — @	5 75
Cut, 3d	— — @	6 50
Cut, 2d and 3d. Fine	— — @	7 25
Cut Spikes, all sizes	— — @	5 25
Cut, Finishing, Casing, Box, &c., 10d to 3d.	5 50 @	7 —
Clinch, Kegs	6 50 @	7 —
Horse Shoe, Forged (No. 10 to 5) per lb.	19 @	33
Copper	— — @	40
Yellow Metal	— — @	26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca (gold) per lb.	— — @	— 41
Straits (gold)	— 36 @	— 36½
English (gold)	— 35½@	— 36

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box	10 75 @11 —	13 — @ 12 25
I. C. Coke	9 75 @10 —	10 75 @ 11 25
Coke Terne	8 25 @ 9 —	9 50 @ 10 —
Charcoal Terne	9 50 @ 9 87½	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— — @	— 13½
Crude, 40 @ 47 gravity (in shipping order)	— — @	— 17
Refined, Standard White (in ship'g order)	— — @	— 22
Refined, S. W. (in jobbing lots)	— — @	— 23
Refined, S. W. (in tin)	— 28 @	— 29½
Naptha, Refined, (65 @ 73 gravity)	— — @	— 11½
Residuum per bbl.	4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 34
Copper, Bolts	— — @	— 38
Copper, Braziers' (over 16 oz.)	— — @	— 38
Copper, Nails	— — @	— 42
Copper, Old Sheathing, &c., mixed lots	— 25½@	— 26
Copper, Chile Pig	— — @	— —
Copper, American Ingot	— 28½@	— 28½
Yellow Metal, New Sheathing and Bronze	— — @	— 26
Yellow Metal, Bolts	— 26 @	— —
Yellow Metal, Nails	— — @	— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish (gold) per 100 lb.	5 90 @	6 —
German (gold)	5 90 @	6 —
English (gold)	5 95 @	6 25
Bar	9 25 @	— —
Pipe	— — @	10 —
Sheet	— — @	10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	— @	8 —
Liverpool Gas Cannel	— — @	12 —
Liverpool House Cannel	— — @	17 —
Anthracite per ton of 2,000 lb.	4 50 @	5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th. 15.	F. 16.	S. 17.	M. 19.	Tu. 20.	W. 21
Canton Co.	80½	....	....	81	....	81½
Central Pacific 6s	102½	102½	102½	102½	102½	102½
Central of N. Jersey	111	111	110½	111½	111	111
Chicago & Alton	....	....	122	....	122½	123
" pref.	....	....	....	....	....	....
" M	....	....	....	....	....	....
" "	....	....	....	....	105½	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	114	....
Chic. & Northwestern	74½	73½	73½	73½	74½	75
" pref.	90½	....	....	....	91	....
" 1st M.	99	....	98	98	....	98
" S. F.	....	....	....	....	....	....
" Consol.	93½	93	93½	....	94	94½
Chic., Rock Isl. & Pac.	111½	....	110½	110½	111½	111½
Chi., R. I. & Pa. 7s, 1896	102	....	102½	....	....	....
Clev., Col., C. and Ind.	88½	88½	....	....	88	88
Clev. & Pittsburg guar.	92	90½=	91	90½	90½	90
" 2 M.	....	....	....	....	....	102
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	85½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	....	....	....	103	....
Col., Chi. & Ind. C.	21	21½	21½	....	....	....
" 1 M.	92½	92½	92½	....	....	92½
" 2 M.	....	72	....	....	....	....
Del. & Hudson Canal	119½	....	120	120½	....	120
Del. Lack. & Western	102½	....	....	....	103½	103
" 1 M. 7s	....	....	....	105½	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	31	30½	....	31½	....	31½
" pref.	....	....	....	....	....	62
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	98	....	....
" 4 M. 7s, 1880	....	93	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	89½	....	89½	....	89½	89½
Hannibal & St. Joseph	43	....	44	....	....	....
" pref.	63	61½	63	62	....	....
" 8s, conv.	....	....	....	....	....	9½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	106	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	134	135	....	....
" bonds	....	105	....	....	....	....
Lake Shore & Mich. S'th.	91	90½	90½	91½	91½	91½
Lake Shore Div. bonds	....	96	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	118½	....	118½	118	118	117
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	103½	104	104	104	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	½	....	....
" pref.	2½	2½	2	2	2	2
Milw. and St. Paul	55½	55½	....	56	....	....
" pref.	75½	75½	....	76½	77½	....
" 1st mort.	94½	94	94½	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	107	....	106½	....	106½	....
" 7 3-10s con.	....	....	....	....	....	94
Missouri 6s	....	....	....	94½	94½	....
" H. & St. J. 1s	92	....	....	....	92½	....
Morris and Essex	92½	....	92½	....	....	92½
" 1st mort.	106½	106	....	....	105½	106
" 2d mort.	....	....	....	99½	....	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97	97	97½	97½	....
" certificates	92½	....	92½	92½	93½	....
N. York and Harlem	113½	....	109½	110½	112	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	102½
N. Carolina 6s, old	....	....	....	....	....	34
" new	19	18	....	18½	18½	....
Ohio and Miss.	44½	....	43½	44½	....	44½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	57½	57½	57½	57½	57½	57½
Panama	73	....	....	....	....	....
Phila. and Reading	114	....	113	....	114½	114½
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	98
" 1 M.	106	....	....	105½	....	....
" 2 M.	....	....	101	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	33½	34	34½	35	32	34½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	56	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	80	80	....	....	....
Tennessee 6s, old	66	66½	67	67	....	67
" new	66½	67	67	67	67	67
Tol., Wab. & Western	76½	....	75½	....	76	75½
" pref.	....	....	....	....	....	....
" 1 M.	97½	....	97½	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	....	....	....	....	90
Union Pacific	33½	32½	33½	35½	37½	35½
" 1st mort.	91	91	91½	91½	91½	91
" L. Gt. 7s	81½	....	81	81	81	....
" Inc. 10s	84½	84	85	85	86½	86½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	....
" def. cert.	17½	....	....	....	18	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107¾	107	..	107½	....	....
U. S. 5s, 10-40s, coup	111	110¾	110¾	....	....	110¾
U. S. 5s, 1881, reg	109	....	108¾	....	....	....
U. S. 5s, 1881, coup	108¾	108¾	108¾	....	....	....
U. S. 6s, 1881, reg	114¾	114¾	....	114¾	....	114¾
U. S. 6s, 1881, coup	115¾	....	115¾	....	....	115¾
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	110¾	110¾	110¾	....	....
U. S. 6s, 5-20s, c. 1862	111	110¾	111¾	111	111	....
U. S. 6s, 5-20s, reg. '64	....	....	110¾	....	....	....
U. S. 6s, 5-20s, c. 1864	111	110¾	....	....	....	....
U. S. 6s, 5-20s, reg. '65	110¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	111¾	110¾	....	....	....	111
U. S. 6s, 5-20s, r. n. '65	110	....	....	....	....	110¾
U. S. 6s, 5-20s, c. n '65	110¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '67	....	....	111	111¾	....	....
U. S. 6s, 5-20s, c. 1867	111¾	111¾	111¾	111¾	111¾	111¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	112¾
U. S. 6s, 5-20s, c. '68	112¾	112¾	....	....	112	112¾
U. S. 6s, Pac.R.R. issue	114¾	114¾	....	....	114¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa preferred	....	....	46¾	....	....	....
Camden and Amboy	126	126	126	126	126	126
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	91¾	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96¾	....	....	96	95¾	96¾
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	94¾	....	....	....	....	....
Lehigh Navigation	40	40	39¾	39¾	40	40¾
.. 6s, 1884	90	....	....	....	90	....
.. Gold L.	93	....	93	....	....	....
.. R. R. L.	94¾	....	....	94	....	....
.. Conv. L.	....	....	....	88	88	....
Lehigh Valley R. R.	62¾	62¾	62¾	62¾	62¾	62¾
.. 6s new coup	....	....	....	....	....	95¾
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	53¾
Morris Canal	50	....	50	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	40	....	....	....	....	....
.. 6s, 1880	....	....	....	....	99¼	....
.. 7s	96¼	96¾	96¾	96¾	96¾	96¾
.. 10s, 1887	....	....	....	....	....	....
Northern Central	39¼	39¾	....	....	....	39
Oil Creek & Alleg. Riv.	42¼	41¾	41¾	41¾	41¾	41¾
.. 7s	83	82¾	82¾	....	....	....
Pennsylvania R. R.	62¼	62¼	62¼	63¼	64¼	63¾
.. 1st M.	....	101¾	101¾	101¾	101¾	....
.. 2d M.	....	....	....	....	....	....
.. Gen. mort.	....	94¼	....	....	....	....
.. .. reg.	....	....	....	96¼	96	....
Penn. State, 6s, 1st series	....	....	....	101¼	....	....
.. 6s, 2d series	106¼	106¼	....	....	....	106
.. 6s, 3d series	....	....	....	....	109	....
Philadelphia City, 6s	....	97	97¼	....	97¼	....
.. new	100¾	100¾	100¾	100¼	100¼	100¾
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	56¾	56¾	56¾	56¾	56¾	57¼
Philadelphia and Erie	....	....	26¼	25¾	26¼	26¼
.. 6s	....	....	92	....	....	....
.. 7s	....	88¼	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	57¼	57¼	57¼
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 6s, 1882	....	....	....	79	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	22	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	65	....	65	65	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	22	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875.	100¾	....	....	....	....	....
.. 1886	....	99¾	....	....	....	....
.. 1890	....	100	....	....	....	....
.. 1884	....	....	....	....	99¼	....
.. 1900	....	....	....	....	....	99¾
Balt and Ohio	149¼	....	....	149¼	149¼	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	95¼	....
Marietta & Cin. 1st M.	....	....	96¾	....	96¾	96¾
.. 2d M.	87¼	87¼	87¼	87¼	....	....
.. 3d M. 8s	....	76	....	75¾	....	76
Northern Central	39¼	....	....	39¼	39	39
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	90¾	90¾	90¾	90¾	....	90¾
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55	....	....	....	....	....
.. Defer. Certif.	....	18	18	....	....	17¾
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 21.

	Th.15.	F 16.	Sat.17.	M.19.	Tu.20.	W.21
Boston and Albany	149	149	149	149	148¾	
Boston and Lowell	....	141¾	....	....	....	
Boston and Maine	140¾	141¾	141¾	142	....	142¾
Boston and Providence	153	....	152¾	....	152¾	....
Boston, Hartford & Erie	....	....	3¾	....	....	....
.. 7s, new	....	40¾	39	38¾	39¼	....
Cheshire, pref.	84¼	....	....	85½	....	85
Chi., Burl. & Quincy	....	....	142¼	137¾	138	139¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	109¼	109¼	108¾	108¾	109
Fitchburg	....	....	....	....	....	137¾
Manchester & Lawr'ce	....	....	....	....	....	150¼
Michigan Central	118¾	118¾	118¾	118¾	118	118
Northern, N. H.	....	....	116¾	....	....	115¾
Ogdens. & Lake Champ	87	87¼	87¼	....	....	87¼
.. pref.	108¼	....	....	....	....	....
Old Colony & Newport	....	....	....	....	....	108¾
Ph., Wil. & Baltimore	....	57¼	57	....	57¼	57¼
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	37¾	37¾	....
" 6s	....	....	....	90	....	90¼
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	80	....	....	81¼	82	82
Vermont & Canada	100	100	....	....	....	99¾
Vermont & Mass.	....	....	81¼	....	....	80¼
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	105¼
Metropolitan ..	....	....	66¼	....	....	67¼
Middlesex ..	....	....	....	....	92	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	13¼	13¼	13¼	13	....	13
Franklin ..	....	....	9¼	9¾	....	9¼
National ..	5	....	....	4¾	....	5
Pewabic ..	10	9¼	9¾	9¾	9¼	9¼
Quincy ..	50	47	45	45	44	44

London Stock Exchange.

	Closing Prices. Feb. 2	Feb. 9.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	91 — 93	91 — 93
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	91 — 93
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	36¼ — 37¼	33 — 35
Detroit and Milwaukee 1st mort. 7s	77 — 80	77 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	28¾ — 28¾	26¾ — 27¼
Do. sterig. 6 p. c. convertible bonds	81 — 83	75 — 80
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108 —110	106 —108
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	85 — 87	85 — 87
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	100 —102
Do. General mort. 6 p. c. 1910	96 — 98	95 — 97
Do. $50 shares	50 — 51	48 — 50
Philadelphia and Erie 1st mort. 1881.	96 — 98	95 — 97
Do. with option to be paid in Phila.	96 — 98	95 — 97

American Railroad Journal.

Saturday February, 24, 1872.

Stock Exchange and Money Market.

Money has been in more urgent request, for both speculative and mercantile purposes, and with rather less liberal offerings, on bank and private account, rates have been quoted somewhat firmer, the current figures having been 6@7 per cent., and mercantile discounts at from 7@9 per cent. per annum. The last weekly exhibit of the city banks was deemed less favorable, indicating a further material falling off in the coin and currency resources, as well as in the deposit line. The coin reserve of the city banks is now down to about 19½ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve has decreased to $45,620,300, from $46,616,000 on the statement of February 10th. The Treasury office reports a reduced currency and an enlarged specie balance. The city banks reduced their loan and disconnt average over half a million during the week, while again contracting their outstanding circulation slightly. The U. S. Sub-Treasury reduced its currency balance nearly 1¼ millions. It made a gain of about 2¼ millions in its coin reserves. Its currency balance at the close of business on Tuesday was $5,989,621 and its coin reserve, $78,955,211.

The total coin reserve of the Treasury Department on Monday was $106,741,260 including $34,673,500 represented by outstanding coin certificates; and the currency balance was $12,856,479.

The city banks, in their latest return, show a reduction of $995,800 of legal tender notes, $1,682,900 of specie, and $3,222,300 of deposits; also of $510,900 in their loan and discount averages, and of $12,500 in their item of circulation. The city bank exchanges, last week, averaged $98,602,458, and thus far, this week, about 99½ millions daily. The banks now hold $3,748,100 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,589,400, against $21,707,337 same time last year. The city bank deposits are now $217,697,200, against $216,290,333 week ending Feb. 18, 1871. The legal tender reserve amounts to $45,620,300, against $56,366,639 same time last year. The circulation now stands at $28,149,200 against $31,737,841 same time last year. The loans are now $284,911,300 against $274,912,520 at this date last year.

The U. S. Sub-Treasury reduced its currency balance $1,224,782 and increased its coin reserve $2,213,134 as the result of the week's business. The receipts of the office were $4,554,237 in coin, and $2,038,339 in currency; payments, $2,341,105 in coin, and $3,263,120 in currency. The office received $3,408,000 in coin or its equivalent, from customs; and disbursed $576,021 of coin interest.

Government revenues were light in the excise form, but quite liberal in the way of customs, last week. The excises yielded about 1¾ millions, and thus far since July 1, 1871, about 82¾ millions. The customs at the port of New York, last week were $3,361,007; at the outports, equal to about $1,100,000 more, all in coin, or coin certificates.

Under the Treasury financial programme for the month of February, Government will buy in Five-Twenty bonds as follows: Thursday Feb. 29th $1,000,000.

The Gold movement has shown less spirit in the speculative call since our last, and less buoyancy as to price. There has been a more active inquiry for coin, for Custom House purposes; while the export drain has been limited. The range of the price during the week has been 110⅛@110⅝ and the closing quotation on Wednesday was 110⅛@110⅝ against 110¼ the preceding Wednesday. The specie outflow, last week, was only $154,730. The Gold Exchange Bank clearances have averaged about 39⅞ millions per day during the week.

The members of the Gold Exchange on Wednesday voted down the proposition to remove to the old Open Board room in Broad street, and resolved to lease their present quarters for two years, from May 1 next, at $16,000 a year—the same rent they have been paying.

On Wednesday, Government marketed a million of Gold @110 51¼. The bids amounted to $8,261 000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to Feb. 17, 1872,

$58,503,594, against $62,082,024 same time in 1870-'71.

The customs demand for Gold last week, averaged $568,000 a day; thus far, this week, it has averaged $1,067,000 a day or equal to a weekly aggregate of $5,335,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $139,067, and since Jan. 1, 1872, $252,526 against $391,408 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been $99,299,530 against $91,096,698 same time in the preceding fiscal year 1870-'71.

The export drain of specie was $154,730 last week, against $1,170,550, same week preceding year. The shipments since July 1, 1871, have been $24,085,542 against $46,693,660 same time in 1870-'71.

Foreign Exchange has been in reduced supply and quoted firmer, but has been comparatively quiet. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with Feb. 20, were to the currency value of $4,089,230.

Government securities have been moderately sought after, and prices have been generally supported. The offerings of bonds have been reserved, at the ruling figures.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¼@115½; U. S. Five-Twenties of 1862, (other than the bonds called in) 111⅛@111¼; U. S. Five-Twenties of 1864 at 111⅛@111¼; U. S. Five-Twenties of 1865, 111⅛@111¾; U. S. Five-Twenties of 1865 consolidated, 110½@110¾; U. S. Five Twenties of 1867, 111¾@111⅞; U. S. Five-Twenties of 1868, 112¼@112½; U. S. Ten-forties at 110¾@110⅞; U. S. Fives of 1881 (Funding Loan) 108⅝@108⅞. Six per cent. currency bonds, 114@114⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 7.	Feb. 14.	Feb. 21.
Consols	92⅛	92⅜	92⅛
U.S. 5-20's of 1862..	92⅛	91¾	91½
U. S. 5-20s, 1865....	92¼	92	92¼
" 1867	92¼	92	92¼
" 10-40s	90¾	91	*88¼

* Ex March coupon.

State bonds have been in moderate request at irregular prices.

Railway Bonds of the better class have been in good demand, on investment account, and quoted strong as to price. There has been a fair inquiry noted for the Central Pacific Sixes at 102¼@102½. Chesapeake and Ohio Sixes have been purchased quite freely at 94 per cent. and accrued interes.

Railway and miscellaneous share property has been decidedly active, with values quoted stronger, though irregular. Union Pacific Stock has been the feature of the speculative movement, having been dealt in with universal freedom, closing at buoyant prices.

General business has shown rather more activity in the line of domestic produce, with Cotton, Flour, Wheat, Lard, Bacon, Wool, Naval Stores, Iron, and Tin Plates quoted firmer. Middling upland cotton closed on Wednesday at 23⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,132,785 bales, against 2,726,906 bales same time in the preceding year; exports 1,152,948 bales against 1,566,268 bales in the previous year; stock at the ports at latest dates, 587,138 bales against 713,879 bales same date 1871.

At the Live Stock Markets, Beeves have been in less request at 8⅛@13 cts.; Veals in moderate demand at 5@11cts.; Sheep at 6½@9¼ cts. Swine, at 4¾@5⅛ cts. per lb., all live weight. The week's receipt were 7,189 Beeves, 908 Veal Calves, 30,502 Sheep and Lambs; and 35,367 Swine.

Foreign goods, have been held with firmness, on a more satisfactory demand for seasonable stocks. The week's imports of foreign goods reached $7,319,339 including $2,864,556 of dry goods.

Ocean freights have been quoted firmer, on a livelier inquiry for accommodation, chiefly for Grain, Provisions, Cotton, Clover Seed, Petroleum, and Tobacco.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susquehanna R. R. 94½; do. 2d mort, 99½; Ohio and Miss. 2d mort., 86½; do. consol., 93; St. Louis and Iron Mt. R. R., 76; do. 1st mort., 94½; Milwaukee and St. Paul 1st mort. Iowa Div., 89½; Boston, Hartford and Erie R. R., 4; do. 1st mort., 40; East Tenn., Va. and Ga. 1st mort., 93; Toledo, Peoria and Warsaw 1st mort., W. D., 91½; do. E. D., 93½; do. 2d mort., 84¼; Cedar Falls and Minnesota 1st mort., 83¼; Buffalo, N. Y. and Erie 1st mort., 94; Great Western 1st mort. 1888, 94¾; Long Island R. R. 1st mort., 93; Marietta and Cincinnati 1st mort., 96; Chicago and Milwaukee 1st mort., 94½; Georgia 7s, 87½; South Carolina 6s, new, Jan. and July, 32¾; North Carolina Fund Act, 1866, 23; Hartford and New Haven R. R., 166½; Rome, Watertown and Ogdensburg R. R., 100; Second Avenue R. R., 85; New York and New Haven R. R., 140; do. scrip, 136; do. 6s, 100; Western Union Tel., 69¼; do 7s, 95½; Quicksilver pref., 38⅛; Am. Mer. Union Exp., 69; Adams Exp., 94; U. S. Exp., 67; Wells Fargo Exp., 65½; Consol. Coal of Md., 36¾; Cumberland Coal and Iron, 52; Pennsylvania Coal, 215; Jersey City 6s, W. L., 92; Brooklyn 6s, W. L., 94⅜; New Jersey Central Land and Imp Co., 75.

Philadelphia.—Wilmington and Reading 7s, 99¾; Belvidere Delaware 2d mort., 85: Lehigh Valley 7s, new, 103¾; Catawissa 7s, new, 96¼; West Jersey R. R. 6s, 93½; do., 7s, 102½; Philadelphia and Reading 6s, 1843-'80, 93; do., deben. bonds, 83¼; Allegheny Valley 7 3-10s, 93½; Sunbury and Erie 7s, 99¾; Chesapeake and Delaware Canal 6s, 94; Connecting R. R. bonds, 90; West Chester R. R. 7s, 100; Harrisburg and Lancaster R. R. 6s, 92; Camden and Burlington Co. R. R. 6s, 84⅞; Huntingdon and Top Mountain R. R., 11; Penn. and New York Canal 7s, 97¼; 5th and 6th streets R.R., 45; Fulton Coal, 5½. The latest quotations are: City 6s, 97⅜@98; do. free of tax, 100¼@100½; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@101½; do. 2d series 106@106¼; do. 3d series, 108¾@109; Reading, 57⅛@57¼; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 92@93; Camden and Amboy, 126½@127; do. mort. 6s, 1889, 95½@95¾; do. 1883, 91@91½; do. 1889, 91@91½; Pennsylvania R.R., 63¾@63¾; do. 1st mort., 101@102; do. 2d mort., 100@—; do. General mort. coupon, 94@95; do. reg., 96@97; Little Schuylkill R. R., 45½@46; Morris Canal, 49@50; do. pref., 123@124; do. 6s, 93@94; Susquehanna Canal, 8@16; do. 6s, 73½@75; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s 1882, 79@79; Elmira and Williamsport pref., 42@45; do. 7s, 1878, 94¾@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 40¼@40½; do. 6s, 1884, 89½@90½; do. R. R. Loan, 93½@94; do. Gold Loan, 93@93; North Pennsylvania 48@49¾; do. 6s, 99@100; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26½; do. 6s, 91@92½; Minehill, 53½@54; Catawissa, 15@16; do. pref., 46¾@47; Lehigh Valley, 62⅛@62¼; do. 6s, new coupon, 95@96; do. reg., 95¼@96; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 45½@45⅛; Second and Third, 64½@66; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 33@35; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 21@22; Union, 70@—; Germantown, —@45.

Boston.—Burlington and Missouri River R. R. in Iowa, 111⅜@111½; do. Land Grant 7s, 94; Framingham and Lowell 1st mort. 7s, 1891, 90; Old Colony and Newport 7s, 1877, 102½; Vermont Central 1ts mort., 88¾; Vermont Central and Vermont and Canada 8s, 1889, 100½; Michigan Central Air Line 8s, 1890, 106⅞; Central R. R. of Iowa 1st mort. 7s, gold, 91¼; Burlington and Missouri R. R. 8s, in Nebraska 1894, 98½; Boston and Albany R. R. 7s, new, 107; Stansted, Shefford and Chambly 7s, 86; Leavenworth, Lawrence and Galveston 10s, 1899, 97½; Cheshire R. R. 6s, 1880, 98⅛; Eastern R. R. 6s, 1889, reg., 95¾; do. 1874, 98½; Chicago, Dubuque and Minnesota 8s, 91⅝; Portsmouth, Gt. Falls and Conway R. R., 98; Cincinnati, Sandusky and Cleveland R. R., 23½; Rutland R. R., 15⅓; do. pref., 63⅓; do. scrip, 71; Indianapolis, and Cincinnati R. R., 5⅛; Norwich and Worcester R. R., 125; Connecticut and Passumpsic Rivers R. R. pref., 92; Berkshire R. R., 77½; Granite Railway, 70; Eastern (N. H.) R. R., 105¾; Summit Branch 46; Boston Water Power Co., 58⅛; Cary Imp., 15½; Waverly Land 7½; East Boston Land, 22; Maine 6s, 1889, 101½@102⅜; do., 1880, 101½; New Hampshire 6s, 1884, 101¼; Connecticut 6s, 1881, 100¾; St. Louis 6s, 91; Roxbury 5s, 1879, 94; Lynn 6s, 1884, 99; do. 1885, 99⅛; Boston 6s, 1880, currency, 100½; Lowell 6s, 1890, 99⅝; Bath 6s, 1898, 91; do. 1891, R. R. Loan, 91½; Chicago 7s, 1892, 98⅛; do. 1890, 98¾; do. 1881, 98⅛; Cook Co., Ills., 7s, 1880, 98½; Newburyport 6s, 1891, 99; Portland 6s, 1887, 97½; Taunton 6s, 1880, 99; Charlestown 5s, 1883, 90; Allouez Mining Co., 5⅛; Aztec, 30c.; Algomah, 70c.; Astor, 50c.; Canada, 35c.; Calumet and Hecla, 132; Dana, 1⅛; Hungarian, 75c.; Humboldt, 1⅝; Hanover, 2¾; Mesnard, 70c.; Manhattan, 60c.; Native, 25c.; Pontiac, 50c.; Petherick, 3½; Ridge, 6½; Rockland, 1¾; Star, 60c.; Superior, 30c.; Tremont, 50c.; Winthrop, 75c.

Baltimore.—Orange, Alexandria and Manassas 7s, 85¾; Richmond and Danville 1st mort., 82½; Union R. R. bonds, end., 88; Northern Central 6s, gold 1900, 92¼; Central Ohio R. R., 80; do. 1st mort., 87; Maryland Defense bonds, 104. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90¼@90½; Baltimore and

Ohio, 147½@149; do., pref., 99@100; do., 6s, 1875, 95@—; do., 1880, 95@—; do., 1885, 95@95½; Northern Central, 39@39¾; do. 6s, 1885, 91@92; do., 1900, 89@90; do., 6s, 1900, gold, 92@93; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96@96¾; do., 2d mort., 87½@90; do., 3d mort., 75¾@76; Central Ohio, 29½@30; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 93@96; do., 2d mort. guar., 92@94; do., 3d mort., guar., 93@95; do. 2d mort. pref., 70@—; do., 2d mort. guar. by Washington Co., 82@83; Richmond and Danville bonds, 82½@83; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 92½@93; do., 4th mort. 8s, 87@—; Orange, Alex. and Manassas 7s, 85½@86¼; Virginia and Tennessee 8s, 89@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100@100⅛; do., 1884, 97¾@100; do. 1886, 99¾@100; do., 1890, 99½@99¾; do., 1893, exempt, 98@101; do., 1900, exempt, 99@100; Memphis City 6s, 58⅜@59¼; Maryland 6s, 1890, 96@—; do. Defense Loan, 1888, 104@104¼; City Passenger R. R., 23¾@24¼; George's Creek Coal, 78@80.

☞ The Lake Erie and Louisville Railway Company have closed a contract for iron and equipments for its line from Sandusky, Ohio, through Lima to Cambridge, Ind., to be delivered as fast as the company can prepare the road bed, fifteen hundred tons of iron to be delivered May 1st, or as soon as navigation opens, an equal amount June 1st, and two thousand tons July 1st, which will complete the road to St. Mary's, Ohio, fifty-two miles, and the remainder for the whole line as fast as it can be used. When completed this will form part of the shortest line between the following points, with a maximum grade of only thirty feet to the mile; First, from Cleveland and Sandusky to Louisville; second, from Toledo via Lima to Louisville; third, from Cleveland and Sandusky to Indianapolis; fourth, from Toledo to Indianapolis. It will also be the favorite route from Cincinnati, Hamilton and Dayton to the islands of Lake Erie, the great watering place of the West, and for all that populous and wealthy county between Sandusky and Lima to Cincinnati. The work of completing the road has been put in charge of the executive committee, consisting of the President, Hon. Charles Foster; General R. P. Buckland, and Calvin S. Brice. They have commenced raising local aid to prepare the road for iron, and will push the road through this year.

☞ It is stated that the Williamstown (N. J.) railroad will be completed and in running order some time during the coming Spring. The work on it has progressed as rapidly as the weather would permit; about three-fourths of the distance is graded and the two bridges are finished. The ties and rails are to be delivered along the road the present month. Two locomotives have been ordered, which will soon be delivered.

☞ The question of a railroad from Seymour (Conn.) to Woodbury is being agitated. The Naugatuck Railroad have offered to build the road provided $50,000 can be raised from the towns through which it passes. The cost of building the road is estimated at $200,000.

☞ The work on the Mansfield, Coldwater and Lake Michigan Railroad has made rapid progress notwithstanding the severity of the winter. The entire portion in Ohio except about thirty miles is graded, and thirty days of good weather will suffice to complete the work. The bridging is in an advanced state, and the work of laying iron will be commenced as soon as the weather will permit. There are ties already on the line sufficient to tie sixty miles, and one hundred thousand more will be delivered March first, and for the entire road by the end of April. Thomas A. Scott and the Pennsylvania Company Board of Directors have promised to be ready with the iron and equipments. On the Michigan end sixty miles are in operation, eighty graded and tied, and only eight to grade, and early in the season the entire line will be in operation, giving unbroken rail communication with Muskegon, opposite Milwaukee. The connecting line between Toledo and Tiffin will also be furnished and in operation in the early summer months.

☞ At the annual meeting of the Mansfield and Framingham Railroad company, held at South Framingham on the 7th inst., the directors submitted their annual report, from which it appears that the business of the road during the past year has increased over fifty per cent. over that of 1870. The prospects of the road are flattering, and the increase of freight and passenger traffic is far in excess of the most sanguine anticipations of its friends. The road is now in excellent condition, with facilities for a much larger business than it is doing, and the expenditures cannot be large for construction. They counsel patience to the stockholders, as the day of dividends cannot be much longer postponed.

The Board of Directors of last year was re-elected, and it was voted to authorize the sale of that portion of their road lying north of the Boston and Albany Railroad in Framingham to the Boston, Clinton and Fitchburg Railroad Company, subject to terms to be fixed by a committee appointed to make the transfer.

☞ Gen. Winston, of the St. Louis and Southeastern railroad, has been negotiating for the purchase of the Clarksville and Princeton railroad. The directors of the latter road, it is said, have consented to accept Gen. Winston's proposition, which is to surrender the charter to him, and raise $500,000 to build the road from Princeton to Nashville, provided he will raise $2,500,000 in addition to the first named sum, $3,000,000 being the estimated amount necessary to build a road from Shawneetown to Nashville.

☞ At the annual meeting of the stockholders of the Boston, Clinton and Fitchburg Railroad, held in Fitchburg on the 13th inst., the following Board of Directors was chosen: Lyman Nichols, Nathaniel Thayer, Cyrus Gale, Edward A. Harris, Wm. D. Peck, John H. Lockey, Harrison Bliss, George A. Torrey, Hale W. Page, Francis B. Fay, George E. Towne, H. A. Blood. It was also voted to ratify the lease of the Framingham and Lowell road.

☞ The citizens of Baltimore have voted, 3,214 to 1,144, in favor of the Western Maryland Railroad ordinance, guaranteeing the bonds of that road to the extent of $1,000,000.

☞ ST. JOSEPH AND DENVER CITY RAILROAD COMPANY'S
FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS,

BEARING EIGHT PER CENT. (8 P. C.) INTEREST,
PAYABLE IN GOLD.

FREE OF TAX.

AND IN DENOMINATIONS OF $1,000, $500 AND $100, can be obtained from the undersigned, or through the principal banks or bankers throughout the United States.

The attractive features of these securities are recognized in the fact that, although they have been but a short time on the market, they are nearly all absorbed, and but a small amount are now for sale.

They combine a perfect security with a liberal rate of interest. This interest account is made light for, and easily borne by, the Company, through the operations of the Sinking Fund created from sales of the Company's land, which, in many cases draw interest at the rate of ten (10) per cent. per annum. The security behind them is ample in every particular, as they constitute a first and only mortgage on a trunk line of railroad which will soon connect the City of St. Joseph, Mo., (an important railway centre,) with the Union Pacific Railroad at Fort Kearney, materially shortening the distance between the Atlantic and Pacific coasts. In addition to this, the bonds have further security in the fact that there is included in the Mortgage the Company's magnificent Lands, amounting to 1,500,000 acres, known to be among the best in the United States. The Mortgage Indenture prohibits the sale of these Lands at less than Four (4) Dollars per acre, and payable to the Trustees under the Mortgage, for the clear and express purpose of retiring these Bonds. The amount thus realized exceeds the entire amount of Bonds which can be issued, and leaves the road, property and franchises free.

The Bonds have thirty years to run, with interest at Eight per cent., free of tax, payable in February and August in each year.

Both principal and interest are payable in gold. The principal in New York. The interest in either New York, London or Frankfort-on-the Main, at the option of the holder, without notice, and in the gold currency of the country in which they are presented. They are coupons or registered.

Trustees—Farmers' Loan and Trust Company.

The present price of these Bonds is 97½ and accrued interest in *currency*, from Aug. 15, 1871. But they are receivable at par and accrued interest in payment for lands sold by the Company. The right is reserved to advance the present selling price without notice.

Maps, circulars, documents and full information furnished on application.

Though acting as agents for the sale of this loan, our firm buy and sell in their regular business the Bonds of the St. Joseph and Denver City Railroad Company, those of the Eastern Division eight per cent. (8s.) *recently placed by us at* 97½, *being now quoted at from* 101½ *to* 102½ *and accrued interest.*

TANNER & CO.,
Bankers, No. 11 Wall-st.

☞ The last span of the great Missouri River Bridge at Council Bluffs, Iowa, was completed on the 20th inst.

New York, West Shore and Chicago Railroad.

The Rondout *Freeman* is informed that the engineers who are locating the West Shore railroad say the heaviest rock on the line from Butler Hill to Albany will be at East Kingston, where a very long tunnel will be bored through the rock for the entire length of the village. The *Freeman* also has the following:

A large party is here engaged in surveying the West Shore railroad route. They are working rapidly and evidently mean business. Another party, consisting of J. M. Van Valkenburg and others, of Albany, are also here endeavoring to purchase the right of way along the West Shore. We understand that this company is different from the one surveying. Well, it certainly begins to look brighter and while we are thankful we are not bonded, we hope soon to hear the whistle of the West Shore locomotive.

The survey of the New York, West Shore and Chicago Railroad along the Hudson, is progressing rapidly, and will soon be completed. The above Company is aware that there are other parties buying or contracting for the right of way in the interest of another road, but the Courtenay Company do not fear it at all. They hope to unite, if both companies are determined to build a road, for, of course, two roads would be out of the question. The Courtenay Company desire to go west from Catskill or Athens, and if the Catskill and Schoharie road will unite with them, they offer to put ten thousand men on the road at once. The road will be built along the river, even at the highlands. They survey about six feet above high water mark, which would seem too low.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR INJURIES AT STREET CROSSINGS—EFFECT OF CITY ORDINANCE.

The facts in the recent case of Delzell *vs.* The Indianapolis and Cincinnati Railroad Company, (32 Ind., 45,) are fully and clearly stated in the following opinion by—

ELLIOTT, J.—It is insisted on behalf of the appellant that the court erred in overruling the demurrer to the second paragraph of the answer. The question is, do the facts alleged in the answer constitute a defence to the action? In support of the answer it is argued, that, as the Common Council had exclusive power over the streets of the city, and as the right of the railroad company to lay its track across the street was subject to the police power of the city corporation, the Common Council had the right to determine the manner in which the track of the railroad should be laid across the street, so as to render passage over it secure, and the Common Council having by the ordinance, exhibited as a part of the answer, prescribed the character of the improvement to be made at such crossings and required that it should be so made and kept in repair to the satisfaction of the civil engineer, that the railroad company was bound by the ordinance and the direction of the engineer, and had no discretion in the matter; that the company, having complied with the ordinance to the satisfaction of the engineer, the work became the work of the city, and not of the railroad company, and therefore if it was improperly done, whereby the appellant sustained the injury complained of, the city, and not the railroad company, is responsible.

The facts assumed in the argument differ, somewhat, from those presented by the pleadings. The Common Council having exclusive control of the streets of the city, it may be conceded that they might, not only specify the general character of the work to be done by a railroad company in crossing the street with the track of its road, to render it safe to the public in passing over it, but also furnish detailed specifications as to the particular manner in which the work should be executed; and in such case, if the work should be done in strict accordance with the specifications and requirements of the Common Council, the responsibility for its safety would devolve upon the city. Or the Common Council might require that the crossing should be constructed under the supervision, control, and direction of the engineer, or other authorized agent of the city; in which event, the responsibility that it was properly constructed and rendered secure would rest upon the city, and not upon the railroad company. But no such state of facts is shown by the answer in this case.

The second section of the ordinance makes it the duty of a railroad company, in crossing a street of the city, to make the grade of the railroad track conform to the established grade of the street, and to pave with boulder stones, or lay down securely strong and substantial planks, between the rails and two feet in width outside thereof, and extend the same the entire width of the street, or as far as the track may extend; which is to be done and maintained to the satisfaction of the civil engineer. The object of the requirement, as declared in the fifth section of the ordinance, is, that the railway track may be crossed with more safety and convenience by the public. The ordinance defines the character of the work—that is, the track-way is to be either bouldered or planked, and the extent thereof; and, construing the second and fifth sections together, the inference is plain that it is to be done in a skilful and proper manner, so as to render the crossing safe and convenient to the public.

It requires the work to be done to the satisfaction of the civil engineer; but it does not assume to place its execution under his supervision and control, and thereby relieve the railroad company from the obligation of performing it in a skilful and proper manner, so as to render the crossing safe to the public.

The answer avers that the defendant, prior to the injury complained of, had complied with the requirement of the ordinance, by laying down securely, at said crossing strong and substantial planks, between and on either side, for two feet of the track, and in such a manner that the planks extended the entire width of said crossing; doing said planking to the satisfaction of the civil engineer of the city, and subsequently maintained the same to the satisfaction of said engineer.

This does not meet the requirements of the ordinance or the allegations of the complaint. The answer does not allege that the work was done in such a manner as to render the crossing safe to the public.

The second paragraph of the complaint admits that the defendant laid down thick heavy planks between and on the outside of the rails of said crossing, and fastened them securely, and that it was necessary to leave a small open space of, say two and a half inches, between the rails and the planking on the inside of the track; but it alleges that the planking was done in an unskilful and unworkmanlike manner, in this: that the space between the planks and the rails, on the inside of the track, was made and suffered to become wider than was necessary for the use of said railroad, and so wide, as to be dangerous to horses and teams in passing over and across the track of the railroad, on said street; and that by reason thereof the plaintiff's horse, when being carefully driven on the street over said crossing got his fore-foot between the rail and the plank, where it was held fast, and the horse was thereby thrown upon the track and so injured that he died, &c.

The gravamen of the complaint is, that the injury was caused by the planking being done by the defendant in an unskilful and improper manner, thereby rendering the crossing of the track unsafe and dangerous. These facts are not denied by the answer, and hence they are admitted to be true; but it is sought by the answer to avoid them, under the ordinance, by the averment that the planking was done and maintained to the satisfaction of the civil engineer. In other words, the defendant admits by the answer that the injury complained of was caused by the planking being done in an unskilful and improper manner, whereby the crossing was rendered unsafe and dangerous, but insists that it is not liable therefor, because the civil engineer of the city was satisfied with the manner in which the work was done.

The error of this position seems too apparent to require argument to illustrate it.

As it was the duty of the corporate authorities to see that that the streets were kept in a safe condition for travel, the city might, perhaps, be liable for the injury complained of; but if so, still the railroad company cannot escape from liability for its own carelessness and improper acts, resulting in injury to others, by simply showing that they were satisfactory to an agent of the city authorities.

We are referred by the apellee's counsel to the case of Young *vs.* Inhabitants of Yarmouth 9 Gray 386, as being very much in point. We do not so regard it. It was a suit by the plaintiff against the town of Yarmouth, for damages occasioned by being thrown from his carriage against a telegraph pole standing in the highway. The pole had been erected by the Cape Cod Telegraph Company, under the general law authorizing the organization of such companies and authorizing them to erect such poles.

The law provides, that the location of the poles shall be determined by the selectmen of the towns, who shall specify in writing where the poles shall be located; that the writing shall be recorded in the town, and that the company in building its line shall follow the regulations of the writing.

The court held, that the selectmen, in fixing the location of the poles, were not acting as the agents of the town, but of the public generally, and that their action was conclusive upon all parties, that as the town had no power to control the subject or interfere with or remove the poles, their existence upon the highway, if in exact accordance with the negotiations of the selectmen, did not constitute a defect or want of repair in the highway for which the town was responsible.

In the case before us, it was the duty of the railroad company to plank the crossing in such manner as to render the use of the street safe to the public, and the complaint is, that the planking was done in such an unskilful and improper manner, as to render it unsafe, in consequence of which the injury occurred.

Judgment reversed, with costs, and the cause remanded, with directions to the court below to sustain the demurrer to the second paragraph of the answer, and for further proceedings.

Railroads of Minnesota.

We have been favored with a copy of the Report of the Railroad Commissioner of Minnesota for the year ending August 31, 1871, from which we have prepared the following statements:

The number of railroads in the State of Minnesota at the close of the official year 1870 '71 was fifteen, and the length of the same as shown in the following tabulation:

	Miles.
St. Paul and Pacific (Branch Line)	76
Winona and St. Peter	165
Milwaukee and St. Paul (Minn. Central)	152
St. Paul and Sioux City (Minn. Valley)	122
Southern Minnesota	167½
St. Paul and Pacific (Main Line)	207
Lake Superior and Mississippi	155
Hastings and Dakota	48
St. Paul and Chicago	101½
Stillwater and St. Paul	13
North Pacific	228
Sioux City and St. Paul	56
Minneapolis and St. Paul	13
Minneapolis and St. Louis	28
St. Paul, Stillwater and Taylor's Falls	18
Total	1,550

These roads are arranged in the order of progression the last four having been built in 1870 -'71. In the following table we show the mileage in use at the close of all previous railroad years and the mileage constructed in each:

Official Years.	Miles at close of year.	Built in year.
1861-'62	10	10
1862 '63	56½	46½
1863-'64	100	43½
1864-'65	210	110
1865-'66	315	105
1866-'67	429	114
1867-'68	560	131
1868-'69	770	210
1869-'70	1,092½	322½
1870-'71	1,550	457½

To aid in the construction of this splendid system of railroads, the United States have contributed liberally in lands. The State has also given largely of the swamp lands received by it under Congressional grants. The following is a summary of these subsidies:

CONGRESSIONAL LAND GRANTS.

Companies.	Conceded acreage.	Acres deeded.
Stillwater and St. Paul	76,800	63,852
Stillwater and Taylor's Falls	44,800	.....
St. P. & Pacific 1st Div.(Br.L.)	448,000	407,593
" " (M.L.)	1,178,400	450,985
St. P. & Pacific (Brainard Br.)	252,000	.....
" (St.Vinc'nt Br.)	2,000,000	.....
St. Paul and Sioux City	830,600	698,406
Sioux City and St. Paul	280,000	189,459
Milwaukee and St. Paul	170,500	167,665
Winona and St. Peter	1,500,000	365,156
Southern Minnesota	775,000	193,833
Lake Superior and Mississippi	960,000	484,935
Northern Pacific	1,500,000	.....

These amounts sum up as follows—estimated acreage of concessions 9,965,500; acreage deeded to companies up to November 30, 1871, 3,021,865, and acreage to be deeded to companies on completion of works 6,944,825. The Northern Pacific gets its concessions directly from the General Land Office. All others receive their lands through the State authorities.

SWAMP RAILROAD LAND GRANTS.

Companies.	Estimated acreage.	Acreage deeded
Lake Superior and Mississippi	694,400	567,248
St. Paul and Chicago	922,880	39 888
Southern Minnesota	640,000	32,342
Total	2,257,280	639,478

—leaving still undeeded the vast amount of 1,617,802 acres.

Altogether the lands granted to railroad companies in Minnesota contain 12,220,000 acres, or about one-fourth of all the lands in the State—about a third in extent to the whole of New England.

The railroad companies have also received material aid from municipalities—to the amount, from partial and fragmentary reports, of $1,781,600.

Without considering the value of the lands owned by the several companies, but referring only to the cost of the works constructed, a low estimate would make up the amount invested to $40,000 per mile, or for the existing railroads somewhat more than $62,000,000. This would include all appurtenances and equipments. The report of the Commissioner is not clear on the point of cost—several companies having failed to make satisfactory statements. In next year's reports it is probable that we shall have full details:

The business operations on these roads indicates the financial results of the industry of the State, and so far as the results for the official year 1870-'71 are concerned they are highly satisfactory. In the following statements the real facts appear in figure shape:

Miles run by passenger trains	811,147
" freight trains	1,076,400
" service trains	365,477
Passengers transported	641,711
" " one mile	10,851,802
Average amount paid per mile	4.4 cents.
Freight transported (tons)	774,289
" " (") one mile	62,448,106
Average paid per ton per mile	3.4 cents.

The average charges by the different companies run from 1.85 cent to 5.33 cents per ton per mile.

Of the tonnage stated, 667,696 tons were shipped from stations within the limits of the State, and of such amount 257,982 tons were wheat and flour.

The total gross earnings for the year 1870 '71 amounted to $3,430,414 33. The aggregate expenses are stated at $2,564,435 10. The net earnings over deficits amounted to $847,523 04. The following table shows some of the principal items of these accounts:

Passengers	$1.067,096 95
Freights	2,112,028 49
Mails and expresses	123,382 51
Rents and other	127,906 88
Total earnings	$3,430,414 33

☞ The earnings of the European and North America Railroad in January, 1872, were $20,387 43; in January, 1871, they were $15,711 88; and in January, 1870, $11,188 83.

Trade of Chicago.

In the Annual Report of the Trade and Commerce of Chicago, compiled by the Secretary of the Board of Trade of that city, it is stated that during the past year the receipts were as follows: Flour, 1,412,177 barrels; wheat, 14,439,656 bushels; corn, 41,853,138 bushels; oats, 2,011,788 bushels; barley, 4,069,410 bushels; wool, 27,026,621 pounds; hides, 25,026,034 pounds; lumber 1,039,328 feet; cattle, 543,050, and live hogs, 2,380,083. During the same time the shipments were as follows: Flour, 1,287,574 barrels; wheat, 12,905,449 bushels; corn, 36 716,030 bushels; oats, 12,151 247 bushels; rye, 1,325,867 bushels; barley, 2,908,113 bushels; wool, 24,351,524 pounds; hides, 22,462,864 pounds; lumber, 541,223, feet; cattle, 401,927, and live hogs, 1,162,286. With the exception of wheat, the report shows that the various receipts were considerably larger than during the previous year. The quantity of wheat received during 1870 was 17,394,409 bushels, an excess of 2,054,783 bushels over the quantity received during 1871.

Southern Pacific Railroad.

The construction of one hundred and sixty miles more of the Southern Pacific Railroad is about to be undertaken. Instructions from Marshall O. Roberts have suspended, for the time being, work upon the Marshall and Jefferson Road, for which sealed proposals of contracts had but recently been issued. The survey of the proposed one hundred and sixty miles, passing through the town of Dallas, and crossing the clear fork of the Trinity some three miles south of its intersection with the west fork of the river, the distance being about forty miles west of Dallas, and at a point which it is presumed will be the intersection of the Southern Pacific with the Trans-Continental Railroad.

This great artery of travel—the Southern Pacific Railroad—as it continues to press still further westward, will be crossed by four other important road at different points, each of which will lend its aid in building up the business of the great trunk stem. Running parallel nearly and across this line will be the Texas Central, the Houston and Great Northern, the International and the Trans-Continental Railroads.—*Shreveport Southwestern.*

☞ Mr. E. F. Drake, President of the Sioux City and St. Paul Railroad Co., states that if the calls for assessments on the stock of this road are in the future as punctually responded to as in the past (and there is no doubt they will be) "a loaded car may pass from Lake Superior to San Francisco before the first day of August, 1872." The road is being pushed with commendable energy. The entire line is graded from St. James to Le Mars, a distance of 123 miles, and the road is in running order from St. James to a point south of Washington, a distance of 58 miles. The rails required for the remainder of the road have been purchased at the Milwaukee Rail Mills, and will be laid early in the spring.

☞ A scheme has been set on foot by Midhat Pasha, the governor-general of Turkish Arabia, for the construction of a railway between Bagdad and Kerbella. The distance between Bagdad and Kerbella via Moseyeb, over a dead level, is 56 miles. It is estimated that the cost of construction will be £200,000, or about £3,570 per mile.

☞ Thomas A. Scott has been elected President of the Texas Pacific Railroad, in place of Marshall O. Roberts, resigned.

Finances of Ohio.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The finances of the State Government are in a satisfactory condition. The balance in the State Treasury on the 15th of November, 1870, was $766,038 10; the receipts during the last fiscal year were $5,241,184 91—making the total amount of available funds in the Treasury during the year ending November 15, 1871, $6,007,223 01. The disbursements during the year have been $5,259,046 74—leaving a balance in the Treasury, November 15, 1871, of $748,176 27.

The estimates of the Auditor of State of receipts and expenditures for the current year are as follows:

Estimated receipts from all sources, including balances, $5,206,366 27; estimated disbursements for all purposes, $4,776,035 73—leaving an estimated balance in the Treasury, November 15,1872, of $430,330 54.

The public funded debt of the State November 15, 1870, after deducting the amount invested in Ohio stocks, was $6,730,144 36.

During the past year the debt has been reduced $729 415, leaving the total debt yet to be provided for, $9.000,729 36. Of this amount, the sum of $44,518 31 has ceased to bear interest, the holders thereof having been notified of the readiness of the State to pay the same. This leaves the total interest-bearing debt of the State, $8,756,211 05.

The taxes levied in 1870, collectable in 1871, were as follows:

State taxes	$4,666,242 23
County and local levies	18,797,389 59
Delinquencies and forfeitures in former years	667,188 69
Total taxes, including delinquincies collectable in 1871	$24,130,820 51

The taxes levied in 1871, collectable in 1872, were as follows:

State taxes	$4,350,728 28
County and local levies	18,604,660 12
Delinquencies and forfeitures	632,275 84
Total taxes and delinquencies collectable in 1872	$23,587,664 24

It will be noticed with gratification that the annual increase of taxation, to which the people have long been accustomed, has been checked, and that the taxes, both State and local, have been somewhat reduced.

The increase of local indebtedness still continues. The returns made to the Auditor of State are imperfect, but enough is shown to warrant the iopinon that during the past year the indebtedness of the towns and cities of the State has increased not less than one million of dollars, and that their aggregate indebtedness now equals the indebtedness of the State. I respectfully repeat, as the remedy for this evil, the recommendation heretofore made, that all public debts be prohibited, except in cases of emergency analagous to those specified in Sections 1 and 2, Article 8, of the Constitution.

The report of the Adjutant General shows that there has been collected by him from the United States during the year, on account of the State war claims, the sum of $145,304 60, making the total amount of war claims collected $2 826,247 94. It is probable that about $100,000 more can be collected on these claims. without additional legislation by Congress. This will leave about $400,000 of claims unpaid, it is believed, when presented to Congress with proper vouchers and explanations, will be provided for by special act. As long, however, as the Board of Military Claims exist, these claims will continue to increase, and it would not be advisable to seek Congressional action until the State, by closing its accounts with individuals, shall be able to ask for a final settlement.

☞ The Pittsburg and Boston Mining Company has declared its special dividend of five dollars per share, payable on demand.

The Fox and Wisconsin River Improvements.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR OF WISCONSIN.

The subject of water communication between the Mississippi River and the seaboard, is attracting much attention throughout the country. The necessity of cheaper transportation is everywhere felt throughout the Mississippi Valley.

The late National Commercial Convention which assembled at Baltimore, fully recognized this necessity, and passed resolutions favoring a liberal policy on the part of the government in improving our great national highways.

The line which of all others, nature has pointed out as the best line of communication between the Mississippi and the lakes, is by the Fox and Wisconsin rivers.

The work of improving the Wisconsin river has progressed favorably under the supervision of the United States engineers. I am informed that the results of the experiments made the past year have been such as to give the greatest satisfaction, and have fully convinced all interested of the entire practicability of rendering that stream navigable for boats of light draft at a comparatively small outlay of money.

The arbitration authorized by Congress at its last session to determine the sum which, in justice, ought to be paid to the Green Bay and Mississippi Canal Company for their rights and franchises in the Fox River, has been had during the past year. The sum which, as I am informed, has been awarded by the arbitrators to the company, is as follows:

Value of docks, dams, franchises, &c.	$868,070 00
Value of water power	140,000 00
Value of personal property	40,000 00
Total	$1,048,070 00
From which deduct product from lands	723,070 00
Balance	$325,000 00

This being the deliberate opinion of three highly honorable and competent gentlemen, who fully examined the whole question, there is every reason to believe that the award is just, and it is hoped that Congress will accept the same. The company is in honor and in law bound to abide the award.

The importance of this improvement is fully understood by the people east and west. Its national importance is acknowledged on all hands.

I therefore recommend that you take such steps as will lay the question in all its bearings before Congress. There ought to be no hesitation on the part of the general government to promptly accept the award and continue the work until this line of water communication between the great lakes and the Mississippi is so improved as to answer all the demands of commerce.

Imports at Montreal.

The importations of leading articles at Montreal for the past two years compare as follows:

	1870.	1871.
Woollens	3,719,400	4,672,401
Cotton	3,346,351	3,442,215
Silks and Velvets	.....	961,006
Brandy	259,181	488,730
Gin	181,718	109,037
Rum	80,339	20,812
Coffee	66,906	64,980
Green and Japan Tea	1,660,184	1,443,519
Black Tea	185,417	221,458
Tobacco, manufactured	5,840	13,084
Do., leaf	812,909	536,540
Wines	274,[illegible]	441,705
Sugar	2,368,[illegible]	1,746,503
Cane Juice	551,708	36,980
Molasses	31[illegible]	170,020
Dried Fruits	[illegible]	379,457
Fancy Goods	413,210	[illegible]
Free Goods	5,144,227	[illegible]
Hardware	1,056,387	1,000,[illegible]
Leather, manufactured	89,700	142,[illegible]

Frederick and Pennsylvania Line Railroad.

At the annual meeting of the directors of this company held at Frederick, Md., on the 13th inst., John Loats, Esq., was unanimously re-elected President. The annual report, dated 12th inst., says that the road bed throughout the three divisions is practically completed; some little culvert work remains to be done. Track-laying has been carried from the State line to Big Pipe Creek, 10 miles, and from the junction with the Western Maryland Railroad to Little Pipe Creek one mile; besides five turnouts, there are 3 miles of iron and 27,000 crossties on hand; the work has proceeded slowing for want of labor. Contracts have been made with Wendell Bollman, of Baltimore, for the Tuscarora and Monocacy River bridges, and for the viaducts over Little and Big Pipe creeks; the first is erected and the others soon will be. The financial exhibit shows subscriptions paid in, $309,000; bonded debt, $153,000; floating debt, $41,815. The total disbursements on account of construction and other expenses have been $479,993 09; and the company has available assets applicable to completion of the work, $131,367 93, in addition to uncollected subscription, $9,350. The president adds:

It will be the policy and purpose of your directors to connect your road on the north with the Rocky Ridge and Emmittsburg road, looking to the shortest connection northward and westward from Harrisburg, and to the South toward Washington, and also toward that chain of roads through Virginia which now constitute the rich prize for which are contending the two great railway powers of this country, the Pennsylvania Central and the Baltimore and Ohio, extending to the far South, and of which chain your line occupies the natural route and the shortest.

Railways in War.

A committee of officers, recently in session in Berlin, to inquire into the results of the employment of railways during the Franco-German war, has reported that, when the distance to be traversed is short and a considerable force has to be conveyed, an army corps will proceed more rapidly on foot than by railway. Thus, a force of thirty-six thousand men will, it is stated, go a distance of fifty-one miles in less time than if it were conveyed by a double line of railway, and a distance of ninety-two miles in less time than if it were transported over a single line. A saving of time in forwarding large bodies of troops by railway, it has been calculated, is only to be obtained when the proportion of men to miles is six hundred to one on a double line, and four hundred to one on a single line. The French, it is said, frequently suffered great losses from not observing the above rule in the conveyance of troops, but surpassed the Germans in the employment of railways for the transportation of provisions. For this purpose, movable magazines, each containing ten days, provisions for an army corps, were always kept ready to be dispatched wherever wanted.

☞ The Hartford county (Md.) papers continue to agitate the project of a branch railroad from Belair to Edgewood or Magnolia. They publish the letter of President Hinckley, of the Philadelphia, Wilmington and Baltimore railroad, to Hon. Edwin H. Webster, of Belair, offering on behalf of that company, to operate the new branch. Mr. Hinckley says his company will furnish the engineering skill for the construction of the branch, and also station-house, side track, ticket agent, etc., all without charge, for ten years. A drawback on the branch traffic, both on freight and passenger rates, over the Philadelphia, Wil-

mington and Baltimore railroad to the junction, will be allowed at the rate of 25 per cent. for the first five years, and 20 per cent. for the second five years.

Philadelphia and Erie Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 12th inst., the President of the Company, Mr. E F. Gay, read the report of the Directors, from which it appears that the earnings for the year, from passengers, freight, &c., amounted to $3,542,263 73, and the expenditures to $2,782,972 80, leaving $759,290 93 as the net proceeds. After deducting dividends, interest, &c., there is due to the Pennsylvania Railroad Company, $12,851 18. The following gentlemen were elected Directors for the ensuing year: Edward F. Gay, J. Edgar Thomson, Wistar Morris, Joseph W. Gaskill, Jacob P. Jones, Josiah Bacon, Saml. T. Bodine, John M. Kennedy, Washington Butcher, Samuel G. Thompson.

☞ At the annual meeting of the stockholders of the Portland and Kennebec Railroad company, held in Portland on the 12th inst., the following gentlemen were elected directors for the ensuing year: Richard D. Rice, Wm. D. Sewall, Geo. F. Shepley, John B. Brown, Darius Alden, Philander Coburn, Nathan M. Whittemore, H. N. Jose and Geo. M. Patten. The reports of the Directors and Treasurer were not presented, but will be incorporated into the reports of the Maine Central directors.

☞ At the recent annual meeting of the stockholders of the Eastern Railroad corporation, the following gentlemen were elected directors for the ensuing year: Samuel Hooper, of Boston; Franklin Haven, of Boston; John Wooldredge, of Lynn; Thornton K. Lothrop, of Boston; Henry L. Williams, of Salem; Ichabod Goodwin, of Portsmouth; Benjamin F. Stevens, of Boston. The meeting voted that the Directors, if they deem it expedient, may lease or otherwise aid, as authorized by statutes, in the construction and operation of any branch or connecting railroads.

☞ The town of Lee has voted, 287 to 2, to subscribe 5 per cent. of her valuation (about $83,000), to the capital stock of the Lee and Hudson railroad, and will pay her proportion of the expense of a survey for the extension of the road to Westfield. The total cost of the road is estimated at $320,000 and the building will commence when $200,000 are raised, of which about $50,000 are pledged from Lee, and $10,000 from Hudson, by private subscription; and a town meeting will soon be called at Stockbridge, where it is expected about $40,000 can be raised.

☞ The earnings of the Boston, Clinton and Fitchburg Railroad for the year ending September 30, 1871, were $447,802 26, and the expenditures $367,350 08, leaving a balance for net earnings of $80,452 18. There has been paid for 6 per cent. dividend on guarantied stock $3,600; interest on coupon bonds $52,494 66; on floating debt $12,201 67; making a total of $68,296 63, which, deducted from the net earnings, leaves a surplus of $12,155 55; this sum added to the surplus reported last year, $30,893 50, makes a total surplus of $43,049 05.

Missisquoi and Black River Valley R. R.

The *Monetary Times* says that the Quebec government have promised a subsidy to this line. When constructed it will connect the hitherto almost disevered East and West portions of the Eastern Townships, and will give a continuous narrow gauge from Richmond *via* Waterloo and S. Johns to Montreal; and as the charter of the Company gives power to construct a road from the present terminus of the Stanstead, Shefford and Chambly road to Magog, which is but a few miles from Ayer's flat on the Massiwippi Railroad, it will form another narrow gauge road from Montreal to Boston; and by connecting Magog and Sherbrooke a narrow gauge road—when the St. Francis and Megantic and International is completed—will be formed from Halifax to Montreal. The promoters of the Missisquoi and Black River Valley think that it has strong claims on the City of Montreal for assistance.

☞ The North Missouri railroad has formally passed into the hands of the St. Louis, Kansas City and Northern Railroad Company, and the road will hereafter be known by that name.

☞ The National Copper Mining Company has declared a dividend of $1 per share.

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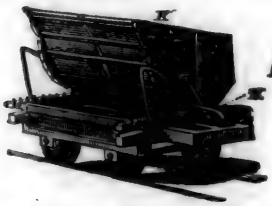
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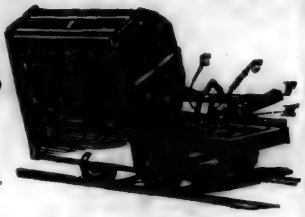


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, March 2, 1872.

Pennsylvania Railroad Stock.

The Pennsylvania Railroad Company announced to the Philadelphia Stock Board on the 26th ult., its allotment of 30 per cent. of new stock at par on all stock in the name of parties on the 20th Feb., as directed by a resolution of the stockholders at their late annual meeting. The time and amount of each payment is announced as follows: The first instalment of 25 per cent. is made payable between the 1st and 28th days of May, 1872. The second instalment of 25 per cent. is payable between the 1st and 28th days of November, 1872. The third instalment of 25 per cent. is payable between the 1st and 28th days of May, 1873. The fourth and last instalment of 25 per cent. is payable between the 1st and 28th days of November, 1873. Should the stockholders entitled to allotment prefer paying in full between the 1st and 28th days of May next, they may do so, and the new stock will be entitled to a full dividend at and after the next November dividend period. Payments not made in full will carry *pro rata* dividend. Any remaining excess of 30 per cent. allotment, less than three shares, we understand, will be entitled to subscribe to one additional share.

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☞ DECISION OF THE SUPREME COURT OF THE UNITED STATES, TOUCHING THE DELAWARE AND HUDSON CANAL COMPANY.—The following decision was rendered in the Supreme Court of the United States, on the 26th ult.: No. 95. Delaware and Hudson Canal Company vs. Clark. Appeal from the Circuit Court of the Southern District of New York. "In this case the Delaware and Hudson Canal Company sought to enjoin the defendant, a coal dealer in Providence, R. I., from selling Lackawanna coal on the ground that they had adopted that name as a trade mark many years ago and were therefore entitled to its exclusive use within the trade. The Court below dismissed the bill and this Court affirms the decree holding that, as a sound doctrine, no one can apply the name of any district of the country to well known articles of commerce and obtain thereby any exclusive right to its use. Geographical and general names cannot be so adopted and appropriated." Justice Strong delivered the opinion.

Railway Fares, and Railway Extension, in New York.

One need but make a brief survey of a railway map of the State of New York, to discover that within the past few years, the building of railways has made comparatively but little progress within her borders. The development of her railway system has latterly been quite slow, when we take into account her rapidly growing cities, the development of her manufactures, the rapid increase in the wealth of her people, and the necessity for increased means of transportation between the East and West, between the Great Lakes and the seaboard, for which her territory seems to present the shortest and most natural route. There are districts, a hundred miles or more in extent, populous, rich in agricultural wealth and favoring the growth of manufactures, which are almost entirely without railway facilities.

We see the natural result. A great proportion of the value of the products of the soil is absorbed in the cost of transportation; farm property is depreciated, manufactures absolutely shut out, immigration diverted to more inviting regions, population falling off, and a general appearance of decay pervading the community. For it is a fact, that railways are now as necessary to the prosperity of any section of the country as were turnpikes fifty years ago. We may recall with a sigh the romance with which the imagination of youth surrounded the stage-coach of our boyhood, but all this sentiment must give way before the superior utility of the railway.

Connecticut, with only about one-tenth of the territory of New York, has more than one-sixth as many miles of railway. She has, in proportion to her dimensions, nearly twice as many miles of railway as New York; and this, too, without the necessity for grand trunk lines which exists in New York, and to which she is indebted for the greater proportion of her railway development.

The inquiry naturally arises, what is the cause of this unsatisfactory state of affairs? Why should not the building of lateral railways in New York

keep pace with similar work in adjoining States? Certainly, the inducements thereto are apparently quite as good. There is already a large population, and abundant employment for railways, both susceptible of a large and rapid increase. In looking about, therefore, for an answer to the questions we have asked, we cannot find it anywhere, except in the restriction of railway passenger fares upon a great trunk to two cents per mile. This was well enough when it was established, but the adherence to it under existing circumstances, is mischievous altogether, by maintaining a ruinous competition with weaker roads. When it was imposed, the cost of carrying a passenger a mile at a given speed was not more than half as much as now, and in the mean time the speed of passenger trains has been increased fifty per cent. An increase of fifty per cent. in the speed doubles the cost of a train; so that in point of fact it costs now to transport a passenger in a train moving thirty miles an hour four times as much as to transport him twenty miles an hour, twenty years ago; and yet the rate of fare remains unchanged, except so far as the restriction is avoided by means of sleeping and palace cars. Here, we think, may be found the chief obstacle to lateral railway extension in the State of New York. The restriction in question repels the investment of capital in the shares of new and competing railways, impedes the sale of their bonds, and compels a penurious and apparently illiberal management of many that are in operation.

Besides impeding the building of needed railways, throughout the State, the people suffer otherwise from this restriction. There is an universal feeling in favor of the more rapid development of the railway system of the State. It is so strong as to often induce appropriations by the State Legislature in aid of projected railways. In such cases, the restriction upon passenger fares amounts to the declaration that those who need and would pay for a railway, shall not do so, but that the whole community shall be taxed in order that those who may use a railway shall enjoy its benefits at less than a fair charge. Then again, there is constant complaint, that rates of freight from the towns of this State to tide-water, are onerously high, and legislative interference against them is constantly sought. But a moment's reflection will show that if railways are restricted in passenger fares to non-remunerative rates, they must make good the deficiency—in part, at least—by means of their charges upon freight; and it is probable that the business of the city as well as the State of New York has suffered from this cause. High rates of freight effect those who do not as well as those who do travel by rail. Remunerative passenger fares would effect comparatively few, and like all measures of exact justice, redound to the advantage of the whole community.

☞ The officers of the Hannibal and St. Joseph Railroad Company have notified the officers of the Stock Exchange that the stock of that company will be registered, in accordance with the rules of the New York Stock Exchange, at the Farmers' Loan and Trust Company. The officers of the Exchange accepted the usual thirty days' notice, as of February 14, of the new issue of $5,000,000 of common stock.

Naugatuck Railroad.

The receipts from operation of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From freight	$366,297 15	$376,195 61
" passengers	211,511 65	209,653 90
" mails	4,650 01	4,740 97
" express	10,500 00	10,500 00
" milk	18,880 03	17,444 65
" other sources	3,723 57	6,226 73
	$615,562 41	$624,761 86
Expenses, viz:		
Repairs of road	$119,619 05	$119,510 74
" engines	21,769 91	21,828 12
" freight cars	34,611 23	19,762 39
" passen. "	16,756 81	12,393 48
" bridges	7,654 59	5,144 57
" dock	9,178 65	5,442 74
" tools	2,605 74	4,936 90
" buildings	15,809 50	5,815 40
Coal	414 81	1,523 29
Wood	1,860 54	1,968 74
Contingent	4,271 54	5,612 69
Printing and stationery	3,409 53	3,098 53
Legal expenses	972 66	1,588 24
Oil	2,972 37	2,611 26
Tallow and waste	1,829 15	1,992 93
Insurance	545 08	4,033 50
Passenger expenses	21,933 26	23,660 67
Freight expenses	73,225 66	76,680 41
General expenses	7,000 00	7,000 00
Gas light	828 79	891 46
Damages	1,381 14	3,459 04
Rent of cars and engines	1,527 70	.....
Engine coal	28,726 51	28,701 48
	$373,904 24	$357,656 58
Net earnings	$241,658 17	$267,105 28
Add balance from previous year	257,551 29	176,731 85
Total	$499,209 46	$443,837 13
Deduct interest & taxes	45,092 61	34,551 63
Leaving	$454,116 85	$409,285 50
Less old claims charged to profit and loss		29,575 44
Balance		$379,710 06
From which take dividend of five per cent. August 15, 1871		93,420 00
Leaving balance to credit of profit and loss, December 31, 1871		$286,290 06

Three dividends of five per cent. each were paid in 1870, viz: February 15, $91,945; August 15, $92,220; December 31, $93,220—total, $277,385; which deducted from above amount, ($454,116 85,) leaves to credit of profit and loss at the close of that year $176,743 85.

The financial condition of the company December 31, 1871, is exhibited in the annexed

Condensed Balance Sheet.

Construction and equipment		$1,911,753 77
Permanent improvements		129,698 00
Due from stations	$44,537 30	
Due from General Post Office Department	1,253 47	
Due from individuals and corporations	2,637 15	
Railroad stocks	17,600 00	
Railroad bonds	5,000 00	
Cash	68,585 10	
Notes receivable	200 00	
Real estate	48,307 74	
Ice	3,925 73	
Materials on hand	66,605 05	
		258,651 54
		$2,300,103 81
Capital stock		$1,872,400 00
Mortgage bonds		112,500 00
Coupon interest	$3,496 79	
December expenses	21,017 43	
Hartford, Prov. and Fishhill R. R. Co	176 51	
N. Y. and N. H. R. R. Co.	3,157 69	
Personal accounts	1,062 00	
Coupon tax	2 82	
		28,913 25
Profit and loss		286,290 06
		$2,300,103 81

President.—E. F. Bishop.

Directors.—W. D. Bishop, R. Tomlinson, E. F. Bishop, Bridgeport, Ct.; Green Kendrick, Waterbury, Ct.; A. L. Dennis, Newark, N. J.; N. A. Baldwin, Milford, Ct.; J. B. Robertson, New Haven, Ct.; J. G. Wetmore, Winsted, Ct.; R. M. Bassett, Derby, Ct.

Secretary and Treasurer.—Horace Nichols.

Superintendent.—George W. Beach.

Pennsylvania Railroad Company.

Twenty-fifth Annual Report.

Office of the Pennsylvania Railroad Co., Philadelphia, February 19, 1872.

To the Stockholders of the Pennsylvania Railroad Company:

Your Directors feel much gratification in submitting to you the following very satisfactory statements of the business of your Railway, during 1871.

The earnings of the Main Line of your Railway, 358 miles in length and 258 miles of Branches, were:

From passengers	$3,719,264 86
" emigrant passengers	156,392 12
" mails	147,893 12
" express matter	362,849 90
" general freight	14,052,304 51
" miscellaneous sources	281,632 84
	$18,719,836 85

Expenses:

For conducting transportation	$4,039,751 60	
For motive power	3,049,027 28	
For maintenance of cars	1,202,521 74	
For maintenance of road	3,302,286 95	
For general expenses	229,845 77	
		11,823,433 34
Leaving net earnings in 1871		$6,896,403 51

The total amount of revenues compared with last year, is:

1871	$18,719,836 85
1870	17,531,706 82
Increase	$1,188,130 03

The changes in the sources of revenue are shown below:

Increase in first-class passengers	$123,893 16
" freights	1,259,144 04
" mails	1,149 67
" express matter	51,564 12
Total	$1,435,750 90

The only items of income that show a decrease are emigrants ($6,279 80), and miscellaneous ($241,341 16). The first is accounted for from circumstances connected with the war between France and Germany, and the latter from the large collections made in 1870 from other railways for rents, &c., due to previous years.

The whole number of passengers carried in 1870 was 4,352,769, and in 1871, 4,699,985—an increase of 347,216, or nearly 8 per cent.

The average distance traveled by each passenger was 32 53-100 miles, being 2 12-100 of a mile less than in 1870.

The number of tons of freight moved (including

524,451 tons of fuel and other materials transported for the company) was 7,100,294, embracing 3,161,441 tons of coal. It was last year 5,804,051 tons, showing an increase of over 22¼ per cent. in 1871.

The average charge per net ton per mile upon freights during the year was 1 3887-10,000 cents, against 1 549-1000 cents last year, 1 718-1000 cents the year previous, and 1 906-1000 cents in 1868, and per passenger 2 53-100 cents per mile against 2 49-100 cents last year, or an average decrease in rate of freight charges in 1871 below those of 1870 of 10 35 100 per cent. and in passenger charges an increase of 1 61-100 per cent. per mile.

The actual cost of operating your railroad, including Branch lines, in 1871, was 60 37-100 per cent. of its receipts.

The earnings of the Philadelphia and Erie Railroad in 1871, were:

From passengers	$607,878 94
" freights	2,800,358 31
" express matter	38,030 10
" mails	24,974 16
" miscellaneous sources	71,022 22
Total (nearly ($12,300 per mile of road)	$3,542,263 73

The operating expenses during the same period were:

For conducting transportation	$751,360 36	
For motive power	741,272 21	
For maintenance of cars	295,148 07	
For maintenance of way	995,192 16	
		2,782,972 80
Showing a balance to credit of Philadelphia and Erie Railroad		$759,290 93

The number of tons of freight moved upon this line during the year was 1,828,491, against 1,614,287 in 1870, and 1,302,041 in 1868, showing a steady annual increase of traffic.

The average charge made per mile on freights was 1 195-1000 cents per ton, and the actual cost of its movement 9 05-100 mills per ton per mile, leaving a margin of profits of only 2 145-1000 mills per ton per mile.

The increased tonnage in 1871 over 1870 was 214,204 tons, and the increase in revenue from freights, $341,203 79, and from passengers, $1,440 93. The total increase of revenues for the year being $398,219 02.

The competition between this railway and its neighboring lines has reduced the rates of freight charged to the low average of one cent and two mills per ton per mile, which, notwithstanding the low cost that it has been worked at, does not afford an adequate margin of profit upon the large amount of capital invested in the line. The sparsely populated and unproductive character of the region traversed yields very little local freight for transportation that will bear liberal charges as a compensation for the reduced rates obtainable upon distant traffic.

The passenger traffic has shown a profit this year of $38,221 46 against a loss in 1870 of $5,932 09.

A small increase upon the rates of freight charged in 1871, with the annual increase of tonnage arising from the development of the resources of the region tributary to the line, will bring this road among the dividend paying railways. If its line had been in the first instance judiciously located, it would, ere this, have proven a profitable enterprise.

The "Low Grade Railway" across the Allegheny Mountains, now in rapid progress of construction by the Allegheny Valley Railroad Company, will intersect and use the Philadelphia and Erie Railroad for about 120 miles of its Eastern end, where the gradients are equally favorable, and when completed it must add materially to the revenues of this line. This "Low Grade Railway" overcomes the Allegheny Mountains—the great barrier to direct and easy transit between the West and East—by gradients against the heavy traffic, not exceeding 16 feet per mile on straight lines, which are rateably reduced upon the curved portions of the road.

The revenue of the lines operated by this company, and the amounts paid for their working expenses, interest and dividends are as follows:

From the Pennsylvania Railroad and branches		$18,719,836 85
From the Philadelphia and Erie Railroad		3,542,363 73
		$22,262,100 58
And the expenses of operating them were:		
Pennsylvania R. R.	$11,823,433 34	
Philadelphia & Erie Railroad (including $759,290 93 net earnings paid to that company)	3,542,263 73	
		15,365,697 07
The net profits of the year 1871 upon all the operations of the company being		$6,896,403 51
From which deduct dividends declared in May and November (each five per cent.) with the taxes paid thereon	$3,625,062 50	
Interest paid by the company after deducting interest and dividends received.	1,208,010 29	
Paid for the lease of the Harrisburg and Lancaster Railroad.	133,039 94	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of the works between Pittsburgh and Philadelphia	460 00	
		5,426,112 73
Leaving a balance to credit of profit and loss on account of the Pennsylvania Railroad of		$1,470,298 78
But from which is to be deducted the excess of advances made by this company over the amount received from the United Railroad and Canal Companies of New Jersey and the Philadelphia & Trenton Railroad Company towards the payment of interest, dividends and operating expenses, &c., prior to January 1, 1872	$930,238 23	
Less profits of lease of Pittsburg, Fort Wayne and Chicago Railway, and Pittsburg and Erie Railroad, until transferred to the Pennsylvania Company on April 1, 1871	184,824 02	
		745,414 21
Leaving a net balance to the credit of the business of 1871 of		$724,876 57

The balance is obtained from the business of your railway for the past year, after charging the amount ($321,011 40), expended in straightening the old Philadelphia and Columbia Railroad, purchased of the State, and ($440,512 45) the cost of substituting iron for wooden bridges, steel rails for iron rails, &c., upon the whole railroad, to maintenance of way, and placing the loss on the lease of the New Jersey Railroads in 1871 to expense account.

The acceptance of the onerous terms of the lease of the property of the United Railroad Companies of New Jersey, is only to be justified by the very great importance of securing to this company a line terminating upon the Hudson river, where accommodations could be erected for the receipt and storage of the traffic of the extended system of railways that you control connecting Philadelphia and New York with all of the important commercial centres of the West—accommodations essential to the development of this traffic, and which it could not otherwise secure without violating existing arrangements with those companies.

The amount to be paid under the lease is $1,948,500 per annum for division among the shareholders of companies; this company receiving all of their assets and assuming all of their obligations.

For several years past the dividends of the United Companies have been at the rate of ten per cent. per annum, while their net revenues have not justified a rate exceeding seven per cent.; the deficiency having been made up from a surplus fund that had accrued during the war, which had become exhausted.

The terms of this lease required the delivery of these works on the first of July last, but, in consequence of an injunction obtained by dissatisfied shareholders from the Chancellor of New Jersey, this was not effected until the first of December—too late to introduce, before the close of the year, any reforms in their administration with a view to lessen the cost of operating them. This circumstance has materially increased the amount that we have had to advance under the lease, on account of the business of 1871. It is believed, however, that by vigorous reforms in their future administration, and the constantly increasing tonnage that we shall throw upon these works, they will in a few years meet the high rental agreed to be paid for them. Their revenues cannot be increased, by an increase of the rates of transportation, as these have generally been kept too high to produce the best net results.

In its last annual report the board referred to the disposition it proposed to make of the large interest that this company has acquired in railways beyond Pittsburg, for the purpose of connecting your main line with the trade centres of the West; the object being to secure, by a single management of these works, harmonious action throughout the entire system of railways that we control, and at the same time to obtain the best results from the large amount of rolling stock upon them, by transferring, as occasions may require, portions of that of one line to another, where the demand for its use was more urgent and important to the interest of the company and the public. With this object in view, a charter was obtained for the "Pennsylvania Company," and all the interest held by this company in these lines (except in the Cleveland, Mount Vernon and Delaware Railroad) essential to their control, transferred to it for a sum which fully covers their cost to us with interest, and preferred six per cent. shares, amounting to $8,000,000 received in payment therefor.

The capital of the Pennsylvania Company is fixed at $12,000,000, four millions of which is to be common stock that may be disposed of to individuals at not less than par. Of this stock, only $200,000 has been subscribed for, all of which has been taken by its managers to perfect the organization of the Company.

The operations of the "Pennsylvania Company," since it entered into possession of these works, on the first of April last, have been very satisfactory, demonstrating fully its ability, after 1871, to make regular dividends to its shareholders of not less than six per cent. per annum, while the original object that this Company had in making these investments has been secured.

In organizing the Pennsylvania Company it was understood that the whole of the net revenues accruing to it during 1871, from the lines committed to its charge, were to be expended in their maintenance and improvement, and in additions to its rolling stock, which has been done, and the property in consequence is very greatly improved.

Since your last annual meeting this Company has acquired a lease of the Pittsburg and Cleveland Railroad for nine hundred and ninety-nine years, upon favorable terms, and have transferred it to the Pennsylvania Company.

A lease has also been made of the railroads of the Jeffersonville, Madison and Indianapolis Railroad Company, carrying with it a control of the bridge over the Ohio at Louisville—through the Pittsburgh, Cincinnati and St. Louis Railway Company, which is operated by the managers of the Pennsylvania Company.

The Chartiers Valley Railroad, a branch line, completed during the summer of 1871 by the Pennsylvania Railroad Company, aided by citizens along its route, from Mansfield on the Pittsburgh, Cincinnati and St. Louis Railway, to Washington, Pa., a distance of twenty-two miles, has also been leased to the Pittsburgh, Cincinnati and St. Louis Railway Company, to be worked at cost for the benefit of its bond and shareholders; the Pennsylvania Railroad Company owning a majority of its shares. The operations of this line, since it was opened for business, have shown that its profits are already ample to meet the interest upon its mortgage bonds of half a million of dollars.

The Cincinnati and Muskingum Valley Railroad, which passes through the most fertile portions of Ohio, intersecting the Little Miami line at Morrow, was connected during the past year with the Pittsburgh, Cincinnati and St. Louis Railway, by a line from near Dresden to Zanesville, 16 miles. It forms an additional through route to Cincinnati, and is controlled by the Pennsylvania Company through the ownership of a large majority of its shares. The mortgage upon this line is but a little over $10,000 per mile, to meet the interest upon which it has already ample profits from its local business.

The Mansfield, Cold Water and Lake Michigan Railway has also been commenced under a favorable traffic contract with the Pennsylvania Company, from Mansfield in Ohio to Allegan, Michigan, with a branch from Tiffin to the important city of Toledo at the head of Lake Erie. The whole route traverses a fertile region, the resources of which will be appreciated by the fact that the citizens along the line have agreed to grade, bridge and furnish the cross ties for the whole railroad to be paid for in the stock of the Company at par.

A contract has also been made with the Plymouth, Kankakee and Pacific Railroad to operate its line as soon as it is in readiness for business.

In addition to these leases the Pennsylvania Company has entered into a satisfactory arrangement to operate the Vincennes and Cairo Railroad as soon as it is completed, thus extending their lines to the latter point, from whence the International Railway is being built southwestwardly into Texas. These and minor arrangements for increasing the business of the Pennsylvania Company must add largely to its revenues, while at the same time they will materially augment those of the parent Company.

All such contracts and arrangements made by the Pennsylvania Company are to be submitted to and approved by the Directors of the Pennsylvania Railroad Company, but none of which are to extend beyond the Mississippi on the west, or Chicago on the northwest.

The Pennsylvania Company was organized by the election of Thomas A. Scott, Esq. as President, Wm. Thaw, Esq, Vice President, George B. Roberts, and Hugh J. Jewett, General Solicitor, who, together with J. N. McCullough, H. H. Houston, and Hon. T. L. Jewett, constitute the Board of Managers. All of these gentleman have had a long experience in the management of transportation and of railways, and are eminently qualified to secure the success of such an enterprise.

The general management of this extended property, now amounting in the aggregate to 3200 miles of railway, has been entrusted to J. N. McCullough, Esq., who had gained an enviable reputation by his energetic and judicious administration of the business of the Pittsburg, Fort Wayne and Chicago, and Pittsburg and Cleveland Railways. All the railways committed to his management have, during the year, been able to meet, from their own revenues, their obligations to their creditors and lessors, except the Little Miami and the Indianapolis and Vincennes, while in the aggregate they have yielded reasonable profits to the lessee. The lines that have fallen short of their obligations, it is believed, from the development of the local resources of the country traversed by the last named, and the completion of the bridge across the Ohio river, at Cincinnati, at the southwestern end of the first, now nearly ready for use, will also in a few years become profitable to the lessees.

The adjustment of the rates of freight and the management of the finances of this Company have been committed to Mr. Thaw, Vice President, whose long experience in transportation eminently qualifies him for the performance of the duties that have been assigned to him.

The Board, in its last report, stated the circumstances that induced it to aid in the construction of the Baltimore and Potomac Railroad, a line extending from the Northern Central Railroad, under Baltimore and through Washington, to the south bank of the Potomac, whence it is continued by the Alexandria and Fredericksburg Railroad Company to the Fredericksburg and Richmond line, which, connects it at Richmond with the whole system of Southern railways south of that point now largely controlled by the Southern Security Company, in which this Company became a shareholder to protect its investment in the Baltimore and Potomac Railroad. The Southern Security Company is composed of gentlemen friendly to our interests and objects, and of which Gen. G. W. Cass is President.

The Baltimore and Potomac Railroad is nearly ready for use, between the south bank of the Potomac and Baltimore, and the tunnel under the latter city will be finished during the ensuing winter. When this is effected, there will be an unbroken railroad from our terminus opposite New York, from Philadelphia, and from Baltimore, to all points of importance in the South Atlantic and Gulf States, operated continuously by locomotive power and with the single object in view, to promote the internal commerce between the North and South by the adoption of rates of freight, that while they yield a reasonable profit upon their transportation, will, at the same time, be placed at figures which cannot fail to secure the movement by it of a vast amount of tonnage that is now forced into other channels, or lies dormant upon southern soil.

At the instance of citizens of the growing and prosperous city of York, the Pennsylvania Railroad Company purchased the stock of the Wrightsville, York and Gettysburg Railroad Company, upon which line the bridges had been destroyed by the Confederates, during their raid into Pennsylvania, immediately before the battle of Gettysburg, and since only temporarily repaired. They have also purchased the stock of the bridge recently erected across the Susquehanna at a cost of about $500,000, in place of the one burned by the citizens of Columbia, to protect them from the rebel invaders; and have consolidated the stock of both with that of this Company; thus extending your railroad to York, where it connects with the Northern Central Railroad, and by it and its branches with Gettysburg.

This line, in addition to the traffic of the rich and populous region it traverses, opens up a profitable business in the transportation of iron ores, for which there is now a large demand at Columbia, Marietta, Reading and vicinity.

The Holidaysburg branch has been extended during the year sixteen miles, through a fertile country, to the rich hematite iron ore deposits of Morrison's Cove, the transportation of which product, it is believed, will fully repay the Company for this outlay. It is also proposed to aid in the construction of a branch line to the valuable ore deposits of Blair and Centre Counties, commencing at Tyrone.

These improvements, with those already in operation to the extensive coal fields of the Alleghany Mountains, will bring the chief elements used in the manufacture of iron together as cheaply and of as good a quality as can be found in any other part of the State, which will doubtless induce large additional capital to seek these points for its production, and thus materially increase the local tonnage and profits of your railway.

A branch line is being constructed from near Greensburg, in Westmoreland county, to Connelsville; the extensive coal fields surrounding which place are celebrated for the valuable properties of the coke that they produce, the consumption of which in Pittsburg, Chicago, and other Western cities, affords a growing and important traffic, with which the cars that would otherwise return empty to the West may be loaded.

A lease of a line recently constructed between the Pennsylvania Railroad, at Lewistown, and the Northern Central Railway below Sunbury, was entered into late in the past year by this Company, to be worked at cost. This line will furnish the best outlet for the anthracite traffic at and beyond Pittsburg, seeking a market in that region, while it will supply the furnaces at Lewistown with this fuel, and those of Danville with iron ore from the deposits along its route.

The large increase of tonnage centering at Pittsburgh, fron the extended system of railways controlled by this company west of that point, already demands greatly increased facilities for its accommodation and prompt movement, which, in consequence of the broken topography of the lands adjacent to our line in that city, it is difficult and very expensive to procure. To overcome as far as practicable these difficulties, the president met a committee of the city councils of Pittsburgh during the past Summer, and a plan was adopted as the basis of an agreement between the city and this company, which, if ratified, will go far to remedy the troubles and detentions that exist at that point, and increase the safety and convenience of the citizens of Pittsburgh, while they will at the same time add materially to the expedition of our trains in passing through the city limits.

This plan involves the necessity of the erection of numerous bridges over and under the railway at the street-crossings, and the sinking and change of our tracks at points upon the line, entailing an outlay by this company but little short of one million of dollars, which expenditure, however, may be distributed over several years. But, looking to the rapid growth of Pittsburg adjacent to our line, and the increasing detention to our trains this must cause, if level crossings are maintained, it is believed that this large disbursement will be fully justified.

The difficulty in passing freight trains from the south branch of the Monongahela through the tunnel under Grant's Hill and our yards adjacent to it, has been found so serious that it has been deemed advisable to continue a line at once through Birmingham (under the charter of the Pittsburg, Virginia and Charleston Railroad Company) to a point above Turtle Creek, from whence a branch line will cross the Monongahela to the Pennsylvania Railroad upon a route of better gradients and a shorter distance than that now used. The Pittsburgh, Virginia and Charleston line is to be continued up the Valley of the Monongahela through a fertile and populous region, containing exhaustless fields of the best varieties of bituminous coal, and must in itself prove a profitable enterprise.

The increase of the tonnage of your main line during the past over the previous year was 22⅓ per cent., to transport and accommodate which very large outlays for increased rolling stock, real estate, additional sidings, warehouse room, extension of the third track, and the construction of new and branch lines have been required. These, together with the payment of $1,109,224 of debentures, have been met by the distribution of increased capital stock at par rateably among you, and a sale of securities obtained in aiding the construction of other works.

The demand for additional facilities to meet

the continued pressure of a continually increasing business, promises to be quite as great during the present year as the last. Such extensions of your works are unavoidable and incident to railway property, and must be met to prevent unnecessary competition, and satisfy the public obligations that you have assumed, which, in this, as in most similar cases, are in harmony with your best interests. To provide the means required for these objects, it is deemed by your board advisable to offer to each shareholder whose name may be standing upon the books of the company on the 20th of February, inst., the opportunity to subscribe at par to thirty per cent of their present holdings, to be paid as called for in instalments of twenty-five per cent. each.

The company now own stocks and bonds, including those in the sinking fund—nearly all acquired in perfecting its present system of railways and canals—amounting at par to $55,000,000, which, at a low estimate of their value, are worth $43,000,000. Many of these securities yield no present income, but in the aggregate they can be gradually disposed of, for at least the sum estimated as their value.

If the state of the market during the year will justify the sale of any of these securities, the instalments upon the stock it is proposed to distribute may not be so rapidly called in.

The surplus net revenues of your works during the past year, without considering any increase of their profits from the increase of traffic it is proposed to provide facilities for, were ample, in 1871, to meet the usual dividends (ten per cent.) upon the addition to the capital stock of the company it is proposed to issue. And in these profits we have not included any income from our stock ($8,000,000) in the Pennsylvania Company, which can hereafter pay regular dividends to its shareholders, or from the $3,500,000 of stock held in the Pensylvania Canal Company which, after this year, will be in a condition to divide its net earnings, nor any income from our large interest in coal properties that this company has found it necessary to purchase to prevent the diversion of this traffic from the canals that we control—built by the State expressly for the development of these interests—to those of rival improvements.

The commercial interests of Philadelphia, which have for so many years been apparently stationary, have shown, during the past season, gratifying evidences of a revival. It has been the settled policy of this company to encourage the development of this interest by anticipating its demands for increased accommodation and facilities for the distribution of products to the consumer and shipper at the lowest practicable amount of charges.

The facilities heretofore afforded to the grain traffic, which is that which has shown the most activity, have, until last year, been greatly in advance of its requirements, and, in consequence of the limited demand for their use, their adaptability to the business that they were intended for could not be fully tested. The large grain elevator upon the Delaware was built after the plans found so successful in Chicago and other points in the West, but it does not seem to be adapted to the business of this port, where it has been the custom to keep different lots of grain separate for shipment, instead of throwing them together according to their classification as practised in the West, and its arrangements will have to be modified.

For the purpose of meeting the demands of the local grain trade of this city and surrounding country, an extensive granary has been erected on the Schuylkill, where each car load of grain may be kept in separate bins. The building has been entirely successful, and its capacity may be doubled without a heavy expenditure.

But the large volume of agricultural products that this company can, through its numerous connecting railways, bring to this city from the West, requires still larger facilities than exist for its accommodation to induce this traffic to remain with us, We see no place so well located and adapted to the objects desired—that can be had at so small an outlay—as will be provided by the opening of Delaware avenue by the city, southwardly to Christian street of a width of not less than eighty feet. A double track railway may then be laid on this avenue, from which turnouts can be run into the existing warehouses upon it at the most convenient point for shipment, and on to the adjacent wharves. By this plan a large amount of capital may be savid in the erection of warehouses, which can be better employed by this company in the increase of its equipment. Such an arrangement can only be carried into effect through the co-operation of the corporate authorities, who will doubtless appreciate its importance to the revival and increase of the commerce of the city.

Under the authority given by you at your last annual meeting, the American Steamship Company of Philadelphia has been fully organized by the election of H. J. Lombaert, Esq., as President, and Edmund Smith, Esq., as Secretary and Treasurer, with a capital of $704,700, of which this company owns $400,000. The first mortgage six per cent. currency bonds of the company, amounting to $1,500,000, have also been issued under the guarantee of this company, and all of them taken at par, giving a realized stock and funded debt capital of $2,204,700, all of which has been secured without discount.

The four steamers that will constitute this line between Philadelphia and Liverpool, have all been contracted for to be built in this city, of American iron, by the enterprising firm of William Cramp & Sons. The first vessel it is expected will be launched in June next, and the remainder as rapidly as practicable thereafter. The total cost of these vessels under the contract will be $2,080,000. All of the steamers are to be alike in their model and machinery, ; the length of each to be 355 feet, and the breath of beam 43 feet. They will be arranged to carry 75 first class and 854 steerage passengers, and have an estimated tonnage capacity of 3016 tons, old measurement.

The Steamship Company has appropriately named the four vessels that are now being constructed after the States traversed by the railways of the company, viz: Pennsylvania, Ohio, Indiana and Illinois.

In selecting the models and machinery of these steamers the company has relied upon the experience and ability of the eminent mechanical engineer, B. H. Bartol, Esq., a member of the board of directors, to whom whatever credit may attend their qualities as sea-going vessels, or their adaptation to the business of this port, will be due.

Of the full success of this enterprise, with the co operation of this company and the system of railways it controls in the West, the board does not entertain a doubt.

As some fears have been expressed that the profits of the broad gauge railroads would suffer by a competition with those of the narrow system, it is not out of place here to state that in our opinion this cannot be their effect upon any leading line of railway. The only material advantage that the narrow gauge (say three feet) has over the broader railway, is in the economy of its construction over a rough and difficult country. To secure this economy, shorter curves, and consequently, a longer line, must be resorted to. The saving in dead weight carried in one system over the other is not important, as the heavy engines and cars used upon the usual gauge (four feet nine inches) is not due to the width of the track, but the necessity of maintaining higher speeds, and the movement of heavier loads, than is obtainable, with economy and safety, on the narrow gauge. The equipment now used on the narrow gauge is heavier than that formerly used upon the four feet nine inch lines.

The adoption of the proper gauge to be used in each case must be determined by the circumstances that surround the proposed improvement, as neither can be judiciously adopted until all these are known and considered. The narrow gauge is certainly not applicable to a line between Philadelphia and Pittsburg. Experience has shown that the gauge of your railway, which had its origin in the law of England, regulating the gauge that had been found best for common road carriages, is of ample width, to give the best results, on all first-class lines where speed of transit is necessary, and the amount of transportation large.

The general office of the company in this city having become inadequate for its business, it has been sold to the Lehigh Valley Railroad Company. The new building will be ready for use by the first of April next, and will, it is believed, be sufficient for the accommodation of the business of the company for many years.

Your directors desire to express their acknowledgments to the officers and employees generally for their strict attention to and successful management of the business of the company. The acquisition of the lines in New Jersey has added to their duties and responsibilities. These lines have been brought under the general management of A. J. Cassatt, Esq., who has, during the past year, so successfully conducted the business of the Pennsylvania Railroad as General Superintendent.

The General Superintendent of the Philadelphia and Erie Railroad, W. A. Baldwin, Esq., also deserves the thanks of the stockholders for his close administration of the affairs of that railroad, which, notwithstanding the low charges made for its use, has shown a profit upon its operations.

By order of the Board,
J. Edgar Thomson, President.

St. Louis Air-Line Railroad.

The Louisville *Courier-Journal* says that the work on the Louisville, New Albany and St. Louis Air-Line Railway is being pushed rapidly forward, and that by the first of November, 1872, the cars will be running regularly over its whole length. The cars now run from St Louis eastward over the Illinois section of the Air-line road, which is known as the St. Louis and Southeastern railway, and which is seventy-six miles in length. The cars also run regularly on that part of the Indiana section which is between Princeton and Mount Carmel, a distance of ten miles. By May 1st, at the very latest, thirty-three miles at this end of the Indiana section will have the grading, bridging, and other work done, and be ready for the putting down of the iron, the only unfinished part of this portion of the road being the great tunnel through the Knobs. This tunnel will be three-quarters of a mile long, and, at its present rate of progress, will be completed by July 1, 1872. When this work is done, the iron will be put down at the rate of a mile per day, and the cars will run over the road as fast as it is finished. The cars from Louisville will run to the Wabash River by November 1, 1872. The work on the bridge over the Wabash is advancing in a very satisfactory manner. The eight piers are all set, and the abutment on the Indiana shore is in. Four of the piers are up ten feet above the water. West of the Wabash River the road is made, and the iron down, for a distance of ten miles. It will be completed seventeen and a half miles farther to Albion, the county seat of Edwards County, by January 12th, and then the break of forty-six miles between Mount Carmel and Mount Vernon will be all that will have to be completed to give a continuous line from St. Louis to Louisville. Of course the work on this portion of the Illinois section will be pushed rapidly forward under the direction of the energetic President Bell, who is determined that this portion of the Air-line shall be completed as soon as that of which the public-spirited President, Bradley, has the immediate direction. This great road is in excellent hands, and when completed will furnish an outlet for a most productive district of country, whose undeveloped mineral wealth is of immense value,

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,043	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,650	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,287	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	299,249	329,851	371,544	321,597	387,269	322,638	380,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,368	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,656	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343.550	340,301	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	463,056	369,420	5[257,315
1872	372,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,368	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	896,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 306,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773.494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	286,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,455	411,605	569,250	567,679	480,026	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	618,065	565,416	606,845	588,661	695,446	739,989	714,854	834,208	886,845	761,964	719,909	.....	.....
1872	642,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	96,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 888	140,473	132,899	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,241	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,482	238,495	236,453	206,221	198,328	215,449	308,168	375,488	339,794	305,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	366,663	329,105	413,501	476,661	490,694	447,570	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	365.196	335,083	324,986	359,646	429,161	493,640	414.504	308,669	4,260,115
1867	304,095	283,661	375,210	362,788	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.378	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	433,884	662,367	658,018	491,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,683	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,386	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2'8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,459	236,108	3,438,930
1871	212.005	217,947	319,765	286,416	284,732	275,351	287,640	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,884	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.083 026
1866	738,061	725,987	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,608	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	823,447	11,816,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	422,045	644,506	688,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,684	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,286
1870	152,393	158,788	172,216	172,347	156,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,710	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284.193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,869	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,690	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,629	5,709,183
1870	528.529	560.139	589,238	706,608	802,586	746,450	643,058	664,051	728,521	719,698	570.168	505,053	7,654,094
1871	479,578	373,995	499,599	484,540	724,464	728,174	678,098	681,865	800,402	777,363	708,142	542,908	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,126	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,823	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	100,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens' (10th&11th sts.)(Phi.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.00	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	208,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45
Sept. 30,'70	3.25	26	6	Genesee & Water st.(Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	250,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	42½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	5,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.58	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	92
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	31,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	59,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	32½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,616	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,800	22,988	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,593	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,998	35,061	9	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	58,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	406	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	0.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	less. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	43,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Waterylist (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	82,152	52,900	—	—	3 800	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,206	40,000	30,000	5,006	—	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	187-	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	188-	....
Bklyn City, Hun.P.L& P.P.: 1st Mortgage.....	379,000	7	M& N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1882	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1888	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage.....	120,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July'71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July'71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Jan. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633.200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov.'71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Jan. '72 3½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*..... 100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Clin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val.100	848,964	— & —	.....
Concord 10	1,500,000	M. & N.	Nov.'71 5
Concord and Porte.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 B	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv 0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 0	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee*.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" " pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,230,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana'100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*..... 50	$5.871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 2
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2.500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12
N Haven & Northamp..100	605.000	J.A. J.O.	Jan. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem.100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 5
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3.051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248.000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 60	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300 000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267.800	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500.000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass. 100	2,800,000	J. & J.	July '71 2
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Oct. '71 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800 000	J. & J.	Jan. '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J·A. J.O.	Oct. '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City..... 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '72 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0 0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105 000	— & —	Oct. '70 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)..... 100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75.000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,317,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,200	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	.....
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,893,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	16,721,000	6	Jan. & July.	1880	114½
.. .. coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,102,800	6	Jan. & July	1881	114½
.. .. coupon	64,218,400	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	66,774,100	6	May & Nov.	1882	110½
.. .. .. (5-20s) ..... coupon	324,946,750	6	" "	1882	111½
Loan of March 3, 1863 ..... registered	53,379,500	6	Jan. & July.	1881	114½
.. .. coupon	21,620,500	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,492,500	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s) ..... registered	40,893,650	6	May & Nov.	1884	111
.. .. .. (5-20s) ..... coupon	40,787,500	6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ..... registered	42,987,550	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	120 214,900	6	" "	1885	112
.. .. 2d series (5-20s) ..... registered	83,687,700	6	Jan. & July.	1885	110½
.. .. .. (5-20s) ..... coupon	166,001,400	6	" "	1885	110½
.. .. 3d series (5-20s) ..... registered	91,469,400	6	Jan. & July.	1887	111
.. .. .. (5-20s) ..... coupon	229,505,850	6	" "	1887	111½
.. .. 4th series (5-20s) ..... registered	12,781,500	6	Jan. & July.	1888	112½
.. .. .. (5-20s) ..... coupon	26,484,500	6	" "	1888	112½
Loan of March 3, 1864, (10-40s) ..... registered	138,655,550	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ..... coupon	56,511,750	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	111,779,200	5	F. M. A. & N.	1881	108½
.. .. coupon	13,095,250	5	" "	1881	108½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	20,300 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,618,832	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	398,211,698	mf.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	66
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	25
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,188,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1866	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	60
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	62½
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	99
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	315,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	103
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	97½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1888	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar	1,589,000	7	" "	1876	95½
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt)	.....	.....	.....	.....	92
Nevada—State Loan Bonds	600,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	800,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	101½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	100
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	105½
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	107½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	107½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,788,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	35
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	18½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	21½
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	14
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,309	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,158	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1877	106
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	109
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	6	Jan. & July.	1882	101½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1883	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100
.. — .. of 1863	239,000	6	April & Oct.	1883	101
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	51
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	31
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	66½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1866	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	56
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870 gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	94
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	39
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	45
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,800 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	96
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	506,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	96½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	65½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100½
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1863	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	94½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,160,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men. Exten.))20 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1880	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,800,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1890	101½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	102
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	71½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1890	90
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1886	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,080,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	88½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628.525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1864, (cond).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxxi. & Ottawa R. R.).	150,867	6*	May & Nov.	NY & London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1900	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1896	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1883	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1883	90
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1871	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1890	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R. R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R. R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,307,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264..	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510....	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	" "	" "	1885	96½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	105
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	{416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	50½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1885	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	....
2d Mort (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S.& M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	96
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,302,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1890	96
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	900,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	100½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm.	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (").....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1899	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1896	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	90½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869...gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage,sinking fund conv.	2,294,500	8	" "	" "	1882	119
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1898	93¾
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	96
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107¾
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	93¾
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wm)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	98¾
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93¾
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,646,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,029,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,750	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1883	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	98
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94¼
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")3. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(L.I.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102¼
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
New York & Oswego Midland:						
1st Mort. for $3,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A. M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	398,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96¾
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89¼
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,600	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99¼
1st Mortgage, (W. Div.)	350,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	86¼
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82¼
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102¼
Plain Bonds	1,000	6	March & Sept.	"	1874	94¾
Plain Bonds	486,000	6	April & Oct.	"	1875	96¼
Plain Bonds	1,000,000	6	March & Sept.	"	1876	96¼
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86¼
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85¼
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage gold	7,000,000	7*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101¼
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage gold	1,800,000	7*	May & Nov.	New York.	1890	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	160,000	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I. & P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'96	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1870	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	99¾
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	93½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103¾
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K. & P. R. R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv. gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W. & O.)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1860	100½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	81
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'78-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	899,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	85
Equipment sinking fund	406,000	8	Jan. & July.	" "	1879	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage	1,500,000	7	" "	"	1891	40
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	....
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia Central see "Chesa. & O."						....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,000,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,0[illegible]0,000	6	" "	"	1897	93½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	93
Convertible Loan	1,996,879	6	" "	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	90
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	97½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,600,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,611,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	28.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	53 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,595	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	290,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,680	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	960,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.5	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	90,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois.....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,795,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	.....	10 mos.	470,732	110,948	—	100	3½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	265,000	364,844	932,176	67.5	.....	.....	10 mos.	934.754	186 879	8	100	142½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	142½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	(Le	ased & operated by		Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	111½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	52
Apr. 30, 1871	45.0	—	302.0	3	—	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	61.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	20
Sept. 30, 1870	66.9	1.0	30.7	—	8	15	7	189	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	73½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,167	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,042	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	111½
Dec. 31, 1870	187.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,866,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	*	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	260.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198.490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552.625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,645	9,295,928	1 964,317	16,590,510	12,569,459	1,888,023	2,797,880	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	136

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	160.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)	.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....	(Leased and oper. by Mich gan Central.)	.....	.....	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,984,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080 963	*	.....	.....	1,510,968	1,803 312	250,000	.....	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565.490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631.280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099.667	—	100	38½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			2,412.150	843.903	12	100	166½
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875 644	.....	.....	544,772	14,447.202	5,051.366	888,755	121,394	7	50	100
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	.....	.....	.....	—	—	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200.000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			—	—	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284.082	131,451	2,000.000	341,000	136,183	44,508	119 8	.....	.....	.....	752,097	147.025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6.000.000	*			2,800,000	3.400.000			166.0	.....	.....	.....	1,538 422	790.601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,869,500	.....	.....	1,109.6	5,397.606	54.305.218	265.409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	151.0	—	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2.750,000	2,750,000	.....	.....	—	(Under construction			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,338,514	*			7,885,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921.274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,480,505	18.034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450.000	$,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49.235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	1:9 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9.335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	35.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,736				—	(In course of construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,636	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,002	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			1,217,243	336,079	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind.	1,100,000				300,600	800,000			—	(Leased & oper. by Michigan Central.)			261,277	26.713	7	100	92½
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	.....	123.0	.....	.....	.....	.....	.....	8	100	10
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640 000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	6	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,852,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,600	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335.000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	86.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	60,686	14.497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S. N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13 457,541	5,088,720	8	100	91½
Sept. 30, 1870	—	—	—	148.6	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction a: $33,000 p. m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4.500 000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944		.....	.....	260,250	360.000	5.000	.....	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	.....	.....	49 507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv...Kansas.	3,316,487	421,124	1,425,000	386,535	4,000.000	4,000.000	.....	85,418	....	.....	2,649.250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824.464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	3,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,150,400	5,588,000	414.417	.....	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	125½
Dec. 31, 1870	—	—	55.2	—	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900.000	.....	.....	—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	159	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	No returns -Is near completion.	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	....	....	....	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. i			n 1871.)		—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783.000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	92			
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S. W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416.704	20.651,246	12,161,070	751.474	139,289	—	50	63
Jun. 30, 1870	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	276	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	$0.718	2472 183	2 859.520	1,245,770	350,337	471.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	895,465	748,977	361.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago. .Ind.	3,000.000	*	.....	.....	3 000 000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,846,904	1,666	2,051,190	—	161.923	17	16.0	(Recently opened 10 miles.)	954	17	—	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	29	Lowell and Lawrence.....Massachusetts.	382,883	30,255	.....	15,133	(200,000)	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	—	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)						
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,590,220	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	(Leased	and oper. by Erie.)		.....	.....	12	100	78
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			.....	(Leased	and oper. by Erie)		.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper. by Erie.)		.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			.....	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	180,000	36,542		.....	(Leas. &	oper. by C	m.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			.....	(Leas. &	oper. by N	Jersey So	uthern.)			100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,581,707	6,271,222	10	50	122
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			.....	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			.....	(Leased	& oper. by	Chic., R. I. & Pac.)	.....	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581								90.0	(Recently	completed.)		.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,866	*		.....	8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			289.6	2,228,683	.....	.....	3,144,045	866,316	—	50	53
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	174½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper. b	y Unit. Co.)	(14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	665,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				.....	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	560,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			.....	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			.....	(Under	construction.)		.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	88,144	31,755	—	100	98
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	345,465	.....	(10 mos.	661,717	198,811	10	100	144
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,090	74,414	190,093	.....	(Leas. &	& oper. by	Ch., Burl.	& Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	385,084	737,841	6,000,000	1,689,750		2,035,072	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,696	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,236	*			250,844				.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*			1,256,936	12,000	7,602		218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	100
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000			....	8,314	286,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	18
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....			10,000,000	6,000,000			22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*			6,000,000	3,200,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	construction—80 m.		1,990,376	580,474	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			201.0	635,019	.....	.....	1,372,236	385,803	—	100	77
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....			7,250,000	3,250,000			.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			.....	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			.....	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	60.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....				2,000,000	3,000,000			.....	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	.....	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000			110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243,305	326,900	1,287	82,596	.....	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			.....	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684				300,000	40,000			116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*		179,043	997,100	1,157,245	49,267	15,532	.....	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....		.....	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	.....	(Under	construction.)		.....	.....	—	100	....
																		—	(Leas. &	oper. by Ph	ila. & Read	ing.)	128,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	....	68
Catawissa,* pref. and guar.....	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	81
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	85
Chicago and Alton, pref.....	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,636,910	7	7	62
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref.....	5,078,224	....	....	59½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	22
" " 2d pref	4,051,744	6	....	12½
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108½
Ohio and Mississippi, pref.....	3,500,000	7	7	73
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	62½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	57
Sandusky and Cincinnati, pref.....	445,566	6	6	36½
Schuylkill Valley,* guar.....	576,600	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	....	....
" " " (E. D.) pref.	1,700,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren * guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	34
Union, preferred.....	.....	8	....	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	....
Mariposa Mining, pref.....	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

	Store Prices.
Pig, Scotch, No. 1.....per ton	37 — @ 42 —
Pig, American, No. 1.....	42 — @ 43 —
Pig, American, No. 2.....	40 — @ 41 —
Pig, American, Forge.....	39 — @ 40 —
Bar, Refined, English and American.....	— — @ 86 —
Bar, Swedes, assorted sizes.....(gold).	85 — @100 —
Bar, Swedes.....	115 — @125 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.....	97 50 @ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rud. & sq.....	102 50 @ — —
Bar, Refined, 1 & 1¼ by ½ & 5-16.....	105 — @ — —
Scroll.....	115 — @145 —
Ovals and Half-round.....	112 50 @132 50
Band.....	— — @110 —
Horse Shoe.....	110 — @120 —
Rods, ½@3-16 inch.....	102 50 @137 50
Hoop.....	117 50 @165 —
Nail Rod .....per lb.	— 7¼@ — —
Sheet, Russia, as to assortment.....(gold)	— — @ — —
Sheet, Single D. and T. Common	— 5½@ — 6½
Sheet, Doubles and Trebles, Charcoal.....	— 6½@ — 7
Sheet, Galtanized, No.'s 10 to 27	— 10 @ — 13
Sheet, Galvanized, No.'s 28 and 29.....	— 15 @ — 19
Rails, English.....(gold).....per ton.	63 — @ 65 —
Rails, American, at Works in Penna..c'y.	72 — @ 73 —
Anvils, (Eagle).....per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 16 @ — 18
English Spring (2d and 1st quality).....	— 7 @ — 10
English Blister (2d and 1st quality).....	— 10 @ — 17
English Machinery.....	— 11 @ — 13
English German (2d and 1st quality).....	— 10½@ — 12
American Blister.....	— — @ — 12
American, Cast, Tool.....	— 15 @ — 16
American, Spring.....	— 9 @ — 11
American Machinery	— 9 @ — 10
American German.....	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @ 5 —
Cut, 8d. and 9d.....	— — @ 5 25
Cut, 6d. and 7d.....	— — @ 5 50
Cut, 4d. and 5d.....	— — @ 5 75
Cut, 3d.....	— — @ 6 50
Cut, 2d and 3d. Fine.....	— — @ 7 25
Cut Spikes, all sizes.....	— — @ 5 25
Cut, Finishing, Casing, Box, &c., 10d to 3d.	5 50 @ 7 —
Clinch, Kegs	6 50 @ 7 —
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 20 @ — 33
Copper.....	— — @ — 40
Yellow Metal.....	— — @ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca.....(gold). per lb.	— — @ — 41
Straits .....(gold).	— 35½@ — 36
English.....(gold).	— — @ — 36

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal....per box.	11 25 @11 50	12 50 @ 13 —
I. C. Coke.....	10 — @10 25	10 25 @ 11 50
Coke Terne.....	8 25 @ 9 —	9 62½@ 10 50
Charcoal Terne.....	9 75 @10 50	11 — @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk).....	— — @ — 13
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 16½
Refined, Standard White (in ship'g order).	— — @ — 22½
Refined, S. W. (in jobbing lots).....	— — @ — 23
Refined, S. W. (in tin)	— 27½@ — 28
Naptha, Refined, (65 @ 73 gravity).....	— 10½@ — 11
Residuum.....per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @ — 36
Copper, Bolts.....	— — @ — 38
Copper, Braziers' (over 16 oz.)	— — @ — 38
Copper, Nails	— — @ — 42
Copper, Old Sheathing, &c., mixed lots.....	— 25½@ — 26
Copper, Chile Pig.....	— — @ — —
Copper, American Ingot.....	— 28¾@ — 28½
Yellow Metal, New Sheathing and Bronze .—	— @ — 26
Yellow Metal, Bolts.....	— — @ — 28
Yellow Metal, Nails.....	— — @ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....(gold) per 100 lb.	5 90 @ 6 —
German.....(gold)	5 90 @ 6 —
English.....(gold)	5 95 @ 6 25
Bar	9 25 @— —
Pipe.....	— — @10 —
Sheet.....	— — @10 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16c. pr.lb.	

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel.....	— — @12 —
Liverpool House Cannel.....	— — @17 —
Anthracite.....per ton of 2,000 lb.	4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 23.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Canton Co.....	81½	81½	....	....	....	83½
Central Pacific 6s.....	102½	102½	102½	....	....	102½
Central of N. Jersey.....	111	110½	110½	111½	....	111½
Chicago & Alton.....	....	117s	....	....	....	117
" pref.....	....	....	....	....	....	s119½
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	74½	74½	75½	77½	77½	
" pref.....	....	90½	....	....	....	....
" 1st M.....	98½	....	98½	....	....	98½
" S. F.....	....	....	....	....	....	....
" Consol.....	94½	94½	....	....	....	94½
Chic., Rock Isl. & Pac.....	111	110½	111	111½	....	111½
Chi., R. I. & Pa. 7s, 1896.....	....	102½	....	....	....	102
Clev., Col., C. and Ind.....	88	....	87½	....	....	....
Clev. & Pittsburg guar.....	90½	90½	90½	90½	90½	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	103	....	....	....	....	....
Col., Chi., & Ind, C.....	....	....	....	22½	22½	
" 1 M.....	93	....	92½	....	....	....
" 2 M.....	....	....	71½	....	....	....
Del. & Hudson Canal	120	120	....	....	....	120
Del. Lack. & Western.....	102½	....	....	103½	103½	
" 1 M. 7s.....	105	....	....	....	....	....
" 2 M 7s	....	100	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway.....	30½	....	....	32½	32½	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	89	....	....	....	....
Hannibal & St. Joseph.....	44½	....	....	....	42	
" pref.....	62	....	....	....	....	....
" 8s, conv.....	96	96	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M. 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	135	135	....	....	....
" bonds	....	105	....	....	....	....
Lake Shore & Mich. S'th.....	91½	91½	91½	92½	92½	
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	117½	....	118½	....	....	....
" S.F. 8s, 1882.....	119	....	....	....	....	....
M. S. and N. I, 1 M. S. F.....	....	104	....	....	....	....
" 2 M.....	100½	....	....	....	....	100
Mariposa Mining Co.....	....	....	....	....	....	¼
" pref.....	2½	1½	1½	....	....	1½
Milw. and St. Paul.....	56½	55½	....	57½	56½	
" pref.....	77½	77	78	78½	....	....
" 1st mort.....	....	94	93½	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	106½
" 7 3-10s con.....	....	93½	....	....	....	93½
Missouri 6s.....	95	....	95½	....	....	95½
" H. & St. J. iss.....	....	....	....	....	....	92
Morris and Essex	92½	92½	92½	....	....	92½
" 1st mort.....	....	....	105	....	....	....
" 2d mort.....	....	....	....	....	....	98½
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.....	97½	97	97½	97½	97½	
" certificates.....	93½	....	....	93½	....	
N. York and Harlem.....	....	110	....	109½	....	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s, old.....	....	31½	35	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	44	43½	....	44½	44½	
" pref.....	73	....	75	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.....	58	58½	59½	59½	59½	
Panama	77	....	75½	78	....	
Phila. and Reading.....	....	....	....	114½	113½	
Pitts., Ft. W. & Chi. gtd.....	....	97½	....	98½	98	
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	101	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	33	....	34	36	
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	57	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	88	
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	....	....	67	....	....	....
" new.....	67½	....	67	....	67	
Tol., Wab. & Western.....	....	75½	....	75½	75½	
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	90½	....	90	....	....	....
Union Pacific.....	34½	34½	34½	34½	34½	
" 1st mort.....	91½	91	91½	91½	91½	
" L. Gt. 7s.....	81½	81½	81½	81½	81½	
" Inc. 10s.....	86½	85	85½	....	86½	
Virginia 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.....	55½	55	....	....	55½	
" def. cert.....	....	18	17½	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107⅛	107¼	107¼	....	....	....
U. S. 5s, 10-40s, coup	....	....	110⅛	110⅛	x107½	
U. S. 5s, 1881, reg	....	....	108⅝	....	....	....
U. S. 5s, 1881, coup	108⅝	....	108⅝	....	108⅛	
U. S. 6s, 1881, reg	114½	....	....	....	....	....
U. S. 6s, 1881, coup	115⅛	115⅛	115¼	....	....	....
U. S. 6s, '81, O. W. L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	110½	111⅛	111⅛	111½	
U. S. 6s, 5-20s, reg. '64	....	....	111	....	....	....
U. S. 6s, 5-20s, c. 1864	....	..	111⅛	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	111½	....	....
U. S. 6s, 5-20s, c. 1865	111⅞	111⅞	112	....	....	....
U. S. 6s, 5-20s, r. n. '65	110⅛	....	110⅛	....	....	110⅛
U. S. 6s, 5-20s, c. n '65	....	110⅜	110⅜	110¾	....	....
U. S. 6s, 5-20s, reg. '67	111½	....	111⅝	....	111	
U. S. 6s, 5-20s, c. 1867	111⅝	111⅞	111⅞	111⅜	111½	
U. S. 6s, 5-20s, reg. '68	....	....	112½	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	112⅜	112⅝	112⅜	
U. S. 6s, Pac. R. R. issue	....	114	114⅛	114⅛	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa preferred	47⅛	....	....	....	....	....
Camden and Amboy	126	....	126¼	126	....	125⅛
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	....	....	96	97⅛	96⅛	
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	95	....	....	....	....	95
Lehigh Navigation	40⅛	....	....	40	39⅛	40
.. 6s, 1884	....	....	....	....	....	90
.. Gold L	92⅛	....	92⅛	92⅛	93⅛	92⅛
.. R. R. L	....	....	....	....	....	93¼
.. Conv. L	88	....	....	88	....	....
Lehigh Valley R. R	62⅜	....	62¼	62⅜	....	62⅛
.. 6s new coup	....	....	....	95½	....	....
.. 6s new reg	....	....	....	....	96	....
Little Schuylkill R. R	....	....	46	....	46	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	53¼	....	....	53⅛
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania	49	....	....	49	49	....
.. 6s, 1880	100	....	....	....	....	99⅜
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	39½	....	....	39⅛
Oil Creek & Alleg. Riv. 4½	....	....	39¼	38¼	38⅜	38⅛
.. 7s	....	....	....	....	....	....
Pennsylvania R. R	63⅛	....	63⅜	63⅛	63⅛	61⅜
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort	....	....	....	....	....	94⅛
.. .. reg.	96⅜	....	....	96⅛	....	....
Penn. State, 6s. 1st series	....	....	101	101	....	101
.. 6s, 2d series	106⅛	....	106	....	....	....
.. 6s, 3d series	109	....	....	109	....	....
Philadelphia City, 6s	....	....	....	....	....	97⅛
.. new	100⅜	....	100⅛	100⅛	100⅜	100⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57⅛	....	57⅛	56⅝	57	57
Philadelphia and Erie	27	....	27⅛	27⅜	26⅞	27⅝
.. 6s	....	....	....	....	....	....
.. 7s	88⅛	....	88⅛	88⅛	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	8⅜	....
.. pref	....	....	17	....	17	....
.. 6s, 1882	....	....	....	79⅛	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	21⅜	....	21⅜	21⅜	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	100	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	99⅛	....	99⅞	....	....	99⅞
.. 1884	....	....	....	....	99⅜	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	149⅛	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	96⅛	96⅜	97	96⅜
.. 2d M	87⅜	....	....	88	....	88⅛
.. 3d M. 8s	76	....	76	....	76	....
Northern Central	....	....	....	....	39	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	89⅛	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	90⅛	....	90⅛
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	55	....	55⅜	55⅜
.. Defer. Certif.	17⅛	....	18	....	17⅜	17⅜
City Passenger R. R	24	....	....	24	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
Boston and Albany	149	149	149	....	149½	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142⅜	142⅜	142⅜	....	....	
Boston and Providence	....	....	....	....	152½	
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	....	39¼	39⅜	39¼	39	
Cheshire, pref	....	85	....	....	85	
Chi., Burl. & Quincy	....	....	....	135	135	
Concord	....	....	....	....	....	....
Connecticut River	....	138⅜	....	....	....	
Eastern	109	108⅜	....	109	....	
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	117⅛	118	118	118⅛	118	
Northern, N. H	115½	....	....	....	....	....
Ogdens. & Lake Champ	....	87½	....	87½	87¼	
.. pref	....	....	....	....	....	....
Old Colony & Newport	108⅜	108⅜	....	....	108⅜	
Ph., Wil. & Baltimore	....	57⅛	....	....	57⅞	
Portl'd, Saco & Ports	....	....	....	....	130½	
Union Pacific	32⅛	....	....	....	....	
" 6s	89⅞	89⅜	90	90¼	....	
" Land Grant 7s	78	....	....	78⅛	78⅛	
" Income 10s	....	81½	80⅜	81⅛	81⅜	
Vermont & Canada	....	....	99⅛	99⅜	99⅛	
Vermont & Mass	....	81	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	68½	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	....
Franklin ..	....	9⅛	....	9⅜	9⅛	
National ..	5	4½	4½	....	....	
Pewabic ..	9⅛	....	9½	....	....	
Quincy ..	....	42	....	....	44½	

London Stock Exchange.

	—Closing Prices.— Feb. 2.	Feb. 9.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	91 — 93	91 — 93
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	91 — 93
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	36½ — 37⅜	33 — 35
Detroit and Milwaukee 1st mort. 7s	77 — 80	77 — 80
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	28½ — 28⅝	26⅜ — 27⅛
Do. sterlg. 6 p. c. convertible bonds	81 — 83	75 — 80
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108 —110	106 —108
Marietta and Cincinnati 7s	85 — 87	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort 7s, 1897	85 — 87	85 — 87
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	100 —102
Do. General mort. 6 p. c. 1910	96 — 98	95 — 97
Do. $50 shares	50 — 51	48 — 50
Philadelphia and Erie 1st mort. 1881.	96 — 98	95 — 97
Do. with option to be paid in Phila.	96 — 98	95 — 97

American Railroad Journal.

Saturday March, 2, 1872.

Stock Exchange and Money Market.

Money has been quite active, through the week, and rates have been firm, the current figures having been 6@7, generally 7 per cent., on call to even the best class of borrowers, in a temporary form, and mercantile discounts at from 7@9 per cent. per annum. The most urgent inquiry has been from the Stock houses, who, in some instances have had to pay at the rate of 7 per cent. gold for the necessary aid. The supply of Money has been on a reduced scale, influenced, to some extent, by speculative manipulations, designed to operate against values at the Stock Exchange. Private lenders have been the most liberal of accommodation. The city banks have been reserved in their offerings, in view of the further falling off in their weekly averages. The latest negotiations on call showed a rather more stringent market, with 7 per cent. as the minimum rate. The city banks reduced their loan and discount average nearly 2¼ millions during the week while contracting their outstanding circulation a trifle. The U. S. Sub-Treasury increased its currency balance nearly a million. It made a gain of nearly 2⅛ millions in its coin reserve. Its currency balance at the close of business on Tuesday was $6,439,733 and its coin reserve, $75,076,684.

The total coin reserve of the Treasury Department on Monday was $110,187,700 including $33,526,000 represented by outstanding coin certificates; and the currency balance was $10,425,572.

The city banks, in their latest return, show a further reduction of $577,400 of legal tender notes, $1,698,800 of specie, and $4,379,000 of deposits; also of $2,424,800 in their loan and discount averages, and of $5,500 in their item of circulation. The city bank exchanges, last week, averaged $106,561,258, and thus far, this week, about 102 millions daily. The banks now hold $2,590,525 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $17,890,600, against $23,562,018 same time last year. The city bank deposits are now $218,318,200, against $217,629,116 week ending Feb. 25, 1871. The legal tender reserve amounts to $45,042,900, against $57,178,408 same time last year. The circulation now stands at $28,143,700 against $31,720,445 same time last year. The loans are now $282,486,500 against $278,005,999 at this date last year.

The coin reserve of the city banks is now down to about 17⅞ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve has decreased to $45,042,900, from $46,616,000 on the statement of February 10th.

The U. S. Sub Treasury enlarged its currency balance $966,747 and its coin reserve $2,101,430 as the result of the week's business. The receipts of the office were $5,497,319 in coin, and $2,482,808 in currency; payments, $3,395,888 in coin, and $1,516,061 in currency. The office received $4,913,000 in coin or its equivalent, from customs; and disbursed $471,312 of coin interest

Government revenues have been unusually liberal in the customs form, and moderate from excises. The excises yielded about 1⅞ millions, and thus far since July 1, 1871, about 84⅛ millions. The customs at the port of New York, last week were $4,869,140; at the outports, equal to about $1,600,000 more, all in coin, or coin certificates.

Gold has been fairly active, through the week, and more than ordinarily sensitive to outside influence. The customs demand has been unusually brisk, and the speculative dealings have been rather spirited. The export drain has been limited. The supply in the open market has been moderate. The range of the price during the week has been from 110¼@111 and the closing quotation on Wednesday was 110⅜@110½ against 110½@110⅝ the preceding Wednesday. The specie outflow, last week, was $356,936. The Gold Exchange Bank clearances have averages about 36 millions per day during the week.

The prepayments of the 10-40 Gold Interest by the Treasury during the first two days of the current week, amounted to $1,800,000, and the receipts from customs to $1,125,000.

The customs demand for Gold last week, averaged $982 600 a day; thus far, this week, it has averaged $559,771 a day or equal to a weekly aggregate of $3,358,626. The arrivals of

specie from Europe, Havana and other foreign ports last week were $1,372, and since Jan. 1, 1872, $253,861 against $419,784 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $104,224,409 against $94,721,608 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to Feb. 24, 1872 $58,974,706, against $63,717,024 same time in 1870-'71.

The export drain of specie was $356,979 last week, against $690,483, same week preceding year. The shipments since July 1, 1871, have been $24,442,478 against $47,383,708 same time in 1870-'71.

Foreign Exchange has been in moderate demand, closing rather less firmly. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅛; sight bills on London, 110@110¼.

The produce exports from this port, week ending with Feb. 27, were to the currency value of $5,075,113.

Government securities have been in comparatively fair request for investment purposes, and with restricted offerings of most issues, prices have been quoted steady.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¼@115⅛; U. S. Five-Twenties of 1862, (other than the bonds called in) 111⅛@111¼; U. S. Five-Twenties of 1864 at 111⅛@111¼; U. S. Five-Twenties of 1865, 111¾@112; U. S. Five-Twenties of 1865 consolidated. 110¼@110⅜; U. S. Five Twenties of 1867, 111⅜@111½; U. S. Five-Twenties of 1868, 112 112¼; U. S. Ten-forties at 110½@110¾; U. S. Fives of 1881 (Funding Loan) 108¼@108¾. Six per cent. currency bonds, 114@114¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 14.	Feb. 21.	Feb. 28.
Consols	92⅜	92⅛	92⅛
U.S. 5-20's of 1862..	91¾	91½	91¾
U. S. 5-20s, 1865....	92	92¼	92
" 1867	92	92¼	92
" 10-40s	91	*88¼	*88¼

* Ex March coupon.

State bonds have been in less general request, and irregular as to price.

A fair business has been reported in railway bonds, chiefly in the more popular loans through the commission-houses, with prices quoted strong in most instances. Central Pacific Sixes have been in demand at 102¼@102½. Chesapeake and Ohio Sixes have been selling readily at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been quite active, and generally buoyant, though variable, in price.

The funeral services of Mr. Legrand Lockwood, a well known, and widely lamented member of the New York Stock Exchange, took place on Tuesday. There was no regular call of stocks or government bonds at the boards on that day, and the transactions were restricted to the dealings on the floor of the Exchange.

All legitimate business in stocks now closes daily by order of the Stock Exchange at 5 o'clock, P. M.

General business has been moderately active for the season. Domestic produce, has been in fair request, as a rule. Breadstuffs, Pork, Lard, and Naval Stores, closed in favor of purchasers. Petroleum was firmer. Middling upland cotton closed on Wednesday at 22¾@22⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 22,021,478 bales, against 2,850,964 bales same time in the preceding year; exports 1,236,803 bales against 1,696,189 bales in the previous year; stock at the ports at latest dates, 549,641 bales against 693,218 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate request at 6⅛@8½ cts.; Veals in moderate demand at 5@11cts.; Sheep at 6½@9¼ cts. Swine, at 4¾@5⅛ cts. per lb., all live weight. The week's receipts were 7,554 Beeves, 337 Veal Calves, 27,952 Sheep and Lambs; and 27,651 Swine.

Foreign goods, have been rather more sought after and prices have been generally well supported. The week's imports of foreign goods reached $8,028,264 including $3,133,005 of dry goods.

Ocean freights have been more active, and quoted stronger as to rates. The main call has been for room for Cotton, Provisions, Grain, Petroleum, and Clover Seed.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were disposed of at a shade better prices, ranging from 3.40@4.25 per ton of 2240 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 31; do. Apl. and Oct., 30; Arkansas 7s, (M. and O. R. R.,) 47; do., (L. R. and Ft. S. R. R.,) 60; North Carolina 6s, Special tax, 14; N. Y. State 7s, B. L., reg., 107¼; Brooklyn 6s, W. L., 95½; do. P. L., 93½; Great Western 1st mort. 1888, 95½; Ohio and Miss. consol., 93; Central of New Jersey 1st mort, new, 104½; Cedar Falls and Minnesota 1st mort., 83½; Clev., Col. Cin. and Ind. 1st mort., 101½; Boston, Hartford and Erie R. R., 3¾; do. 1st mort., 39; St. Louis and Iron Mt. R. R., 77; do. 1st mort., 95; Rome, Watertown and Ogdensburg R. R., 100; Long Dock bonds 92¼; Albany and Susquehanna 1st mort., 103; do. 2d mort., 99½; Pacific R. R. 7s, guar. by Mo., 100; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Toledo, Peoria and Warsaw 2d mort., 85; North Missouri 1st mort., 91¼; East Tenn., Va. and Ga. 1st mort., 93; New York and New Haven R. R., 142½; Lake Shore and Michigan Southern scrip., 88½; Consol. Coal of Md., 36½; Maryland Coal 20¼; Pennsylvania Coal, 215; Am. Coal, 43½; Western Union Tel., 69⅛; do. 7s, 95¼; Quicksilver pref., 39¼; Am. Mer. Union Exp., 69⅜; U. S. Exp., 66¾; Wells Fargo Exp., 74; Adams Exp., 92.

Philadelphia.—Lehigh Valley 7s, new, 100½; Allegheny Valley 7 3-10s, 94; Junction R. R. 2d mort., 91¾; Belvidere Delaware 3d mort., 81½; Huntingdon and Top Mountain consol., 50½; Susq. Canal 6s, 75; Philadelphia and Reading 6s, 1880, 93¼; Warren and Franklin 1st mort., 90¼; Pennsylvania R. R. allotments, 57⅜; Elmira and Williamsport 5s, 60½; Wilmington and Reading 7s, 99¾; Camden and Atlantic R. R., 20; New Jersey State 6s, exempt, 105½; Pittsburg 5s, 78½; do., scrip., 71; do., 4s, 60. The latest quotations are: City 6s, 97⅛@97⅝; do. free of tax, 100⅜@100½; Pennsylvania State 6s, W. L. 100 @101; do. 1st series, 101@101½; do. 2d series, 105¾@106⅛; do. 3d series, 108½@109; Reading, 56⅝@56⅝; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 93@93; Camden and Amboy, 125@125½; do. mort. 6s, 1889, 96@96¼; do. 1883, 91@91½; do. 1889, 92@—; Pennsylvania R. R., 60@60½; do., allotments, 57⅝@—; do. 1st mort., 101@101½; do. 2d mort., 100@—; do. General mort. coupon, 94@94½; do. reg., 96@96¾; Little Schuylkill R. R., 45¾@46¼; Morris Canal, 49@50; do. pref., 123@125; do. 6s, 93@94; Susquehanna Canal, 8@9; do. 6s, 74@75; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s 1882, 79@79½; Elmira and Williamsport pref., 42@45; do. 7s, 1873, 94¾@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 39⅝@39¾; do. 6s, 1884, 90@90¼; do. R. R. Loan, 93@94; do. Gold Loan, 92¾@93; North Pennsylvania 49@49½; do. 6s, 99½@100; do., 7s, 96½@96¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 26¾@27; do. 6s, 91½@92½; Minehill, 53@53¼; Catawissa, 15@18½; do. pref., 46⅝@46¾; Lehigh Valley, 62¾@63; do. 6s, new coupon, 95¾@96; do. reg., 95¾@96; do. 7s, 100½@—; Fifth and Sixth streets, (horse,) 44@48; Second and Third, 65@67; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 33@35; Green and Coates, 47@—; Chestnut and Walnut, 56@59; Hestonville, 21¼@22; Union, 70@—; Germantown, 37@40.

Boston.—Vermont Central 1st mort., 85; do. 8s, 1891, guar., 100; Detroit, Hillsdale and Indiana 1st mort., 1890, 88½; Eastern R. R. 6s, 1874, 98; Old Colony and Newport 6s, 1876, 96¾; do. 7s, 1877, 102½; Cedar Rapids and Missouri 7s, 1891, 99¼, do. 1916, 89; Kansas City and Cameron 10s, 1892, 105; Carthage and Burlington 8s, 1879, 95¾; Chicago and Michigan Lake Shore R. R., 8s, 1890, 85⅜; Little Rock and Ft. Smith 1st mort. 7s, 1900, 37¼; Stansted, Shefford and Chambly 7s, 85; Cumberland and Pennsylvania R. R. 2d mort. 6s, 80; Boston and Albany R. R. 7s, 107¼; Mansfield and Framingham 7s, 90; Michigan Air-Line 1st mort. 8s, 1890, 107; Central R. R. of Iowa 1st mort. 7s, gold, 91¼; Framingham and Lowell 1st mort. 7s, 1891, 90; Berkshire R. R., 77½; Burlington and Missouri River R. R., in Iowa, 111⅝; do. Land Grant 7s, 94; do. 8s, in Nebraska, 1894, 98⅛; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. pref., 37¾@38⅛; do. 7s, 1887@1890 83½; Eastern (N. H.) R. R., 105; Indianapolis and Cincinnati R. R., 4⅜; Connecticut and Passumpsic Rivers R. R. pref., 91¾; Rutland R. R. 18; do. pref., 62½; do. scrip, 71; do. 7s, 1880, 81; Norwich and Worcester R. R., 124⅞; Granite Railway, 70¾; Cary Imp., 15¼; East Boston Land, 22⅜; Boston Water Power, 56½; Waverly Land, 7½; Massachusetts 6s, 5-20s, currency, reg., 100; do. 6s, 1874, gold, 108¾; do. 1875, gold, 108½; Maine 6s, 100½@102⅜; New Hampshire 6s, 1884, 101¼; Connecticut 6s, 1881, 100¾; Boston 6s, 1880, currency, 101¼; do. 5s, 1882, gold, 100; do. 5s, 1877, gold, 102; do. 5s, 1874, gold, end., 105¾; Lowell 6s, 1891, 99¾; Lynn 6s, 1891, 98¼; Cincinnati 7s, 1889@1890 104¾; do. 7 3-10s, 1889, 105; St. Louis 6s, 1881, 90¼; Chicago 7s, 1890, 98½; do. 1881, 98⅝; do. 1880, 98¾; do. 6s, 1874, 96¼; do. 1877, 93¼; Bath 6s,

1891, R. R. Loan, 91⅛; Charlestown 5s, 1883, 90; do. 6s, 1876, 99¼; Lawrence 6s, 1874, 98; Portland 6s, At. and St. L. R. R., 96; Roxbury 5s, 1879, 94; Cook Co., Ills., 7s, 1880, 98½; Newburyport 6s, 1891, 99; Allouez Mining Co., 5⅜; Algomah, 75c.; Astor, 50c.; Canada, 35c.; Dana, ⅞; Hanover, 2¾; Humboldt, 1⅜; Mesnard, 6; Manhattan, 9⅝; Pontiac, 60c.; Petherick, 8; Ridge, 7; Star, 55c.; Superior, 30c.; Shuniah Silver, 11¼; Tremont, 50c.; Winthrop, 75c.

Baltimore.—Northern Central 6s, 1900, gold, 93; Orange, Alexandria and Manassas 7s, 85¼; Richmond and Danville 1st mort., 82½; Orange and Alexandria 2d mort., 6s, 83; do. 3d mort., 8s, 93; Baltimore City 5s, 81; Maryland Defense 6s, 104; Memphis City 6s, 59⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½@90⅝; Baltimore and Ohio, 146@149⅞; do., pref., 99@100; do., 6s, 1875, 95@—; do., 1880, 95@—; do., 1885, 95@95¼; Northern Central, 39⅛@39¼; do. 6s, 1885, 91⅛@92; do., 1900, 89¾@90⅛; do., 6s, 1900, gold, 92⅛@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 96@96⅝; do., 2d mort., 88¾@89; do., 3d mort., 75½@76; Central Ohio, 29¾@30; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 84¼@—; do. 1st mort. guar., 93@96; do., 2d mort. guar., 93@94; do., 3d mort., guar., 93¼@94; do. 2d mort. pref., 75@—; do., 2d mort. guar. by Washington Co., 84@—; Richmond and Danville bonds, 82½@82½; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 82½@83; do., 3d mort. 8s, 92½@93½; do., 4th mort. 8s, 87@—; Orange, Alex. and Manassas 7s, 85@86; Virginia and Tennessee 8s, 89¾@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100¼@—; do., 1884, 99⅝@99¾; do. 1886, —@99½; do., 1890, 99⅞@100; do., 1893, exempt, 98@101; do., 1900, exempt, 99½@99¾; Memphis City 6s, 58@60; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@104½; City Passenger R. R., 23@24; George's Creek Coal, 78@80.

Narrow Gauge Railroad in New Jersey.

The narrow-gauge railroad for which a charter is asked meets with great favor, and has a fair prospect of passing. It is considered by the people of South Jersey one of the most important improvements for that section that has ever been conceived. Starting from Camden, it will run midway between the Camden and Atlantic and West Jersey Railroads, passing through a fine agricultural region, accommodating a large population now deprived of railroad facilities. It will pass through the towns of Mt. Ephraim Chew's Landing, Turnersville, Cross Keys, Williamstown, Buena Vista, East Vineland, and direct to the ocean at or near Beesly's Point. It is intended, and the charter will confer the power, to build branches to Vineland, May's Landing and Millville—thus making a trunk railroad for the accommodation of South Jersey, and securing its rapid development by means of cheap rates.

☞ The receipts of the Housatonic Railroad for 1871 were $780,280, against $752,097 in 1870, and $502,604 in 1869. The expenses were $601,-120, and dividends amounting to $142,810 were paid, leaving, with a former surplus, $65,597 in the treasury.

Memphis, Little Rock and Pacific R. R.

The Memphis and Little Rock and Little Rock and Fort Smith Railroads have been consolidated under the name of the Memphis, Little Rock and Pacific Railroad Company, with the following board of directors: Sam Tate, G. C. Scott, A. McDonald, H. L. Binnkley, W. N. Farrington, Henry Page, A. T. Lacy, B. D. Williams and John Stoddard. The lease of the two roads to the Southern Security Company, from January 1, 1873, was signed. The consolidated railway lines give three hundred and fifty miles of road, forming a direct route to Texas and the Indian country. Sam Tate was elected president of the new company.

Maine Central Railroad.

The annual meeting of this company was held in Waterville, Me., on the 28th ult. The report shows an increase of nearly twenty per cent. in the earnings. The Board of Directors were unanimously re-elected, and authorized to issue consolidated mortgage bonds sufficient to retire all existing indebtedness. The leases of the Belfast and Moosehead Lake Railroad, Androscoggin Railroad, and Leeds and Farmington Railroad, were ratified. The directors chose Richard D. Rice as president, Anson P. Morrill, vice-president, and Joseph H. Drummond, clerk.

Railroads in New Hampshire.

Two important railroads have been chartered by the New Hampshire Legislature within two years, and preliminary surveys have been made—both of which have been pronounced as very feasible routes, and the public are strongly agitating the building of the same immediately. They are known as the Franklin and Rochester, that runs from the Northern Railroad at Franklin, N. H., east through the towns of Tilton, Belmont, Gilmonton, Barnstead, Alton, and intersects with the Dover and Winnipiseogee at New Durham Crossing. The entire length is about 24 miles. The other is the extension of the Suncook Valley from Pittsfield, N. H., north through the towns of Barnstead, Gilmanton Iron Works, and terminates at Lake Winnipiseogee at Alton Bay. The length of this road is about 15 miles.

St. Paul and Chicago Railroad.

The purchase of the St. Paul and Chicago Railroad by the Milwaukee and St. Paul Railway Company is reported in the *Commercial Advertiser*. By this purchase, the Milwaukee and St. Paul acquires 130 miles of road, of which 27 have yet to be built, and the consideration for the property is sterling bonds, to the amount £800,000. The securities of the St. Paul and Chicago Railroad are still, we believe, in first hands; and the transaction will be complete when they are surrendered, and the sterling bonds as above, delivered. The bargain was made two months ago, and, since then, the Legislature of Minnesota has confirmed the transfer of the railroad.

☞ At a meeting held a few days ago at Fort Valley, Georgia, five hundred thousand dollars were subscribed to the capital stock of the Memphis and Atlantic Railroad Company. This company is chartered by the Legislature of Georgia, and designed to give Central Georgia a direct route through Memphis to Kansas City and the Union Pacific road, and to Shreveport, La., the wealth of Texas and California.

BANKING HOUSE OF FISK & HATCH,
No. 5 Nassau Street,
New York, February, 28, 1872.

We are selling the CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin. Bonds delivered by Express, charges paid.

These bonds, besides being the formal obligations of a well-established, substantial and thoroughly responsible corporation, comprising among its officers and directors some of the most experienced and trusted capitalists and business men of the country, are also secured by a mortgage lien upon the whole great railroad line, equipment, property, and franchises, whose cost and value will not be less than thirty millions, and which is destined, at an early day, to have a productive value of nearly double this sum.

This line furnishes a short and remarkably easy route for travel and transportation between the Great West and the Atlantic coast, and as such will share, on advantageous terms, to a large extent, in the vast volume of through business from the West which now taxes all existing means of transit. By means of connecting lines, now under construction in Ohio and Kentucky, it will afford the shortest and cheapest route between Cincinnati, Louisville, St. Louis, Chicago, Nashville, Memphis, and the far West and the North Atlantic shipping, and it must at once take rank, therefore, as one of the Great Trunk Roads of the country for through transportation.

Besides these advantages it traverses the RICHEST AND MOST EXTENSIVE COAL DEPOSITS in the country, in its route through the KANAWHA VALLEY, and crosses, in its course, some of the most important and valuable deposits of iron ore known on this Continent. The coal, of which there are three varieties, will furnish an enormous and profitable traffic; and there is no doubt that a large manufacturing activity will soon be developed along the line.

Descriptive pamphlets, with full information, furnished on application.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

☞ THE FIRM OF LOCKWOOD & CO., bankers, having been dissolved on the 24th inst., by the death of LE GRAND LOCKWOOD, the surviving partners will continue the business under the same firm name.

LE GRAND LOCKWOOD, JR.,
WILLISTON B. LOCKWOOD,
THOMAS R. CAPEN,
JAMES S. WELLS.

NEW YORK, Feb. 27, 1872.

☞ A railroad is projected from Westover to Jerico, in Potato Neck, Somerset Co., Md., eight miles long. Also one from Princess Annie to Devil's Island, to be called the Tangier railroad.

☞ The gross earnings of the Toledo, Peoria, and Warsaw Railway for 1871, were $1,097,947 90.

Quicksilver.

The following shows the quicksilver produced in 1869, 1870 and 1871:

	1869. Flasks.	1870. Flasks.	1871. Flasks.
New Almaden mine	17,000	14,000	18,763
New Idria mine	10,450	10,000	9,227
Redington mine	5,000	4,546	2,128
And sundry other mines	1,150	1,000	1,763
Totals	33,600	26,546	31,881

The exports to the different countries for the three years were as follows:

To	1869.	1870.	1871.
New York	1,500	1,000	800
Great Britain	.....	.....	.....
China	11,600	4,050	7,900
Mexico	8,060	8,088	3,081
South America	2,900	1,300	2,200
Australia	300	300	1,100
British Columbia	4	9	6
Other countries	51	41	118
Total flasks	24,415	12,788	15,205

The exports previously were:

	Flasks.
In 1868	41,566
In 1867	28,853
In 1866	30,287
In 1865	42,469
In 1864	36,927
In 1863	26,014
In 1862	33,747
In 1861	35,995
In 1860	9,448
In 1859	3,399
In 1858	24,142
In 1857	27,262
In 1856	23,740
In 1855	27,165
In 1854	20,968
In 1853	12 737
In 1852	900

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN THEY MAY BE ENJOINED FROM LAYING SIDE TRACKS OR SWITCHES.

The case of Rayle and ano. *vs.* The Indianapolis, Peru and Chicago Railway Company, (32 Ind., 259,) was a suit to enjoin the appellee from constructing a railroad switch, or side track, upon and along Buckeye street, in the city of Kokomo in front of certain lots, belonging to the appellants.

At the commencement of the action, the complaint consisted of a single paragraph in which the plaintiffs allege, that they are the owners in fee simple, as tenants in common of a block of lots numbered 64, 65, 66, 67, 68, 69, 70 and 71 in Mills and Richmonds additions to the town, now city of Kokomo: that said lots are of the aggregate value of three thousand dollars; that the lots numbered from 64 to 67 inclusive, front west upon Buckeye street, a public street and highway of said city, ranging from 60 to 40 feet in width, that said lest described lots are greatly enhanced in value by said street, and without the same would be of little or no value, that the defendant is engaged in building a railroad switch along the entire front of the last described lots, and within said Buckeye street, occupying about 30 feet of the width of the same, and rendering it almost useless as a street, to the injury and damage of the plaintiffs in the sum of two thousand dollars.

The following is the opinion of the court delivered by

RAY, J.—It will be observed that every material averment of the complaint is denied by the answer. Affidavits are also filed by which it appears that long before the purchase by the appellants, the owner of the property, not yet subdivided into lots, donated to the appellee, the right of way immediately in front of and along the line of what are now numbered, Lots No. 64 to 67 inclusive, and conveyed the same by a proper release, and for a valuable consideration; and that 40 feet in width was added on the east side of the railway track for such right of way, the space now claimed as a street. It is also denied in the answer under oath, that any agent of the company was ever authorized to make any representations, that the railroad would not occupy said forty feet for the purpose contemplated. It also appears that such extension of the railway track along the 40 feet so released to the appellee is necessary for the purpose of the company and the enjoyment of its property. Under such a state of pleadings and proof we do not see how the court could have granted a continuance of the restraining order.

The right to extend the railway track was acquired for a valuable consideration from Richmond in the year 1850, who was then the owner of the property, purchased in the year 1856 by the appellants. If Richmond had retained the property, the facts that it became of special value for residences, and that the extension of the railway would impair such value, would have furnished no sufficient ground to restrain the company from the exercise of a right granted by him and necessary to the enjoyment of its own property. The subsequent purchase by the appellants without proof of fraud on the part of the appellee, could give them no higher equity than existed in their grantor.

There was a motion to reject the certified copies of entries from the records of the corporation, by which it was attempted to support the averment, that a release of the right of way had actually been executed to the appellee.

If the overruling of this motion was error, still it could not reverse the case. It involved but a question of costs. If not proper evidence, it will be disregarded here, and as the motion to dissolve was determined upon affidavits, we look through the proof, considering only proper evidence, and finding the judgment of the court below sustained we must affirm the same.

Judgment affirmed with costs.

Gigantic Oil Pool.

The Buffalo *Commercial Advertiser* prints as "a rumor from the oil regions" a report that a movement is on foot, and with a good prospect of success, to consolidate all the oil refineries and oil transportation lines, under the corporation name of the "South Improvement Company." It is the intention of this company to handle all the crude and refined oil in the United States. The plan upon which this consolidation is to be effected, as given by the Titusville papers, is that all the refiners shall take stock to the value of their repective refineries, the profits to be distributed *pro rata* according to the amount of stock held. The amount of the capital stock of the company is given at $10,000,000, and it will be supported by interests representing $250,000,000. The transportation companies which are to take stock in the "South Improvement Company" are the New York Central, the Erie, Baltimore and Ohio, and the Pennsylvania railways. The percentage to be awarded to the transportation lines will be 55 per cent. for the Erie and New York Central (27½ per cent. each), and 45 per cent. for the Pennsylvania interests, including the Baltimore and Ohio railway. The freight from the oil regions to New York on refined oil will range from $2 55 to $2 66; to Philadelphia it will be fifteen cents less and fifteen cents more to Boston. The Refiners' Association will be allowed a drawback of from 75 cents to $1 per barrel. Assuming the annual production at 5,000,000 barrels, the profit to the refiners on this single item of drawbacks will reach the enormous sum of $5,000,000. The person named for the presidency of the association is P. H. Watson, and it is reported that operations under this consolidation will commence on the first of March next.

Northern Central Railway.

At the annual meeting of the stockholders of this company, held in Baltimore on the 21st ult., the president, J. D. Cameron, Esq., submitted the following report of the directors for the year ending December 31, 1871:

To the Stockholders of the Northern Central Railway Company.

GENTLEMEN—The directors herewith submit the following report of the operations of your road for the year 1871, together with the treasurer's report of the financial condition of the company.

The earnings from transportation of freight were		$3,041,376 18
The earnings from transportation of passengers were		839,762 94
The earnings from transportation of express were		103,211 28
The earnings from transportation of mails were		89,682 50
The earnings from miscellaneous sources were		242,915 95
Total earnings for the year		$4,266,898 85
The operating expenses were:		
For conducting transportation	$881,153 64	
For motive power	973,026 20	
For maintenance of cars	364,490 14	
For maintenance of way	708,065 20	
For general expenses	63,002 67	
		2,989,737 85
Net revenue		$1,277,161 00

The earnings as compared with previous year were as follows:

Increase from freight business	$164,590 83
Increase from express business	18,489 06
Increase from miscellaneous business	34,129 80
Total increase	$217,209 69
Decrease in pass. business	$38,585 42
Decrease in mail business	350 00
Total decrease	88,935 42
Increase of earnings over previous year	$178,274 27

There were carried during the year 1,091,306 passengers.

There were carried during the year 1870 1,087,-895 passengers.

Increase of passengers 3,461.

There has been a decrease in the number of passengers coming from and going to other lines, but an increase in the number of local passengers. The increase in the local is attributable to an average reduction of 28 per cent. in the price of commutation tickets, which was made on the first of April last. The local passenger rates are now extremely low, and must certainly tend to build up a very large travel to points near Baltimore.

The amount of freight moved in 1871 was 4,161,400 tons.

The amount of freight moved in 1870 was 3,680,765 tons.

An increase of 480,685 tons.

The per centage of increase was 13 per cent.

being a gain of 6 per cent. on the increase of the preceding year.

The price received for moving one ton one mile in 1871 was 1.73 cent., being 0.17 of a cent. less than in 1870.

The operating expenses were 70.06 per cent. of the receipts, being 1.26 per cent. more than the previous year.

The percentage of working expenses might be materially reduced by charging to capital or construction account various items of expenditure which under the system adopted by the company are now charged in the regular working expenses, such as new or extended sidings, iron or stone bridges erected in place of wood, steel rails in place of iron, and other items, all of which in reality add to the permanent valueand improvement of your property.

We purchased during the year 1,300 tons of steel rails, a portion of which has been placed on the single track between York and Harrisburg.

The test made upon this road in the use of steel rails has been entirely satisfactory, and we are fully convinced that with the increased tonnage it is conducive to the safe and economical working of the road, and that the policy of the company should be to replace the iron with steel as rapidly as practicable.

The operations of the leased lines have been satisfactory. All of them show an increase in trade, whilst the Shamokin Division has increased largely in trade and profit.

The coal transportation on the main line shows a total of 788,472 tons. In 1870 it was 691,498 tons, an increase of 96,974 tons. The coal transported over the Shamokin Division was 647,943 tons, an increase of 156,429 tons over 1870. The coal transported over the Elmira Division was 207,417 tons, an increase of 60,285 tons, of which 54,344 tons was bituminous and 5,949 was anthracite coal. The bituminous coal trade of this division is an entirely new trade, and this year will increase very rapidly. The mines at Ralston are producing 500 tons daily, and we have been notified by the coal company that they have orders for and will be prepared to ship 1,000 tons per day after the first of May next.

The shipments of freight from Baltimore to points on the line of the road and to connecting lines North and West have increased.

With the completion of the Baltimore and Potomac Railroad and the Union Railroad we shall have a very large increase in trade both North and South, and as the trade of the past year has taxed the equipment to its fullest capacity, we shall be compelled to acquire additional equipment during the coming year to meet this trade and the regular increased traffic on our lines and from connecting roads.

There has been expended during the year $708,065 20 by the maintenance of way department. The track has been maintained in excellent condition, and we have again the pleasure to report another year having passed without any accident having occurred to a passenger.

The equipments, both passenger and freight, have been improved, and the passenger trains have been provided with the Westinghouse brakes, which we believe adds greatly to the safety of railroad travel.

The new line with the city of Baltimore has been completed, and is now in use.

New sidings have been made and large coal trestle erected, and a number of other improvements made which have added greatly to the conveniences and economy of handling the trade.

Owing to the character of our leases and trackage contract for the use of the line beyond Elmira, we have been somewhat embarrassed in the operations of the Chemung and Canandaigua Roads. To get a more perfect control of those roadswe have been endeavoring to secure them, either by purchase or perpetual lease, and hope now to consummate some permanent arrangement.

There has been added during the year $141,897 91 to the sinking fund, making the total amount now in that fund $863,897 91.

It having become desirable to get possession of the majority of the stock of the Shamokin Valley and Pottsville Railroad Company, for the purpose of arranging for the bonded debt of that company, amounting to $700,000, which matures on the first of August next, and for the payment of which we are responsible under this lease as authorized by you at your last annual meeting, we sold 12,034 shares of the stock of this company, and purchased a like number of shares of that company. To meet the bonds referred to, and to purchase additional coal lands the Shamokin Valley and Pottsville Railroad Company issued a mortgage loan for $2,000,000, which bonds have been endorsed by this company and the Philadelphia and Erie Railroad Company.

The S. V. and P. R. R. Co. now own 6,000 acres of coal land, sufficient to provide a large amount of tonnage for this line, independent of all other sources.

The officers in charge of the different departments have performed their respective duties during the year to the entire satisfaction of the board.

By order of the Board,

J. D. CAMERON, President.

R. S. HOLLINS, Secretary.

On motion of Mr. Clark it was

Resolved, That the report of the president and directors be received and adopted, and that the same, with the accompanying reports, be printed for the use of the stockholders.

On motion of Mr. Hatch it was

Resolved, That the directors be requested to maintain and continue the policy of restricting the application of the current net revenues to the purpose of providing for necessary increased equipment and dividends to stockholders.

On motion of Mr. Cameron it was

Resolved, That the directors be requested to consider the policy of allowing private capital to provide additional car equipment necessary for the growing coal business of the company, according a reasonable car service in compensation therefor, and if this policy be approved of and adopted by them, that the stockholders for a definite time be privileged to unite *pro rata* in providing the same.

The judges of election proceeded to open the polls and to receive the ballots, and on closing the same and counting the ballots reported to the meeting the election of the following directors: J. D. Cameron, W. Morris, J. M. Kennedy, E. C. Biddle, Ed. Smith, J. P. Jones, J. E. Kapp, Wm. Colder, Henry Welsh, George Small, B. F. Newcomer, S. M. Shoemaker.

Subsequently a meeting of the directors was held, and Mr. Cameron was re elected president of the road, and Thomas A. Scott was elected a director to fill the vacancy in the board.

☞ The directors of the North Shore Railway Company have resolved to accept the contract of Smith & Keith, of New York, to construct the road between Quebec and Montreal, including piles and railway, for $7,000,000. Some soreness is felt in certain circles on account of the contract not being placed in Canadian hands.

☞ Mr. Shanley has the contract for the extension of the Midland (Ca.) Railway from Orillia to Mundy's Bay, the terminus of the line, on the Georgian Bay. The section between Beaverton and Orillia, will be pushed forward to completion by the middle of the incoming summer.

☞ The contract for the construction of the Wellington, Grey and Bruce Railway from Listowel to Lucknow, the section of the southern branch has been awarded to Mr. Wm. Hendrie.

☞ The force on the Lynchburg and Danville Railroad has been largely increased, and the work is being rapidly pushed to completion.

Railroad Legislation in Maine.

A correspondent of the Boston *Journal*, writing from Augusta, Maine, under date of February 23, says:

In reviewing the railroad legislation of the Legislature up to the present time we find that ten distinct and independent railroad companies have been chartered this winter, with a few more in prospect. This number embraces the Union River Road, Sandy River Valley Road, Cumberland County Central Road, Lewiston and Auburn Road, Penobscot Central Road, Calais and Eastport Road, Castine and Ellsworth Road, York County Central Road, Bangor and Calais Shore Line Road and the Piscataquis Central Road, all enlarging the railroad facilities of this State, and ramifying their tracks in new sections as well as a region now traversed by the iron horse. In addition, we find permission given for branch roads to existing companies, connections with other roads, together with authority for loans and aid from towns and cities. As a result of legislation in this last respect over five million dollars worth of railroad bonds will be thrown upon the money market this Spring. The passage of the General Railroad law will, it is believed, relieve future Legislatures, but it will only transfer the contests which have marked the legislation of this Winter to the board of three Railroad Commissioners provided for in the act, and create a greater demand than ever for the services of the most skillful and adroit of legal gladiators, who will find a more remunerative field than ever for the exercise of their talent.

☞ The Yarmouth *Register* says the terms upon which it is proposed to consolidate the stock of the Old Colony and Newport and Cape Cod Railroads are substantially these: The stock of the Old Colony is placed at a valuation of $108 per share, and the Cape Cod at $80 per share—17 shares of the former being considered equal to 23 of the latter. Equitable arrangements will be made for the transfer of rights of holders of single shares or fractional parts of shares.

☞ A test case came before the Circuit Court in Washington last week, based upon the refusal of a street car conductor to take a transfer ticket at a place other than the junction, and ejected the passenger. The transfers specify, "Good only at the junction," and are given without charge. The jury rendered a verdict for plaintiff for five cents, the value of the ticket.

☞ The President of the Northern Central Railway Company says that the test made upon his road in the use of steel rails has been entirely satisfactory, and he is fully convinced that with the increased tonnage it is conducive to the safe and economical working of the road, and that the policy of the company should be to replace the iron with steel as rapidly as practicable.

☞ John King, Jr., has been elected president, Wylie A. Oldham, treasurer, Jas. F. Lowe, secretary and treasurer, and W. E. Jones, cashier and register of the Marietta and Cincinnati Railroad Company.

☞ The Washington and Ohio Railroad Extension has been commenced, and workmen are now busy on most of the sections beyond Hamilton. It is expected that trains will run to Snickersville, in the Blue Ridge, within a few months.

☞ The contract for the construction of the Toronto, Gray and Bruce Railway between Gorrie and Wroxeter station has been awarded to Messrs. McKenzie & Co., their tender being the lowest.

Pennsylvania Railroad.

The annual meeting of the stockholders of this company was held in Philladelphia on the 20th ult. In accordance with the custom at these annual meetings, the Mayor of the city, Hon. Wm. S. Stokley, was elected Chairman. Mr. John P. Green was chosen Secretary.

The annual report, showing the earnings and expenditures of the main line and branches, was read by Mr. Edward Smith, one of the Vice Presidents.

Mr. Roberts moved that the report be accepted and adopted, and published in pamphlet form.

Mr. John Hulme hoped that before the report was accepted the stockholders would pay serious attention to an important subject which was not mentioned in it. He alluded to the system of farming out the privileges of the road to fast freight lines, sleeping and palace car companies, &c. He had learned that a project was now being discussed for the organization of a fast coal car company, and if this were to succeed it would be fraught with serious results to coal miners, who would have to give their coal to this line or suffer the greatest inconvenience in getting their coal to market. He alluded to the lease recently consummated between the Allegheny Valley Railroad Company and certain New York companies, making an additional through line between New York and the West, claiming that the only salvation for the shareholders was to own their own cars and do their own business. He offered the following resolution, and strongly urged its adoption:

Resolved, That the Board of Directors of the Pennsylvania Railroad Company be and are hereby instructed to appropriate such an amount as may be necessary to purchase the cars now owned and being used on the Pennsylvania Railroad and its connections by fast freight lines and other outside companies and by individuals, in the end that said cars become the property of the Pennsylvania Railroad and its controlled connections for the interest of the stockholders and customers of the road.

Mr. Abraham Hart offered as an amendment to Mr. Roberts' resolution, a resolution returning a vote of thanks to J. Edgar Thomson, President, the several Vice Presidents, the General Managers, the Heads of Departments and their subordinates, for the zeal, fidelity and ability with which they have discharged their duties during the year past.

The amendment was adopted and the report accepted.

Mr. George H. Earle asked for information regarding the Pennsylvania Company, which is operating the Western roads owned or controlled by the Pennsylvania Railroad Co. He thought that the roads could be more economically managed under the Pennsylvania Railroad organization and its Board of Directors.

Mr. Cuyler replied that last year, in the annual report, the policy of the Board of Directors concerning this company was set forth, and was adopted and approved by the stockholders. The Pennsylvania Company, he said, is practically a bureau of the Pennsylvania Railroad Company. The Board of Directors of the Railroad Company elect the Directors of the Pennsylvania Company, and a controlling interest of the stock is owned by the Pennsylvania Railroad Company, and its dividends paid into their treasury, and comes to the stockholders in the shape of dividends. In regard to the resolution of Mr. Hulme on the subject of fast freight lines, Mr. Cuyler moved that it be referred to the incoming Board of Directors, with a request that they publish a reply to it. He explained that the charter requires the Company to draw any car that may be offered to it and fixes the amount that may be charged for such service; this is also one of the provisions of the general railroad law of the State, which regards the railroads as common highways, so that it would be seen that it is not in the power of the Company to do as the resolution contemplates. The best profit of the railroad company comes from this branch of its business, and the policy heretofore followed has proved to be the true one.

Mr. Hulme replied, that Mr. Cuyler knew very well that this railroad law of 1864 was enacted to help the Harrisburg and Lancaster railroad which was too poor to buy its own cars, and it could easily be modified if desired. He could not be convinced that it was to the interest of the Pennsylvania Railroad Company to carry on this business, at the expense of a double set of officers, clerks, agents, &c. The cream of the freight business of the road is given to these outside corporations, and the cream of their profit of course goes to their own stockholders.

Mr. Cuyler said that he thought Mr. Hulme opposed this policy all the more strongly because be (Mr. Hulme) himself was the author of it. The whole policy, he said, rests on a report of a committee of which Mr. Hulme was chairman, when he was one of the directors of the road. The speaker reiterated his statements as to the requirements of the law, and declared that the company are receiving more from these fast freight companies under their contracts than they could demand under the law. He begged the stockholders to consider what would be required of them if this resolution was adopted. They would have to own cars enough to stock all the roads reaching to the Pacific on the West, and the Gulf of Mexico on the South; the cars would be loaded here or in New York, pass over the road and go upon some connecting road out of the control of their owners, and it would be impossible for the company to keep the control and oversight of them.

Mr. Hulme said he regretted that the old accusation had been again made—that he was the author of the "fast freight line" policy of the Pennsylvania Railroad. When the contracts were made with the Union and Empire fast freight lines he was a director of the company, and used all his influence to prevent their consummation. The President, Mr. Thomson, also acknowledged that the whole policy was wrong, but that, as it was followed on the other roads, the only way to kill it was by competition, and thus drive the knife to the very heart of the evil. With this understanding, and under this pledge, he had been induced to vote for these contracts, knowing them to be wrong, and only doing so in hopes of breaking up the system. The speaker declared that it was all gammon about having to haul these cars or being obliged to put them on the road.

Mr. John M. Kennedy defended the policy of the Board of Directors, claiming that it was productive of great profit to the company.

Mr. Earle thought that before any of the Board of Directors rose to oppose Mr. Hulme's motion, they ought to declare that their hands are entirely clear of any of the profits derived from these transportation companies.

Mr. Cuyler declared that when the gentleman charged that the Directors of the Pennsylvania Railroad Company were interested in supporting these transportation companies, for their own profit, he made a statement which was entirely untrue.

The question was then taken on Mr. Cuyler's motion, to refer Mr. Hulme's resolution to the Board of Directors, and it was carried.

Mr. Roberts offered a resolutiou which was adopted, authorizing the Board of Directors to carry out the suggestions in the report as to an increase of the capital stock of the company, and to do all other acts and things suggested by the annual report just read.

A resolution was adopted of thanks to the Mayor, for the able and impartial manner in which he had presided, after which the meeting adjourned.

The Valley (Va.) Railroad.

The Lexington (Va.) *Gazette* continues to be exercised about the delays which it imagines are taking place in regard to the prosecution of the Valley Railroad, especially through its county of Rockbridge, within the borders of which there is not yet a single mile of railroad. With regard to its previous impatience that the contracts for the line between Harrisonburg, the present terminus, and Staunton had not been given out, it may be stated in addition to the assurances heretofore afforded, that they will be awarded to the very best advantage, and there will be no such undue haste as will preclude their being given only to responsible parties on the lowest terms. The line beyond Staunton for some eighteen miles —or about half way to Lexington—will also be ready for bidders very shortly. Nearly all the individual cases involving right of way from Staunton south to the point of divergence of two mooted lines, for the eighteen miles indicated, it is learned have just been satisfactorily arranged. A meeting of the president and directors of the company is to be held in Baltimore on the 5th March, when it is hoped that a decision may be arrived at in regard to the line south of this point of divergence. As indicating the spirit and purpose of prosecuting the whole work, it may be added that the surveys have been completed between Buchanan (the point at which the divergence lines now under consideration again meet) and Salem, on the Tennessee road, where the Valley road thus reaches the great connecting lines southward.—*Balt. Sun.*

Marietta and Cincinnati Railroad.

The stockholders of the Marietta and Cincinnati Railroad have for some time had under consideration an important project for shortneing the line of their road and lessening the distance to Eastern cities some eleven miles. The matter was thoroughly discussed by the stockholders at their annual meeting last week, and, it being stated by the President that the construction of the proposed line would cost little more than making very necessary changes and improvements in the old line, it was decided to have it built at once. The new road is to be built from Athens to Belpre, in Washington county, an almost perfectly straight track, whereas the present line winds around hills, with an increase in distance of a few feet less than eleven miles. The Directors were instructed to take steps for securing the right of way at once, so that no delay will be had in running the cars upon the new track. It is believed that by the new arrangement the company will be more than compensated for the additional expenditure in less than six months, and that after that time the saving in the way of wear and tear, &c., will be almost inestimable. It is to be hoped no difficulty will be encountered in securing the right of way along

the proposed cut off, and that before the close of the present year travellers will find the time between Cincinnati and Eastern cities lessened almost one hour. Such an arrangement, equally desirable to the company and traveler is not likely to long delay.

Western Extension of the Baltimore and Ohio Railroad.

It was stated in a recent issue of the Baltimore *Sun* that there had been delegations from important towns in Ohio in that city in consultation with the Baltimore and Ohio railroad authorities with reference to arranging for and pushing forward the important extension of that road to Chicago, and that such understandings had been reached as looked to its completion in two years. The Tiffin (Ohio) *Tribune*, of the 22d ult., has the following on the subject:

The people of Tiffin, Ohio, are now active in measures to promote the location of the proposed western line of the Baltimore and Ohio road through that city. On invitation of that company a committee of three citizens, General W. H. Gibson, L. A. Hall and S. B. Sneath, visited Baltimore a few days since, when a conference was had and the ideas of the parties exchanged. Hon. C. Foster was subsequently present, as also were gentlemen from Defiance and Hicksville, Indiana. The Baltimore and Ohio road proposes and agrees to build, iron and run the road from Havana to New Haven, on the Lake Erie division in Huron county, through Tiffin, Fostoria and Defiance, to Chicago, if the people along the line will furnish and donate to it the right of way, depot grounds, station grounds and space for side tracks.

The committee here has in charge the getting of this right of way, &c., from the Lake Erie division to eight miles west of Van Buren. From there Defiance takes charge of the same business a certain distance, then Hicksville, &c., &c. Mr. Randolph, constructing engineer, will be here Saturday to fix the lines and grounds. After making this statement the General spoke briefly of the cheapness of the route, its advantages, and urged that we take hold of the matter promptly. On motion of Mr. Pennington, the chairman was authorized to appoint a committee of three to have the matter of working up the right of way, &c., in charge, with authority to appoint sub-committees whenever necessary. The chairman appointed General Gibson, L. A. Hall and S. B. Sneath that committee. S. B. Sneath was appointed treasurer.

Arkansas State-aid Bonds.

The Helena (Ark.) *Clarion*, alluding to the State-aid bonds of Arkansas, says:

Among the numerous misstatements which have been made by the Little Rock *Gazette*, for the purpose of misleading the public in reference to the finances of Arkansas, is one which recently appeared in that paper implying that the State had not received an equivalent for bonds issued in aid of the construction of railroads. This statement has been repeatedly denied, but we are now prepared to furnish evidence to convince any fair-minded person that the State has received vastly more than an equivalent for the bonds loaned to the respective roads now in course of construction.

The Memphis and Little Rock road received from the State $1,200,000 in bonds, from the negotiation of which they realized the sum of about $700,000 and expended $1,250,000.

The Little Rock and Fort Smith road received $900,000 in bonds, from the sale of which they realized $500,000, and expended about $1,500,000.

The Little Rock, Pine Bluff and New Orleans, and the Mississippi, Ouachita and Red River Railroads have received $1,200,000 in bonds, the proceeds of the negotiation of which amounted to about $600,000, and these companies have expended on their works about $1,500,000.

The Arkansas Central has received $300,000 in bonds, which have realized to the company less than $200,000, and there has been expended in construction of road and purchase of iron and rolling stock a sum exceeding $350,000. It will, therefore, be seen that, while the State has issued to the several companies only $3,600,000 in bonds, from which they have realized less than $2,000,000 in cash, these companies have expended over $4,500,000.

The total number of miles of railroad which have been completed since the award of State aid will exceed 290, and, at a valuation of $25,000 per mile, they would be worth $5,000,000. To be more explicit in our statements of these facts, the State of Arkansas has issued $3,600,000 in bonds to the above-named companies, and the companies themselves have expended about $5,000,000 in the construction of roads, and, with the exception of the Little Rock and Fort Smith Railroad they have promptly paid to the State the interest on these bonds, as required by the State Aid law. There should not be any question as to the security of the lien which the State holds on these roads, when their property is worth, at a low estimate, over $1,500,000 more than the amount of the lien.

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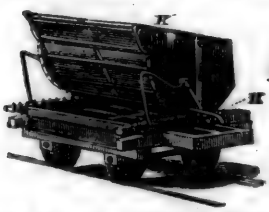
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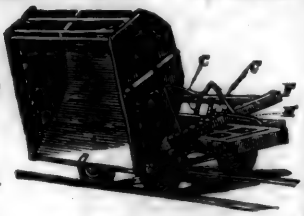


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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American Railroad Journal.

New York Saturday, March 9, 1872.

New York, West Shore and Chicago Railroad.

At a meeting of the Newburgh Common Council on the 28th ult., a resolution granting the New York, West Shore and Chicago Railroad the right of way for the laying of tracks through that city was unanimously adopted, with the proviso that the road shall be constructed within four years from date. Mr. Courtney, the President of the Company, in his remarks before the Board, said that his Company purposed to put the entire river line under contract between now and the first of May. They would probably commence work in Newburgh in May. They only asked two years for the completion of the river line. The entire line of road from New York to Buffalo would be put under contract the coming summer. They would set at work as soon as the season opened from three thousand to seven thousand men. The men would be put at work on the sections just as fast as they were located and the right of way obtained.

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Money Market and Specie Payments.

The history of the course of monetary affairs for the past month has been a very instructive one. It has exhibited not only our dangers, but our strength. It has demonstrated that however wisely statesmen may have contrived to prevent us from falling into "entangling alliances" with the nations of Europe, we feel keenly and immediately, not only the course of the higher order of trans-Atlantic affairs, but the petty phases of European politics, and even the jealousies and ambitions of the great families. For the exigencies of commerce pay little heed to political boundaries, or to varieties of religion and language. And in the influence which commerce and finances exert, we have a better guarantee for the maintenance of peace than in the labors of diplomats.

If it be true that we cannot escape a direct interest in the political intelligence from Europe, it is also true that we are in a position to meet even extraordinary emergencies. The fact that Europe holds large amounts of our Government and railway bonds, which may be sent back upon our money market at an hour's notice, has been so frequently stated, and reiterated, that it is constantly in the minds of our financiers and bankers, and induces reserve and prudence in their action, which otherwise might not be maintained.

But the most obvious inference to be drawn from the course of gold, and the state of our money market, during the financial flurry in London, growing out of the Alabama claims, is, that we are nearly ready to resume specie payments. It is certainly time this were done. No interest suffers more directly and palpably from a depreciated currency, than the railway interest. With most of the charges of railways limited, by law or custom, their expenses are swollen indefinitely by means of a currency of a fluctuating and uncertain value. It is now nearly seven years since the termination of the late civil war. Since that time our currency has been contracted about two hundred millions of dollars, and such has been the increased use thereof, that at least a hundred million dollars more are needed now than then. The absurd and unbusiness like theory on which the contraction of the currency was stopped five

years ago, viz., that the country would grow to the volume of the currency, seems about to be realized. Our financial history is full of surprises, and this is not the least of them. The growth of our country seems at length to be about to accomplish what should have been the first object of our public men. All schemes to elevate public and private integrity, to economize public and private expenditures, relieve the burdens of taxation, and revive manufactures and commerce, can have but partial success so long as our currency is a thing of uncertain value, and our wealth rests upon an uncertain basis.

The indications of a probably early resumption of specie payments are found in the fact that, with other circumstances, such as an extraordinary demand to pay duties, and an active speculation, gold advanced less than one per cent. in this market in response to the panic in London growing out of the Alabama claims. On the breaking out of the Franco-German war gold advanced about eleven per cent. The recent small rise may, we think, be taken as an indication that the present premium on gold is the result of artificial influences. The stringency in the money market cannot be attributed to anything else than our depreciated currency. With speculation dormant, and business everywhere kept within narrow limits, the great staples of the country passing into the hands of shippers and consumers, and an increase in the number of people who are disposed to live upon the proceeds of money loaned, there is still a scarcity of money. In Wall street, borrowers "on call" are compelled to pay seven per cent. and upwards, and first class commercial paper cannot be sold better than 8 to 9 per cent. discount. If this be the case in March, when the action of the markets for produce tends to the relief of banks and money lenders, what will be the state of the money market next August, when is commenced the annual call for money to "move the crops."

The large and increasing amounts of European capital which are invested in our securities and public works seem to afford little relief. Where is it to be found, except in the restoration of a sounder basis of values, and a consequent better security to lenders? The money market is in a state of stringency, because there is so little inducement to put money in circulation. Money always seeks the market when it is most secure, and not when it is the dearest; and what appears like another anomally, money is always cheapest when it is most actively employed. The return to specie payments, besides affording a sound basis of values, would increase our circulating medium by at least a hundred million dollars of hoarded gold and silver, and thus contribute in a two-fold degree to promote ease in the money market. By this means the marketing of railway securities would be encouraged, the cost of building and operating them diminished, and their net resources increased.

It is to be hoped that so desirable a consummation may not be long delayed. It need not be, beyond the commencement of the next crop year. We are not in the secrets of the Treasury Department, and do not know how far Mr. Boutwell may be inclined or able to facilitate the resumption of specie payments. We hope and believe the prospect will excite his friendly interest. Certainly, nothing would redound more to his honor than the re-establishment of the currency of the United States upon the basis of gold and silver.

Metropolitan Branch Railroad.

In June next the Baltimore and Ohio Railroad will open the direct line from Washington to the Point of Rocks, there connecting with the main stem and reducing the time to Pittsburg and Cincinnati two or three hours, and avoiding all changes and transfers. This piece of road, though only forty two miles long, was estimated to cost $2,600,000, and one single mile upon it, near the mouth of the Monocacy river, has already cost nearly $300,000. The country between Washington and Harper's Ferry consists of a series of bold, almost mountainous hills, which are crossed transversely by streams emptying into the Potomac, and this road is to leap every stream on a high and costly bridge, and then plunge immediately into a heavy rock tunnel. In one place 100,000 cubic yards of rock and earth had to be moved. Some of the cuts are 50 feet deep, and many of the embankments 60 feet high. The cuts are only 18 feet wide at the bottom and only ten men can work in each end of the cut—in some cases progressing no more than 25 feet in one month.

Rutland Railroad.

REPORT OF THE PRESIDENT.

It becomes necessary, in this report, to enter into the history of the corporation that the stockholders may understand clearly its position, and be able to make an estimate of the value of the property, at the same time to correct as far as possible, the erroneous statements that have been put forth in regard to the executive officer of the company in the management of its affairs. When honor and integrity are called in question, may I not ask of you a candid hearing? My purpose will be to present to you facts, and leave you, in a great measure, to draw your own inferences. I shall not enter upon anything personal, in a business document. I had prepared a report for the annual meeting, and had I arrived in season, or the meeting been adjourned as I requested, so there could have been a fair understanding of the position of the corporation, it would have been very much for the interest of the stockholders. Now, my main purpose will be to try and regain the lost ground, and restore confidence.

The present position of affairs requires quite an enlargement of the original report I had prepared, the substance of which was briefly stated to the few stockholders who remained after the business of the meeting had been substantially completed, as appears from the official report of their proceedings.

For your information you will find in the appendix a copy of the charter and an amendment thereto, also the by-laws, to which your attention is directed. Endeavor to fix in your mind the duties of the officers, and carefully consider the following, from the records of the company:

The company was organized at Rutland, on the 9th of July, 1867, by the choice of Edwin A. Birchard, John Howe, Jas. H. Williams, John B. Page, Peter Butler, Geo. B. Chase and Geo. M. Barnard as Directors, by a unanimous vote of the stockholders. And the Board organized by the election of John B. Page, President; J. M. Haven, Treasurer; J. H. Williams, Clerk *pro tempore*.

The directors proceeded to take steps to procure the conversion of the first and second mortgage bonds into preferred and common stock, as authorized by the charter; with what success, is shown by the President's report to the Board of Directors and stockholders, presented at the first annual meeting after the organization held at Rutland, 23d December, 1868. This report was as follows:

Preferred stock issued	$1,804,400
Common "	2,357,200
Total amount of stock	$4,261,600
The principal of the first mortgage is	$1,800,000
Of these bonds there has been converted into preferred stock	997,800
Overdue interest on the same bonds	806,600
Total	$1,804,400
The principal of the second mortgage is	$1,200,000

This mortgage has been foreclosed, and under the authority granted by the Legislature, this corporation has been formed.

Second mortgage bonds converted into common stock	$1,071,500
Interest and coupons on same	1,010,700
In settlement of claims on road-bed and real estate	275,000
Total amount common stock	$2,357,200
Dividends paid in February and Aug., 1868, of 3½ per cent. each on preferred stock	$118,835 50
In settlement of claims on road-bed and real estate, including common stock at par	$317,500 50

After the reading of this report, the old Board was unanimously re-elected, with the exception of John Howe, who having declined, Lawrence Barnes was elected in his place.

The funds ($118,835 50) for the payment of the dividends in February and August, 1868, were raised upon the notes of the company, indorsed by the directors, and by authority given by the Board, 31st January and 18th July, 1868, all the Board being present at each of said meetings, except John Howe. The vote unanmiously adopted was as follow:

"That the President and Treasurer of this company be authorized to raise the necessary money to pay a dividend upon the guaranteed preferred stock, on February 1, 1868, (and 1st August, 1868,) and should any person or persons endorse the drafts or notes of this company for that purpose, such persons shall be entitled to all the rights of subrogation, benefits and securities growing out of such payment, as security for such endorsement."

At a meeting of the Board, held January 16, 1869—present, all the directors—the same form of vote was unanimously passed in regard to the dividend payable February 1, 1869. And the money was raised for payment of that dividend on the Treasurer's acceptances, endorsed by the directors. The amount of this dividend was $63,451 50. The dividends due on preferred stock in August, 1869, and February, 1870, were, by vote, of the Board, passed, and remained unpaid until the subscription to the preferred stock in 1870, when they were adjusted and paid in that stock; and for this reason these dividends are now charged to coupons on first bonds. The next annual meeting was held at the office of the company on the 30th day of December, 1869. The official record of that meeting is as follows:

"The President presented the annual report, and on motion of Mr. Chase, seconded by Mr. Spencer, the report was unanimously accepted, and five hundred copies of the same ordered printed, and a copy thereof sent to each stockholder." This vote was complied with. The following is the balance sheet presented on that occasion and printed:

RUTLAND RAILROAD COMPANY.

BALANCE SHEET, September 30, 1869.

Stock	$3,000,000 00
do. preferred	1,831,400 00
Bills payable	265,488 04
Balance of sundry accounts	76,340 21
	$5,173,228 25

CONSTRUCTION ACCOUNT.

First mortgage bonds	$1,012,000 00
Coupons and interest	819,400 00
Second mortgage bonds retired	1,083,000 00
Coupons and interest	1,022,800 00
Real estate, docks and cars	441,541 25
	$4,381,741 25
Dividend account	182,287 00
Common stock to retire outstanding second mort. bonds..$223,500 00	
Common stock on hand for other purposes... 385,700 00	
	609,200 00
	$5,173,228 25

J. M. HAVEN, Treasurer.

September 30, 1869.

August dividend 1869, due holders of preferred stock and tax	$67,000 00

OUTSTANDING UPON THE ROAD.

Rutland & Burlington, second bonds	$117,000 00
Rutland & Burlington, first bonds	788,000 00

The stockholders proceeding to the election of directors, the old board received the unanimous vote, and were declared duly elected. The board was organized as before.

The annual meeting for 1870 was called to be held on 29th December. Owing to the pending negotiations in reference to a lease of the property, the meeting was adjourned without transacting any business until the 26th day of January, 1871.

The record of this adjourned meeting is as follows:

"The meeting was called to order by the president; the proceedings of the meeting of which this is an adjournment was read. The president presented his annual report; on motion, the same was accepted, and ordered to be printed."

The following is the balance sheet then presented:

RUTLAND RAILROAD COMPANY.

BALANCE SHEET, December 31, 1870.

Common stock	$2,700,000 00
do. preferred	3,685,700 00
Bills payable	716,562 69
Equipment bonds, 7 per cent	500,000 00
Balance of sundry accounts	104,621 19
	$7,706,883 88
1st mortgage bonds, principal	$1,072,500 00
Paid on decree to W. T. Hart, Trustee, and Jno. S. Farlow, for committee	989,000 00
Coupons first bonds	1,148,018 97
Interest paid first bond account	423,647 00
Second bond principal	1,104,200 00
Coupons second bond	1,042,100 00
For construction account	815,000 00
For rolling stock	325,200 08
Interest and miscellaneous expenses	117,283 44
Common stock on hand	268,700 00
Real estate	100,177 25
Cash	301,027 14
	$7,706,883 88

J. M. HAVEN, Treasurer.

OUTSTANDING.

First mortgage bonds	$727,500
Second mortgage bonds	95,800

After ratifying the proceedings of the directors, which will fully appear hereafter, the stockholders proceeded to the election of directors, and the old board were again re-elected, with the exception of George M. Barnard, whose resignation having been accepted by the board on December 8, 1870, D. N. Skillings was elected to fill the vacancy.

The last report was not printed in pamphlet form, but was given to the press and appeared in the proceedings of the meeting, as published in the "Rutland *Daily Herald*" on the morning of January 27, 1871.

At all the annual meetings after the organization, the president, in addition to presenting the reports of the condition of the corporation, gave to the stockholders full statements of the earnings and expenses of the road as operated by the trustees. It is not necessary to encumber this report with a repetition of these statements, as they are fully set forth in the settlements of the trust accounts. To give the stockholders the latest information, the accounts were closed October 1, in each year, while in the settlement confirmed by the court the year closed August 31. The books of the corporation are open to any stockholder that may desire to verify the foregoing reports.

Now I confidently submit this point to your judgment; has the president discharged his duty fully as required in the seventh by-law under the clause "he shall annually submit to the directors and corporation a report of the business and prospects of the corporation?"

We will now consider the action taken by the Board to relieve the corporation from the effect of the "Mandate for Decree," sent down by the Supreme Court of Vermont to the court of chancery in February, 1870.

At a meeting of the directors held March 10, 1870, present: all the board. On motion it was voted "That the president of the corporation be authorized in his discretion to negotiate with the trustees and committee of the first mortgage bondholders for a settlement of the decree made at the last the term of the Supreme Court in Rutland County, Vermont, and upon such terms as he may deem desirable."

Under the authority thus conferred, a negotiation was opened and resulted in the following:

"STIPULATION."

NEW YORK, MARCH 23, 1870.

Cheever and Hart, Trustees, et al. *vs.* The Rutland and Burlington R. R. Co. et al. } In Chancery Rutland Co. Vermont.

It is mutually stipulated by and between the said Cheever and Hart and J. S. Farlow, of the committee of first bondholders of the first part, and John B. Page on behalf of himself and the other defendants in said cause and the Rutland Railroad Company of the second part, as follows:

1. That the party of the first part now hold and control of the said first mortgage bonds, six hundred and forty-five thousand nine hundred dollars* in amount of principal thereof, including thirty thousand in possession of ——— Mixter; fifteen thousand five hundred in possession of Southworth Shaw and nineteen thousand five hundred in possession of Peters and Gooch.

2. That, according to the late decision of the Supreme Court of Vermont in said case, there will be due on said bonds on April 1, 1870, $1,549,680, subject to such increase, if any, as payment in coin would produce, if payment in coin be demandable.

3. That the costs and proper expenses of the orators in said suit and the matters connected therewith are settled at the sum of eighty-seven thousand six hundred dollars; and for the difference between coin and currency payment, for the purpose of this adjustment, there is fixed the sum of one hundred and two thousand dollars.

4. That the party of the second part shall pay to the party of the first part for such costs, expenses and difference the sum of one hundred and ninety thousand dollars on the 15th day of April, 1870.

5. That toward the satisfaction of said bonds and interest due thereon, the party of the second part shall pay to the party of the first part, four hundred thousand dollars, with interest at the rate of seven per cent. from said April 1, 1870, on the 15th of May, 1870; and four hundred thousand dollars, with like interest at the like rate from said first day of April, on the 1st day of October, 1870, and four hundred thousand dollars, with like interest at the like rate, from said first day of April, on the first day of January, 1871, the balance of three hundred and forty-nine thousand six hundred and eighty dollars, with like interest at the like rate from said first day of April, 1871, and to be paid at the office of Cheever & Hart, trustees, in Boston, Mass., (No. 20 State street, at present.)

6. That if any of the constituents of the said party of the first part shall on or before June 1, 2870, be dissatisfied with the stipulation and withdraw their respective bonds from the said amount before stated, the said party of the second part shall be allowed a rebate for said difference in coin and currency payment at the rate of six and six-tenths per cent. on the amount so withdrawn, and shall not be required to pay said bonds under this stipulation.

7. That on the 1st day of June, 1870, the party of the first part will make a correct schedule of the number and amount of bonds not withdrawn as aforesaid, which list shall be furnished to the party of the second part and be the basis of such payment thereon as aforesaid.

8. That upon each of said payments on said bonds the sum shall be either indorsed or stamped thereon, or a receipt shall be given therefor on the back of said list.

9. When the last payment shall be so made upon said bonds the same shall be delivered up to the said party of the second part.

10. The various suits (except the one above entitled) existing against said Cheever & Hart and their associates, or any of them being, so far as recollected, Spencer et al. v. Cheever & Hart et al. and Birchard & Page v. Cheever & Hart, shall be discontinued without costs to either party, and all orders and decrees for costs now existing in any of the litigations or the subject or connected therewith, except as heretofore provided, shall be waived.

11. The party of the second part shall relieve and save harmless the party of the first part, and also said Farlow and his associates, from all liability upon and in respect to the Smalley contract, (so called) and from any claim by E. J. Phelps upon them or any of them, for fees, &c., in any of these matters, if any such claim exists.

12. The said Cheever & Hart shall release in legal form to the trustees of the second mortgage R. & B. R. R., the property in Burlington, Vt., now standing in the name of said Cheever, and known as the hotel and wharf property, on the payment of said last installment on said bonds.

13. So long as the foregoing stipulation shall be faithfully kept and performed by the party of the second part, severally, as before stated, the said party of the first part and the said Cheever & Hart, trustees, shall not take any steps under the late mandate of the Supreme Court of Vermont to obtain possession of the property therein referred to, but the said matter so far as they are concerned shall remain as it now stands in court from term to term, and with the court between terms; and when as soon as all such payments shall be made as aforesaid, the said Cheever & Hart will apply to said court for leave to resign their said trust and for the appointment of proper trustees in their stead, so as to be relieved from all further duties and responsibilities in the matter.

14. This stipulation being made for the mutual accommodation of some matters in said cause not yet settled, and for the convenience and advantage of the defendants in said cause and of the first mortgage bondholders, so far as they are known to and actually represented by the party of the first part, is not to have the effect to disturb the rights of other first mortgage bondholders than those represented as before stated, nor the rights of said defendants or the party of the second part as to them, but all such matters and rights are left to be prosecuted and defended as to the persons interested may be lawfully advised.

15. But if the party of the second part shall fail or omit to make payments aforesaid at the

* There was withdrawn from the trustees and committee after the stipulation was entered into $15,500 of bonds, leaving to be settled for with them $630,200 only of first bonds, without including interest.

times respectively stated therefor and to perform the others things by him to be performed, then, and on every such failure or omission, the said Cheever & Hart, trustees, shall be at liberty to take all the steps, and shall have all rights and remedies provided in said mandate, or which otherwise might or would appertain to the trustees of said first mortgage, if this stipulation had never been made, and the same shall in such case be in no wise resorted to, to hinder, delay, alter or affect the rights of said first mortgage trustees injuriously.

16. That the party of the second part may, if he choose so to do, perform any of said matters for him to be performed at any earlier time than before stated, and when all shall be so performed, the parties of the first part shall proceed as is before provided in that case.

[Signed] W. T. HART, for himself.
JAMES CHEEVER, Trustee 1st Mort.
J. S. FARLOW, for himself
And associates of the Committee.

It will be observed that at the time the "stipulation" was entered into Cheever and Hart represented only $645,700 of bonds. A large proportion of the balance of the $1,800,000 of first bonds had been converted into preferred stock. The question that presented itself was: Shall the directors permit the road to go under the decree on the 1st of June, 1871?

If the question was decided in the affimative the position of the preferred stockholders was questionable, and the common stock of the company would have been of no value, neither would the first bondholders, represented by Cheever and Hart, have been paid until the money could be realized from the earnings of the road.

The board, at the meeting of March 10, 1870, also considered the question of raising the means to pay the outstanding first bonds, and adopted the following resolution:

Voted, That this company issue one million dollars preferred stock at par, for the purpose of raising means to pay first mortgage claims upon the property of this corporation; and that the subscribers for said preferred stock be entitled to receive thirty per cent. of this subscription in the bonds of the company, having ten years to run, bearing interest at 7 per cent. per annum, payable semi-annually, and free of United States tax, for such amount of said preferred stock as they may take or subscribe for.

The following form of subscription for raising means under the foregoing resolution was presented to the board by the president and unanimously adopted. It was as follows:

Whereas, The Rutland Railroad Company, at a meeting duly called and held by the directors of said company on the 10th day of March, 1870, unanimously adopted the following resolution, viz:

Resolved, That this company issue one million dollars preferred capital stock at par, for the purpose of raising means to pay first mortgage claims upon the property of this corporation; and that the subscribers for said preferred stock be entitled to thirty per cent. of their subscriptions in the bonds of the company, having ten years to run, bearing interest at ten per cent. per annum, payable semi annually, free from United States tax, for such amount of said preferred stock as they may take or subscribe for.

Now in consideration of the premises, we, the undersigned, do hereby severally agree, and with the said Rutland Railroad Company, to take, and we hereby severally subscribe for the number of shares of said preferred stock set opposite our respective names upon the terms expressed in said resolution, and we agree and promise the said company, each for himself, to pay the amount thereof to the treasurer of said company, as follows: one-half on or before the tenth day of April, and one-half on or before the tenth day of May, A. D. 1870, the interest to be made up as of February 1, 1870.

March 11, 1870. The directors assembled pursuant to adjournment, when, on motion, it was also

Voted, To issue preferred stock to the present holders of said stock sufficient to make the whole amount of preferred stock, at par, equal to the principal and interest as determined by the late decision of the Supreme Court of Vermont: provided each holder of preferred stock subscribe and pay for one share of new stock for every four shares that he now holds.

The necessary votes were also passed authorizing the issue of $500,000 of seven per cent. bonds.

A subscription list was opened under the authority thus given, and the stockholders apprised of the condition of affairs, as appears by the following circular, sent by mail to each stockholder:

"*To the Preferred Stockholders of the Rutland Railroad Company.*

As the Supreme Court of Vermont has allowed a higher rate of interest upon the first mortgage bonds of the Rutland and Burlington Railroad Company than was anticipated at the time of the conversion of bonds into preferred stock of the Rutland Railroad Company, and the directors of said company desire to do justice to all parties, and to provide for the removal of all incumbrances on the property of the company, and to settle all litigation; they therefore propose that each holder of preferred stock who shall pay to the company before the tenth of May next an amount equal to one-fourth of the par value thereof, with interest from the first day of February last, shall receive.

1st. The amount of the principal so paid in preferred stock at par.

2d. Thirty per cent. of said principal in seven per cent. bonds of the Rutland Railroad Company.

3d. An amount of preferred stock sufficient to make the whole amount of his preferred stock at par equal to the principal and interest of the first mortgage bonds as determined by the late decision of the Supreme Court of Vermont.

Under this arrangement the whole amount of preferred stock, when all the outstanding first mortgage bonds shall have been converted will exceed ($4,300,000) four million and three hundred thousand dollars This represents one hundred and twenty miles of road, with its equipment, machine shops, wharves and station houes, all in good repair and condition. The equipment, fuel and supplies could be sold for at least ($1,200,000) † twelve hundred thousand dollars, leaving about $25,000 per mile for a road which is indispensable to the business on its line, and could not now be built for $50,000 per mile.

The gross earnings of the past year, ending January 1, 1870, were $856,426 34, and but for the great freshet of October last would have been nearly $100,000 more. It is believed that with additional equipment and under corporate management the earnings can be increased to at least $1,200,000 per annum, and that in a very few years they will reach $1,500,000.

The option of the stockholders to take stock under this arrangement will expire on the first of May next. Blanks will be forwarded in a few days, with statement of your stock, and payments to be made under this circular, and your early reply is requested.

JOHN B. PAGE,
GEO. M. BARNARD,
GEO. B. CHASE,
PETER BUTER,
E. A. BIRCHARD,
LAWRENCE BARNES,
JAS. H. WILLIAMS.
} Directors.

Office of the Rutland Railroad Company, Rutland Vt., April 13, 1870."

There was realized upon this subscription, up to December, 1870, $1,374,900; there had been paid Cheever and Hart, under the "stipulation," $989,000; and the payment due 1st of January, 1871, with the interest, was $421,000.

By the terms of the "stipulation" the final payment was to be made on the 1st day of April, 1871. Owing to the arrangements for the lease to the Vermont Central Managers, which was pending, it was found necessary to pay Cheever and Hart in full.‡ Arrangements to this end were made by Mr. Chase, in connection with the President, and on the 21st of January, 1871, there was paid $327,586 88, which substantially fulfilled the stipulation on the part of the corporation; and thereupon Cheever and Hart, on application to the court, were permitted to resign their trust.

When the lease was under consideration the question arose about the ability to give possession should the same be consummated, and it was frankly conceded that the trustees in possession had the power to retain their position and lien upon the property, but they cordially united in carrying into effect the lease. The board were informed that it was impossible, except upon a careful inventory, to determine the condition of the trust accounts.

The opinion was expressed that upon realizing upon their assets their accounts would nearly balance. It was proper if the trustees gave up possession that they should be indemnified, and it is quite evident that if the trustees had had in their hands ample funds they would not have required any idemnity; therefore,

At a meeting of the Directors held in the office of the company, No. 13 Kilby street, Boston, Dec. 31, 1870—present, John B. Page, Peter Butler, George B. Chase, E. A. Birchard, Lawrence Barnes and J. H. Williams—on motion, it was unanimously voted.

"That this company issue one thousand shares of preferred, and one thousand shares of common capital stock, which shall be appropriated with the dividends thereon, as well as this company's share in the rent and proceeds of the notes and orders given for lease of Rutland Railroad and the personal property appertaining thereto in trust, and as a security, to be applied in payment of the outstanding liabilities of the second trustees operating and running the road, and for the purposes set forth in the decree of the Court of Chancery in the case of Cheever & Hart and others v. Rutland and Burlington Railroad Company and others, and in substitution for said road and property should said lease be perfected to the Managers of Vermont Central and Vermont and Canada Railroads, and that the treasurer be directed to transfer the claim thereto to said second trustees, but subject to the approval of the Court of Chancery, in which said cause is pending."

The stock provided for in this resolution has never been issued to the trustees.

This subject was brought before the Stockholders at the annual meeting held on the 20th of January, 1871, for their ratification, there being represented in said meeting 50,748 shares.

The following resolution was unanimously adopted at this meeting:

"Whereas at a meeting of the Directors of the Rutland Railroad, held December 31, 1870, a vote was passed having in view indemnity of the 'second Trustees' against all outstanding liabilities incurred in the operating and running the Rutland and Burlington Railroad, and for the purposes set forth in the decree of the court of chancery in the case of Cheever and Hart and others v. the Rutland and Burlington Railroad Company, now, in furtherance of this vote, *Resolved*, That the stockholders of the Rutland Railroad hereby instruct and direct the Directors to give to the trustees of the Second Mortgage Bonds of the Rutland and Burlington Railroad such security and bond of indemnity as shall hold said trustees harmless and free from all personal liability for any and every act pertaining to said trust."

The contracts and leases referred to in the fore-

†The appraisal at the cash value of these items under the lease to the Vermont Central and Vermont and Canada Managers will amount to nearly $1,800,000.

‡In order to procure a modification of the pending injunction to permit a change of possession,

going votes, are given in full in the appendix, with all the papers relating thereto, and the attention of stockholders is directed to them. In this connection I give the principal votes authorizing their execution, etc.

At a meeting of the Directors of the Rutland Railroad Company, held at their office, No. 13 Kilby street, Boston, December 31st, 1870.

It was unanimously voted, "That the President of this company be directed, and he is hereby authorized to execute in his name and behalf, a contract or lease of their Railroad and property, in connection with the other roads and lines, as well as to sell and transfer the supplies, fuel, lumber contracts and interests in said contracts named, to the Managers of the Vermont Central and Vermont and Canada Railroads, for the purpose expressed in said contract, and upon the terms therein stipulated, which contract is dated this 30th day of December, 1870; Provided, 1st That this corporation at their adjourned annual meeting assent thereto, and the court of chancery of Vermont by their order allow such transfer and sale of the Rutland Railroad and its property appertaining thereto. 2d. That the said party of the second part shall assume and perform the stipulations contained in said lease or leases referred to in said contract, except the rent reserved in each, which they the said party of the second part to said contract shall agree to pay to this company. 3d. That this company, or the said lessees in said leases to be assigned as provided in said contract, may have the right to determine said contract and re-enter upon said road and property if there be any neglect or default to make payment or payments within sixty days after the same becomes due and payable by virtue of said contract and orders, or shall fail to perform any of the stipulations therein contained. 4th, That said Managers of Vermont Central and Vermont and Canada Railroads shall be authorized by the court of chancery to make and enter into said contracts as aforesaid, and shall also be duly assented to and approved by the advisory committee of bondholders interested in said trust or trusts, and who were appointed by said court of chancery."

At a meeting of the Board, held at Rutland on the 26th of January, 1871, after the annual meeting, present, all the Board, on motion of Mr. Skillings it was voted, "That the President be authorized, and he is hereby authorized on the part of this company, to execute an assignment of the leases of certain railroads taken and now held by this company, to the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, the form of the assignments having been adopted by the stockholders in their meeting this day."

The stockholders took action upon this subject at the annual meeting, held Jan. 26th, as follows:

D. N. Skillings, Esq., of Boston, Mass., offered the following resolution which was unanimously adopted;

"*Resolved*, That this corporation hereby approves and in all respects ratifies, confirms and adopts the assignment of the lease of the Vermont Valley Railroad, dated January 23, 1871, and authorized, by a vote of the Directors of this company, dated December 3, 1870; the lease of that portion of the Vermont and Massachusetts Railroad lying between "Grout's Corner," in Massachusetts and Brattleboro, Vt., dated December 1, 1870, and authorized by a vote of the Directors of this corporation, dated December 3, 1870; the lease of the Montreal and Plattsburgh Railroad, dated the 23d of January, 1871, and authorized, by a vote of the Directors of this corporation, dated December 3, 1870; the purchase of the stock of the Burlington Steamboat Company, authorized, by a vote of the Directors of this corporation, dated December 3, 1870; the lease of that portion of the Whitehall and Plattsburgh Railroad lying between Ticonderoga, New York, and Port Henry, New York, dated the 26th of September, 1870, and authorized, by a vote of the Directors of this corporation, dated September 10, 1870."

The contracts with and assignments to the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads were read by the President, and thereupon Peter Butler, Esq., of Boston, Mass., offered the following resolutions, which were unanimously adopted by a stock vote, 50,748 shares of the stock voting in favor of the resolutions:

Resolved, That this corporation hereby approves and in all respects ratifies, confirms and adopts the contract executed by John B. Page, President, in the name and behalf of this corporation, to John G. Smith, Joseph Clark, Worthington C. Smith and Benjamin P. Cheney, Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, bearing date December 30, 1870, and authorized by a vote of the Directors of this corporation, dated December 31, 1870, and being the same now presented and read to this meeting, and also,

Resolved, That this corporation, in like manner, ratifies, approves and adopts the assignments and contracts made and entered into by the President, in behalf of this company, with the said Trustees and Managers of the Vermont Central and Vermont and Canada Railroads, relating to the Montreal and Plattsburgh Railroad, the Vermont Valley Railroad, the steamer Oakes Ames, the Addison Railroad, both divisions of the Whitehall and Plattsburgh Railroad, and a part of the Vermont and Massachusetts Railroad, and all the property thereto belonging; and this corporation confirms the same in all particulars and respects."

Under the contract the lessees took possession on the 8th of February, 1871, all accounts in the running department being settled as of the 1st of January previous. The delay occurred first from the illness of the President, who was confined to his house the first two weeks of January, upon whom the perfecting of the papers and the making of arrangements for the full payment of Cheever and Hart devolved.

Owing to some disagreement in the details, it became necessary to hold a director' meeting, which was called on the 2d of February, 1871, in Boston, when differences were adjusted with the lessees. That was the only business transacted at that meeting. From the time I was able to leave my house until the 8th of February matters connected with the lease not only of the Rutland road but of all the other roads embraced in the contract, engrossed my whole time. When possession was changed, then followed the taking of inventories of all the property sold and transferred under the lease. The detail of these inventories was very large, and your interest required constant watchfulness; *First*, to see that all the property was upon the inventories; and it was scattered on the line of the roads from Grout's Corner in Massachusetts to Canada line; *Second*, that the prices were fair and reasonable. The aggregate amount of all the inventories of the property sold was $273,334 93. All the rolling stock, tools, and all the property of which the use was taken under the contract, including the superstructure of the road, was also to be inventoried and appraised. For this purpose there was appointed, on the part of the Vermont Central Managers, John B. Winslow, Superintendent of Boston and Lowell Railroad; and to represent the Rutland Road, John Mulligan, Superintendent of the Connecticut River Railroad. Both these gentlemen were practical mechanics. They entered upon their duties at once, but have not yet made their report. I am informed that the same will be concluded very soon, there remaining some eight or ten cars that they have not seen. It was necessary to be with this committee, to give them information of the property to be inventoried and appraised.

The schedule of rolling stock delivered under the lease, as appraised by the committee as stated above, is annexed to this report.

The full report of the committee will cover two hundred and fifteen pages, and will be open to the inspection of stockholders when concluded.

From the votes of the Directors and the Corporation, it will be apparent that the Rutland Railroad Company was about to assume and operate all the roads together with the steamer "Oakes Ames," mentioned in the contract on twelfth page of the Appendix. The effect of the policy of the managers had been to put the Rutland road in a position to command the respect of its connections, and we were receiving a fair proportion of the increasing business of the country. The first step to secure this result was the control of the Vermont Valley Railroad in 1865. The control of the Valley line added strength to the Rutland, and largely increased its business. In the management of the Valley road (and the other roads afterward controlled to the same end), the accounts were kept distinct. The "Valley" was allowed only the same rates in divisions of joint business, as were the basis of settlements before the lease was executed. The next step was to secure, under friendly control, a direct connection with the Ogdensburg and Grand Trunk Railroads. The Montreal and Plattsburg Railroad was bought by a party made up of large stockholders in the Rutland road.

The steamer "Oakes Ames" was built by the Burlington Steamboat Company, to make the connection with the road. This connection was perfected early in 1868, and by it we had a through line to Ogdensburg and Montreal, and were enabled to establish joint tariffs. We received all the freight that the boat could carry over the Lake. Cars were run upon the boat and thus transported to your road. Some months, as many as eleven hundred cars crossed the Lake on the "Ames." About this time the lease of the northern division of the Whitehall and Plattsburg Railroad was taken. Negotiations were opened in connection with the Ogdensburg road to secure a connection by rail south from Plattsburg, crossing Lake Champlain at Ticonderoga, N. Y. An accurate survey was made of the line from Port Henry to Ausable (34 miles). The charter of the Addison road was procured and active measures taken to secure its construction. These arrangements were about perfected, when the present lessees of your property proposed terms to the Ogdensburg managers, so manifestly for their interest that they were accepted, and that road changed hands. As a consequence there was a sensible change in our business relations with that road. After a few months, taking a new point of departure, arrangements were entered into to perfect the Montreal line and connections with the "Grand Trunk" road. We found friendly aid in Canada and procured a charter for a few miles of road to enable our business to cross Victoria bridge. Parties in interest in Canada undertook the construction of that part in season for the opening of a through line. Again we set to work in the construction of the Addison road and secured the lease of the southern division of the Whitehall and Plattsburg road—entered into negotiations to put under contract the road from Port Henry to Ausable, and had nearly perfected the arrangements for that purpose, as also for the lease of the branch of the Vermont and Massachusetts railroad, when the negotiations opened that ended in the contract with the Vermont Central and Vermont and Canada Managers. It is plain to all who understand these facts that, but for the efforts in the directions here briefly alluded to, it is more than doubtful whether the possession and management of the Rutland road would have been any object to the present Lessees. It was evident, pending the negotiations, that they sought the control of all the property.

To a suggestion that the roads terminating at Plattsburg might be left out of the contract, it was replied that the control of those roads was one of the inducements to pay the rent required for the Rutland road. It is believed that a larger rent could have been had from other parties for those roads. In all these arrangements the President had the efficient co-operation of the Directors. This policy of the Managers had also the full approval of the Stockholders, as expressed in their votes at the annual held on 26th January, 1871.

(To be continued.)

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,364	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	481,085	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,563	549,202	9,390,983
1872	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,965	409,251	401,280	357.956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,892	235,901	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,562	361 701	4,508,642
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,510	475,608	441,197	404,264	4,849.405
1871	343.550	340,301	384,372	393,654	465,780	466,582	535,842	529,278	505,904	459,576	463,056	389,420	5,257,315
1872	372,316	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,384	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	486,830	565,145	480,710	519,306	660,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.683	754,671	547,542	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,209,430
1867	696,147	574,684	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,097	1,107,084	1,001,987	13,384,171
1869	892,093	830,287	1,142,166	1,112,190	1,268,441	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,218	1,096,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	244,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	266,863	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,575	640,179	799,236	661.391	657.141	603,402	6.329.447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,209
1866	603,053	505,266	505,465	411,605	569.250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572.551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684.539	712,647	627,216	899,052	901.285	903,225	811,708	697,751	8,678,958
1871	618.065	565,416	606,845	588,661	695,446	739,989	714,654	834,208	856,845	761,964	719,909	.....	.....
1872	642,466	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,378	98,043	106,921	104,866	113,604	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119 169	121,408	1,294,095
1869	98,517	91,668	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,569	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	163,531	144.023	141.376	1,418,869
1871	130,883	126.224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,558	236,452	238,495	236.453	206,221	193,328	215,449	308,168	375,488	339.794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	426.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476.661	490,694	447,870	328,870	4,520,550
1866	282,439	265,796	237,158	343,737	365.196	335,088	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,680	415,758	369.236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,946
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	891 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344.700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	263,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 356 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355 187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,283	189,241	211,352	268,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278.247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,674	289,550	283 221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212.005	217,947	319,765	285,416	264,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,364	757,178	936.188	711,457	1,170,241	1,125.635	754,551	1,032.149	812,178	9.555,510
1865	653.053	608,305	116.215	923.283	416.341	566.979	957.194	1,121,205	1,351 579	1,419,232	1,196.955	792 685	10.033 026
1866	738,061	725,987	779,198	861,604	1,109.267	1,140.301	996.841	1,252.386	800,742	887,793	874,974	436.990	10.687,124
1867	500,488	534.561	703.618	836.603	965,358	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9.256,284
1868	427,437	518,174	651.019	817,750	761 220	744.188	814,472	631.143	1,006,631	1,159,726	1,113,398	889,924	8.735.082
1869	479,236	525.490	755,433	904,834	499,463	630,680	1,232,903	1,454.026	1,294.621	1,235,366	1,476.405	828,447	11,316,904
1870	479,872	574.706	679,332	814,493	593.986	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	899,258	9.642.177
1871	506,367	428,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.276	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	102,138	170,485	168,699	162,532	166,015	222 963	198,884	244,834	212,227	177,364	2,250,142
1867	149.658	149,342	174,158	188,162	171,736	156,066	172,933	220,788	219.160	230,340	205.095	180,971	2.218.402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204.597	196,910	210,473	174.500	168.996	1,935.763
1869	132,623	127.817	175,950	171,868	157,398	154 133	144.164	186,889	202.238	205.750	189,351	160.085	2,008,265
1870	152,393	158,788	172,216	172 347	155,081	150,719	129,567	167,305	168,627	163,285	152,909	137,794	1,871.031
1871	143,468	124,510	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126,775	124.988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	287,674	200,793	270,630	317,062	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,838	484,209	450,203	429,808	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470.720	422,389	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,481	508,042	451,298	425,687	386,254	4,469,762
1871	365.174	328.791	393,455	444,210	463,000	438,814	553,994	552,079	558,816	600,205	531,070	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	623,500	617,585	758,467	999,665	837,338	716,829	5,709,183
1870	528 529	500 189	539,238	706.608	802,586	746,450	643,068	664 661	728,521	719,898	670.168	605.053	7,654,094
1871	479,573	373,625	499,590	584,640	724,460	728,174	673,698	681,365	800,402	777,362	708,142	542,908	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$			p. c.			
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,593	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,976,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	683,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	186,965	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	108,000	180,000	100,000	(Opened Oct. 1, 1870.)			—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—			—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	416,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	62,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	69,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.76	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,062 479	745,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,005	37,685	6.0	50	17	44½
Sept. 30,'70	5.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	66,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10 0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,300	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark.....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	55
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	34
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,030	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham...Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,800	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.80	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	22
Dec. 31,'70	3.80	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	55,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,389	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,883	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany).....N.Y.	317,279	240,000	130,000	—	107,839	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	6	Williamsport.....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31,'70	3.53	40	16	Worcester.....Mass.	46,204	40,000	20,000	4,006		Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	187.	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1865	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1893	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage	303,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1878	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris'n & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm. 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.) 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1896	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	500,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1876	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	900,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	55,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham. 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J.& J.	188	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage	20,000	6	A.&O	187	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	---- ----
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	---- ----
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	---- ----
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680,685	— & —	---- ----
Berkshire*.....100	600,000	J.A J&O	Jan. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	---- ----
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M. & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '72 7
Camden and Atlantic.... 50	377,100	— & —	---- ----
" " pref. 50	752,700	— & —	---- ----
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	---- ----
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.A J&O.	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	880,000	J.A J&O	Jan. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 6
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* ... 50	2,987,300	— & —	---- ----
" " pref... 50	423,646	M. & N	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*.... 5	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	— & —	---- ----
Concord.....50	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv...1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River.....00	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	---- ----
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	---- ----
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,399,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,166,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '707
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '71 5
Harlem Extension..... 100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 2½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Jan. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Jan. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	---- ----
" " pref. 50	214,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	633,500	F. & A.	Aug. '71 5
Lawrence*.....50	260,200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	16,159,400	J.A. J.O.	Jan. '72 2½
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,648,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '68 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'71 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp..100	605,000	J. A. J.O.	Jan. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N. Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	Irregular.	July '71 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,384,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi...100	19,995,847	— & —	---- ----
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	---- ----
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	---- ----
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	---- ----
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,800	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '72 7
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	---- ----
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	---- ----
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	---- ----
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 2½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 6½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	---- ----
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,860,000	J. & J.	July '71 2
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Oct. '71 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	600,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 76	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	119,300	— & —	---- 2½
Baltimore City 100	800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	---- ----
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct '71 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	---- ----
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'10	500,000	— & —	---- ----
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..10	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105,000	— & —	Oct. '70 6
Lynn and Boston.....100	200 000	— & —	---- ----
Malden and Melrose.....100	200,000	— & —	---- ----
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	197,320	— & —	---- ----
Orange and Newark 100	282,555	— & —	---- ----
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Jan. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A.	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '72 7
Erie of Pennsylvania..... 50	64,000	— & —	---- ----
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	---- ----
Union..... 50	2,907,850	— & —	---- ----
" preferred 50		— & —	---- ----
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Sept.'71 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	---- ----
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16⅔	731,250	— & —	---- ----
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	600,000	— & —	---- ----
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	---- ----
" pref..... 100	8,993,400	— & —	---- ----
" certif..... 100	2,324,000	J. & J.	---- ----
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	----	---- 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'71 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	6,700,000	— & —	---- ----
" preferred ...100	4,300,000	— & —	---- ----
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	---- ----
Union Trust.....100	1,000,000	J. & J.	Jan. '725
United States Express...100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE	Market Price.
National Securities Feb. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,731,000	6	Jan. & July.	1880	114½
.. .. .. coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,137,100	6	Jan. & July	1881	114½
.. .. .. coupon	64,484,100	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s) ..... registered	41,678,800	6	May & Nov.	1882	111½
.. .. .. (5-20s) ..... coupon	305,838,350	6	" "	1882	111½
Loan of March 3, 1862 ..... registered	53,383,100	6	Jan. & July.	1881	114½
.. .. .. coupon	21,616,900	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,476,500	6	May & Nov.	1884	111
Loan of June 30, 1864 (5-20s) ..... registered	40,682,350	6	May & Nov.	1884	111
.. .. .. (5-20s) ..... coupon	40,646,150	6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ..... registered	42,677,350	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	120,192,350	6	" "	1885	112½
.. .. 2d series (5-20s) ..... registered	83,844,100	6	Jan. & July.	1885	110½
.. .. .. (5-20s) ..... coupon	165,792,100	6	" "	1885	110½
.. .. 3d series (5-20s) ..... registered	91,679,800	6	Jan. & July.	1887	110½
.. .. .. (5-20s) ..... coupon	229,295,450	6	" "	1887	112½
.. .. 4th series (5-20s) ..... registered	12,914,000	6	Jan. & July.	1888	112½
.. .. .. (5-20s) ..... coupon	26,352,000	6	" "	1888	112½
Loan of March 3, 1864, (10-40s) ..... registered	138,691,900	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ..... coupon	56,475,400	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71. registered	117,480,950	5	F. M. A. & N.	1881	109
.. .. coupon	50,351,450	5	" "	1881	108½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	19,140 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. ... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	399,082,402	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	66
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	93
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,188,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	"	1844	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,693	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	62½
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R. Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	443,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,087,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	778,000	5	" "	1865	....
.. — .. .. converted	215,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	99½
.. —	155,000	6	June & Dec.	'72-'77	106½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1888	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	98½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1856	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'82	....
.. —War and Bounty Loan Bonds	475,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar	1,589,000	7	" "	1876	94½
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	79
Nebraska—(No Debt)	.....	.....	.....	.....	92½
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	100½
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	105½
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	107½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	107
.. —	800,000	6	" "	1876	....
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	36
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,789,000	6	April & Oct.	'92-'98	19½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	21½
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	100
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	108
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	101½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1892	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100
.. — .. of 1863	239,000	6	April & Oct.	1883	101
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	464,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	51
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	30½
.. —Funding & Special Bonds '65	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,396,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	66½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	66½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	.....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-'83	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (600,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guaranteed by Camden and Amboy)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	38
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	41
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	90½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	86½
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	94
1st Mort. (Va. Con. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100½
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.)	2,500,000	7	May & Nov.	" "	1915	94½
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)128 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810.500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	102
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	89
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,000	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1903	92½
3d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	71½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	874,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	90
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1866	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	103,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	....
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	100
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1855, (secd.)	1,916 639	6	" "	NY.& Detroit	1886	....
Bonds of Sept. 6, 1866	300.000	6	March & Sept	New York.	1886	....
Sterling (Guar. & Ottawa R. R.)	150,867	6*	May & Nov	NY.& London	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Detroit and Pontiac (Detr. & Mil.)						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	85,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	90
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	92½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	93½
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2 l Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	6	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga. e	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n, 1st on 65 m. & 2d on 45 m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1862	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	80½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	91
1st Mort. (Q. and Palmyra R.R.)	400,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	105
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	108
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	50
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	232,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,980,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" " ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345.000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	107
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200.000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500.000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.)						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	98
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104¼
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 391 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coupt (" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52½m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	93
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95¼
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	100¾
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1870	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold		6*	Jan. & July.	Boston	1890	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold		7*	— & —	New York.	1880	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1892	....
General Mortgage of 1869.....	775,000	8	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	..	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	80
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850.000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1899	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	487,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103¾
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	106¾
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1900	88½
Michigan Southern & North. Ind.						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,893,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	.....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93¼
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107¾
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	.....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling {		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Duc.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000.000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93¾
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	800,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	70
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	...
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94¼
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101¼
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110.500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1883	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	82½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1890	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1893	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	6	" "	" "	79-'9	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6*	March & Sept.	Philadelphia.	1881	92
2d Mortgage	3,000,000	7	Jan. & July	"	1888	80
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1896	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	92½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	780,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1893	....
Port Royal:						
1st Mort. s.k.g f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	106½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan* & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	168,100	6	" "	" "	1875	83½
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	600,000	7	May & Nov.	Boston.	1880	81
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	6,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	95½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	620,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	85
Equipment sinking fund	94,000	8	Jan. & July	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82⅝
Income Mortgage	10,000,000	10	March & Sept.	"	1874	82½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.)						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage	1,500,000	7	" "	"	1891	39
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	848,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	600,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt.	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	91
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	87½
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan(See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,665,100	6	J. A. J. & O.	Phi'adelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	92½
Convertible Loan	1,996,879	6	" "	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna †...New York.	7,108,372	662,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,680	78,839	—	100	....
May 31, 1871	83 0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,289	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †.N.Carolina.	2,177,028	*	.....	.....	1,995,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	16 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio †....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	149½
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,266	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	65
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,780	872,600	800,500	188,652	30,542	65.0	.....	.....	10 mos.	286,281	56,416	—	100	....
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	3
Sept. 30, 1870	26.7	10.9	37.6	—	32	36	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	20	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	142
Sept. 30, 1870	51.3	7.7	65.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	110
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	.....	—	100	110
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	—	.....	.....	.....	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	52
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	20
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	73½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	.....	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,800	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	—	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	112½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*†..California.	125,350,960	*	.....	.....	54,001,980	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N.Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	6,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,872	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	178	84	45	3,083	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,645	9,295,928	1,961,317	16,590,510	8,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	137

Dec. 31, 1870	73.0	—	3.7	20.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	.....	73.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)	.....	.....	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	....	(Is now	completed	to Danv.)	.....	.....	.....	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n..Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	35,135,972	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	79½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	8	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	23	2,965	Chicago, Rock Island & Pacific..Ill. & Iowa	26,708,243	*	439,304	1,354 451	17,000,000	8,717,742	59,988	2,719,378	501.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	—	100	114½
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	.....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	.....	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	.....	.....	.....	345,000	500,000	.....	.....	—	(Leased	and oper.b	y North M	issouri.)	.....	.....	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,629	.....	40.0	25,000	.....	.....	24,379	2,096	8	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	—	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	.....	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,646	*	.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	261,277	26,713	6	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	& oper. by	Kentucky	Central.)	.....	.....	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	.....	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	.....	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	.....	42.0	.....	.....	.....	152,136	44,851	7	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....	171.0	603,581	6,090,000	21,667,196	810,476	272,432	7	100	22½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	—	100	88½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	.....	391,456	198,402	2,057,589	1,582,800	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	10	50	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....	76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	—	100	90½
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. &	oper. by Pi	ts.C.&S.L.	)3,293,193	1,107,470	10	100	24½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	7	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	.....	109,553	59,819	119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	550,000	.....	.....	.....	—	(Leased	& oper. by	Concord.)	25,000	.....	10	100	115½
Jun. 30, 1870	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,119	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,884	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	—	100	140
Dec. 31, 1870	—	—	—	44.0	...	...	...	.....	Connecticut Valley.....Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	.....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,305	81,000	.....	.....	—	.....	.....	.....	.....	.....	6	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper.	by Phila.	& Trent.)	.....	.....	—	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2 5	—	3	—	—	117	Cornwall ....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	25.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,464	27.8	83,000	.....	.....	176,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	.....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	.....	—	(Nearly	completed	at date.)	.....	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*	.....	.....	258,000	850,000	.....	.....	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	.....	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	.....	141.4	.....	.....	.....	1,062,406	395,011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....	31.8	.....	.....	.....	124,327	16,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	.....	127,515	84,352	1,230,941	882,700	136,476	.....	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,860	3,308,000	2,660,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	106½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wil	.& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	& oper. by	Boston and	Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.	2,000,000	.....	.....	.....	500,000	1,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000	.....	.....	.....	5,000,000	880,000	.....	.....	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....	—	(U	nder cons.	to be comp	leted in 1	71.)	.....	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000	.....	.....	.....	89,800	175,000	.....	.....	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31. 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	.....	50	66
Dec 31. 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	.....	.....	.....	1,509,200	495,900	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	50	77½
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,695	*	91,018	521,331	1,069,624	5,019,058	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	109
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson.....Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	.....	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retur	ns—road	incomplet	e.)	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leas. &	oper. by N	. Central.)	165,000	.....	14	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	.....	83,536,900	23,398,800	.....	.....	845.5	9,326,379	13b,589,109	898,862,718	16,179,462	1,354,601	—	100	35½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,165,650	1,363,329	.....	.....	1,090,250	2,575,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	.....	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶...Maine.	2,464,792	182,279	223,511	.....	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	.....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Con'e	nced oper.	in Jan. 18	71.)	.....	31	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	20,450	.....	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31. 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	90,000	.....	35,800	.....	—	(Leased	& oper. by	Phg. & Connellsv.	)	.....	.....	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg.....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	136½
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	393,731	.....	.....	.....	150,011	100,000	143,720	.....	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	—	—	—	.....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic	in fall of 18	70.)	.....	.....	100	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	.....	.....	.....	80,000	14,000	66,632	.....	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	50	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	.....	99,267	.....	23.0	89,544	.....	.....	62,912	5,500	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,000	250,000	.....	.....	—	(Rapidl	y approac	hing comp	letion.)	.....	.....	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	109	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	an.of Buf.	Bay., Braz.	& Colo.)	.....	.....	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receiver	.)	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,236	625,963	.....	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,204	226,500	75,500	.....	11.7	31,940	.51,186	88,264	30,356	10 950	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	—	100	...
May 31, 1871	94.0	—	4.7	—	...	...	...	....	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,006			428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester			.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	38½
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by Pennsylvania.)			.....	.7	50	100
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,968	12	100	166½
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	27
Dec. 31, 1870	—	—	151.0	—	—	—	—	—	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,869,500			1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	—	—	—	—	—	Indiana and Illinois Central...Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921.274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410.000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,235	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Itbaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....		—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....		—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	690,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*			3 027,460	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)			.....		—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,300	840.000			—	(Leased & oper. by L. Sh. & Mich. So.)			.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,300	640.000			—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,900	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....		—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)			.....		—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....		—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....		—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....		—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,225,000	625,000	.....	.....	1.335,000	2 279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under construction.)			.....		—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under construction.)			.....		—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000			37.0	46.561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	289.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,988,000	22,383,000	5,066,179		1,013.1	8,219,893	169,390,937	569,333,666	13,457,541	5,085,720	8	100	93½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	580,000	5,000		—	(Leased & oper. by P'bg, Ft. W. & Chi.)			49,507		—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,400,000		85,418	....	.....	2,649,250	2,856,000	216,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....		—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414.417		208.5	.....	13,207,246	39,606,958	5,938,167	2,320,760	10	50	128½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900.000	900,000			—	(Under constr. to be compl. in 1871.)			.....		—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)			.....		—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	..	..	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....		—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logana., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1.500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....		—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,851,246	12,161,970	751,474	139,289	—	50	63½
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....		—	50	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	—	—	.....	289.0	(No returns of operations published.)			.....		—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,845,904	1,666	2,051,100	—	161,928	17	10.0	(Recently opened 10 miles.)	954		17	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	.....	16.133	200,000	67,700	Pf. 529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....		6	100	.....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	(Leased & oper. by Summit Branch.)	—	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operated by Georgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175		195.0	348,922	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862		166.0	292,258	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—		180.8	(Leased & oper. by Phila.& Reading.)	.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—		123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699		26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—		—	(Owned & oper. by Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—		—	(Leased & oper. by Bos., Clin. & Fitch.)	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—		276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,660,000	*	.....	.....	2,500,000	150,000	.....	—		40.0	166,280	.....	11,093,783	745,291	326,750	...	100	104½
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—		54.0	(Recently compl. no statem't of oper.)	—	—	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	—	—	—	—	3,000,000	—	—	—		—	(Under construction.)	—	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,935		328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No balance sheet furnished. In hands of Sands of State Receiver.)									82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—		84.0	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—		130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—		—	(Under construction & now partly open.)	—	—	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recently sold by bondholders.)				800,000	250,000	424,500	—		27.0	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	366,143	894,521		329.3	3,204,774	.....	4,978,070	1,439,866	10	100	118½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—		56.5	(Commenced operations Aug 29, 1870.)	.....	.....	—	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514		8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—		—	(In progress. Leas. to N. Y. & Oswego at 7 p. c.)	—	—	—	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56,350	—		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	8	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—		—	(Road operated by contr'ct's.)	.....	.....	—	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—		—	(Leased & oper. by Pennsyl.)	.....	.....	—	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—		3.8	(Leased & oper. by Phila.& Re	.....	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—		6.6	—	—	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091		950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	59½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—		—	(Leased & oper. by Phila.& Reading.)	.....	.....	—	7½	50	105½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—		41.8	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	—	—		—	(Under construction.)	—	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—		237.0	(Oper. by S. R.R. associati'n.)	1,268.981	Loss.	—	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—		—	(Under construction.)	—	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	20,000p.m	—	—		—	(Under construction.)	—	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—		—	(Under construction.)	.....	.....	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—		160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—		87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181		495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—		—	(Operated by Erie.)	—	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291		40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned by Charles Morgan of New York who bought it for $2,500,000.)									85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—		124.0	(Leas. by Del.Lac. & Wstn.)	2,858,453	957,521	7	100	93
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453		43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—		173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806		132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....		—	(Leas.& oper.by N. & C.) 10m.	—	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732		62.5	234,481	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—		—	(Leas. b oper. by L. Coal & Nav. Co.)	—	—	—	10	50	110
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—		—	(Leased & oper. by Central of N. Jer.)	.....	.....	—	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—		—	(Will be compl. in Aug.1871.)	.....	.....	—	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	—	296,578	—	500,000	172,500	—	124,078		21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	98,300	2,000	—		—	(Leas.& oper. by P'bg Ft.W.& Chicago.)	—	—	—	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	586,000	—	—	—	400,000	150,000	35,000	—		—	(Oper. by N.Hav'n & New York.)	.....	.....	—	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	.....		—	(Under construction.)	—	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—		99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....		—	(Oper.in cons. with Camd. & Amboy.)	.....	.....	—	10	100	126
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....		92.8	.....	.....	295,823	118,536	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....		—	(Under construction.)	—	—	—	—	100	....
Sept. 30, 1870	190.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....		100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....		206.0	.....	.....	1,694,000	.....	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....		....	(Under construction.)	—	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—		....	(Under construction.)	—	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	—	—	—	—	3,000,000	3,000,000	—	—		....	(Under construction.)	—	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,322	.....	.....	89,428,330	13,681,807	.....	.....		842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	99½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....		132.9	887,341	25,532,856	19,602,827	2,709 077	997,389	8	100	109½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	.....		5 1	10,800	88,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,148,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013		62.3	.....	.....	.....	2,313,959	1,063,342	10	100	142½
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,836		146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791		67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N.Y.	1,000,000	—	—	—	1,000,000	—	—	—		—	(Leas.& oper.by N. Y. Cen. & H.Riv'r.)	—	—	—	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—		38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241		223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813		102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....		72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....		424.3	.....	.....	2,615,800	.....	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,546	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....		74.7	595,303	.....	1,355,509	590,726	—	50	98½
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,242	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513		317.0	2,541,535	27,334,821	151,521,712	2,810,662	1,271,962	6	50	78
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,428	258,792		82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	115
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—		—	(Leased & oper. by Erie.)	.....	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—		—	(Under construction.)	.....	.....	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439		66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	124½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239		122.0	(Leas.& oper.by V. Central.)	—	—	—	6	100	87½
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—		393.0	.....	32,908,901	88,154,054	3,188,137	1,087,414	—	100	45½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	.....		98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	81
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269		142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	108½
Sept. 30, 1870	282.6	10.0	9.6	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,571,282	141,013	2,892,540	5,340,676	674,313	.....		292.6	555,236	8,827,750	13,430,783	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—		43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construct	ion.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,760	9,219,389	1,657,413		355.0	2,213,116	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	.....	.....	.....	.....	.....	12	100	87
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,600,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5¼	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown...N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	120
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581								90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		1,626,250	55,900			33.6	405,605	.....	.....	700,465	303,186	10	50	174½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,504				30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	450,000				—	(Leas.&	oper. by Bo	s.&Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			44,100	505.000	76,319		....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			3,000,000	2,500,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			170,000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			483,874	10,000	176,302		—	.....	.....	.....	88,144	31,755	—	100	100½
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,158,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,910	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	43.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	100
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	174
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			201.0	635,019	.....	.....	1,372,236	385,803	—	100	77
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	*	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,532	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	.....	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	320,000	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	2	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,868	*		186,213	105,220	1,151,400	210,000			80.0				470,323	159,599	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						99 052	796,830		—	—	(Recent	ly sold under foreclo	sure. No	returns.)			100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000		—	—	(In a bad	condition.	No return	s.			100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000		—	—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320		—	108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,894					438,300			—	—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	404	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,080	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only	partially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642		259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	—	—	—	—	Southern Pacific	California.										—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538			3,939,900	699,500			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	—	—	—	—	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	ons. to be	finished b	y Dec. 1,			100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614			700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700			—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by	Nash. & Lo	well.)		6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)				50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,263	31,251	5	100	
Dec. 31, 1870	8 3								Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	18	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235		400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	(Under	construction	on.)				55	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	454.5	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	76½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by	N. Y. Cen.	& H. Riv.)		6	100	
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by	Pennsylva	nia.)			55	
Dec. 31, 1870	1,038	—	108.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	36½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen't	y opened f	or traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	280,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119	208.353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	338,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by	Ver. Cen.)			8	100	98½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,802	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	81
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recent	ly complet	ed.)				100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,485,012	119,903				1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	175,583	216,037			684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York	21,938,629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						6,500,000	1,400,000			105.0				112,625	18,200	—	55	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by	Pennsylva	nia.)			50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207		1,209,000	2,379,000	20,000	49,745	126.1	807,150	10,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	ons. — Ne	w burg to	Albany.)			—	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	ons. — ope	n to Meno	menee.)			—	100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operat	ed by Wil.	& Wel.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	5	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wi	lming. &	Manch.)			5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711		1,463,775	1,484,666	130,021	154,579	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by	Balt. & O	hio.)	27.090	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555	—	3,801	553,777	45.7	260,726	4,701,516	7,193,226	452,547	156,860	10	100	138
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967		2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	—	25	—
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	—	8	50	99
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—	13,245,880	—	—	15,000,000	5,000,000	—	—	108.0	—	—	—	107,947	—	10	100	119½
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—	—	—	—	5,847,400	—	—	—	65.5	—	—	—	868,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	—	64,000	835,759	669,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	—	1,003,500	110,000	—	—	83.0	—	—	—	220,216	130,187	10	100	77½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	—	8,739,800	15,662,979	—	—	108.0	—	—	—	344,308	181,042	—	100	
Dec. 31, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	—	2,200,000	1,021,965	197,818	82,206	103.0	—	—	—	391,550	183,07	—	50	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	—	4,337,950	2,232,000	—	—	360.0	—	—	—	609,552	142,88	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)	—	655,000	—	50	16½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—	—	—	—	2,002,746	2,634,367	284,873	—	45.0	—	—	—	135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300	—	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)					—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	67
Catawissa,* pref. and guar.	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84½
Chicago and Alton, pref.	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	80
Erie, preferred	8,536,910	7	7	60
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	60
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	28
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	108
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	32½
Union, preferred	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1⅝ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	41 —	@ 46 —
Pig, American, No. 1		— —	@ 45 —
Pig, American, No. 2		41 50	@ 44 —
Pig, American, Forge		— —	@ 43 —
Bar, Refined, English and American		— —	@ 86 —
Bar, Swedes, assorted sizes	(gold).	85 —	@100 —
		—Store Prices.—	
Bar, Swedes		117 50	@127 50
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in		100 —	@ — —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 & 2½ to 2½ rnd. & sq		105 —	@ — —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16		107 50	@ — —
Scroll		117 50	@145 —
Ovals and Half-round		115 —	@132 50
Band		— —	@110 —
Horse Shoe		112 50	@120 —
Rods, ⅜@3-16 inch		105 —	@137 50
Hoop		120 —	@165 —
Nail Rod	per lb.	— 7½	@ — —
Sheet, Russia, as to assortment	(gold)	— —	@ — —
Sheet, Single D. and T. Common		— 6	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 6½	@ — 8
Sheet, Galtanized, No.'s 10 to 27		— 10	@ — 13
Sheet, Galvanized, No.'s 28 and 29		— 15	@ — 19
Rails, English	(gold) per ton.	64 —	@ 66 —
Rails, American, at Works in Penna. c'y.		74 —	@ 75 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 16	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 13
English German (2d and 1st quality)		— 10½	@ — 12
American Blister		— —	@ — 12
American, Cast, Tool		— 15	@ — 16
American, Spring		— 9	@ — 11
American Machinery		— 9	@ — 10
American German		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.		— —	@ 5 —
Cut, 8d. and 9d		— —	@ 5 25
Cut, 6d. and 7d		— —	@ 5 50
Cut, 4d. and 5d		— —	@ 5 75
Cut, 3d		— —	@ 6 50
Cut, 2d and 3d. Fine		— —	@ 7 25
Cut Spikes, all sizes		— —	@ 5 25
Cut, Finishing, Casing, Box, &c., 10d to 3d.		5 50	@ 7 —
Clinch, Kegs		6 50	@ 7 —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 20	@ — 33
Copper		— —	@ — 40
Yellow Metal		— —	@ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 42
Straits	(gold).	— 37½	@ — 38
English	(gold).	— —	@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 11 50 @12 —	12 75 @ 13 25
I. C. Coke	10 — @10 25	11 25 @ 11 50
Coke Terne	8 75 @ 9 —	9 75 @ 10 50
Charcoal Terne	9 75 @10 50	11 — @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— —	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— —	@ — 17½
Refined, Standard White (in ship'g order)	— —	@ — 22½
Refined, S. W. (in jobbing lots)	— —	@ — 23
Refined, S. W. (in tin)	— 27½	@ — 28
Naptha, Refined, (65 @ 73 gravity)	— 10½	@ — 11
Residuum (per bbl. 4 —	— —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 36
Copper, Bolts	— —	@ — 38
Copper, Braziers' (over 16 oz.)	— —	@ — 38
Copper, Nails	— —	@ — 42
Copper, Old Sheathing, &c., mixed lots	— 25½	@ — 26
Copper, Chile Pig	— —	@ — —
Copper, American Ingot	— —	@ — 28½
Yellow Metal, New Sheathing and Bronze	— —	@ — 26
Yellow Metal, Bolts	— —	@ — 28
Yellow Metal, Nails	— —	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90	@ 6 —
German	(gold)	5 90	@ 6 —
English	(gold)	5 95	@ 6 70
Bar		9 25	@— —
Pipe		— —	@10 —
Sheet		— —	@10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.			
COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.			
Newcastle Gas	per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel		— —	@12 —
Liverpool House Cannel		— —	@17 —
Anthracite	per ton of 2,000 lb.	4 50	@ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th. 29.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Canton Co.	84	83½	84½	86	88	86
Central Pacific 6s	102½	....	102½	102½	102½	102½
Central of N. Jersey	111	....	112	112½	112½	112½
Chicago & Alton	117	....	117	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	136	....	....	137	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	76¾	76½	77¾	78½	79½	79½
" pref.	90½	90½	90¾	92½	92¾	92½
" 1st M.	....	....	....	98½	98	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	94½	....
Chic., Rock Isl. & Pac.	111½	....	111¾	112	113¾	114½
Chi., R. I. & Pa. 7s, 1896	101½	....	102	....	102	101½
Clev., Col., C. and Ind.	88½	....	88½	89	88¾	....
Clev. & Pittsburg guar.	90	90	90½	90½	90½	90½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	86	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind., C.	22	....	22½	23½	23¾	23½
" 1 M.	92½	....	92½	92½	92¾	92¾
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	120	....
Del. Lack. & Western	104	106	105¾	105½	105½	106½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	32¾	32¾	32½	32½	32¾	32¾
" pref.	60	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	97½	....	....
" 3 M. 7s, 1883	98½	....	96½a	95	....	....
" 4 M. 7s, 1880	....	....	....	....	92	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	89½	....	....	....	....	....
Hannibal & St. Joseph,	37½	37½	36¾	39	39	....
" pref.	59¾	56	....	....	60	....
" 8s, conv.	96½	....	....	....	....	x91
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92	91¼	91½	92¾	93	93¾
Lake Shore Div. bonds	....	....	....	....	....	97½
Marietta & Cin. 1st pref.	....	22	....	....	....	....
" 2d pref.	....	....	....	....	....	11
Michigan Central	119	....	....	118¾	118¾	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	¼	....	....	....	....	....
" pref.	½	....	½	½	½	½
Milw. and St. Paul	56½	....	57	57½	58½	58½
" pref.	77½	....	77½	77¾	78½	78¾
" 1st mort.	....	....	93½	....	93½	....
" 2d mort.	....	....	....	....	....	....
" 8s	107½	....	....	....	....	107¾
" 7 3-10s con.	93¾	....	93¾	....	....	94
Missouri 6s	95	....	....	....	94¾	95
" H. & St. J. iss	....	....	92½	....	....	....
Morris and Essex	92¾	92½	....	....	93	93
" 1st mort.	....	....	....	....	....	....
" 2d mort.	99	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97¾	97½	97¾	98½	99½	99½
" certificates	93	....	93½	94	94	94
N. York and Harlem	109	108¾	108	108½	108	108
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	101½
N. Carolina 6s, old	....	35½	35	....	....	....
" new	....	....	18¾	19¾	19¾	....
Ohio and Miss.	44	44	44½	44½	46	45¾
" pref.	....	....	....	....	75	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	59½	60½	61½	61½	62	62½
Panama	81	83	84½	85	85	85½
Phila. and Reading	112½	113½	....	114¾	....	....
Pitts., Ft. W. & Chi. gtd.	98½	....	....	98¾	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	100¾	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	35½	36½	36½	37	37	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87¼	....	88	....	87¼	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	66½	....	66½	....	66¾	....
" new	66½	....	66	66½	....	66½
Tol., Wab. & Western	75½	....	....	75½	75¾	75½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	97	97½	....	97
" 2 M.	94½	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	90
Union Pacific	34½	34½	35	36	36¾	36½
" 1st mort.	91½	91½	91½	91½	91½	91¾
" L. Gt. 7s	81½	81½	81½	81½	81½	82
" Inc. 10s	87¾	....	....	82a	82	82
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	55	....	....	....	55½	55½
" def. cert.	....	....	17½	17½	17½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th.29.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107¼	107⅜	....	....	107¼	....
U. S. 5s, 10-40s, coup	110⅜	....	....	107⅜	108	108
U. S. 5s, 1881, reg	....	....	....	....	....	109
U. S. 5s, 1881, coup	....	108⅜	....	....	....	....
U. S. 6s, 1881, reg	114½	....	....	....	....	....
U. S. 6s, 1881, coup	....	....	....	....	....	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	111½	....	....	....
U. S. 6s, 5-20s, c. 1862	111¼	111	111¼	111¼	111⅜	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	111	111¼	111⅜	111¼	....
U. S. 6s, 5-20s, reg. '65	111	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	112⅛	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	110½	....	....	....	....
U. S. 6s, 5-20s, c. n '65	110½	....	110⅜	110⅜	....	....
U. S. 6s, 5-20s, reg. '67	111	110½	....	....	....	....
U. S. 6s, 5-20s, c. 1867	111⅜	111¼	111½	112	112¼	....
U. S. 6s, 5-20s, reg. '68	....	....	112½	112¼	....	....
U. S. 6s, 5-20s, c. '68	112	....	112⅜	....	....	....
U. S. 6s, Pac.R.R.issue	114½	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W.28.	Th.29.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa preferred	46⅜	....	....	....	47	47
Camden and Amboy	125½	125½	125¼	125½	125½	125⅛
" 6s, 1875	....	....	....	....	....	97
" 6s, 1883	....	....	90⅜	....	91½	....
" 6s, 1889	....	....	92	....	....	....
" mort. 6s, '89	....	....	97	....	97	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39½	38⅞	38⅞	39⅜	39⅜	39
" 6s, 1884	....	....	....	....	90	90
" Gold L	93	92⅜	93⅜	....	....	94
" R. R. L	....	....	....	....	....	93½
" Conv. L	88	....	....	....	....	....
Lehigh Valley R. R.	62⅜	....	62½	63	63	63
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	95⅞	....	....	....
Little Schuylkill R.R	....	....	46	....	46½	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	52½	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	49	....	....	....	....	49½
" 6s, 1880	100	99⅝	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39½	....	....	....	....	39
Oil Creek & Alleg. Riv.	38⅜	36⅞	40	41	39½	40½
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	60	57⅝	60½	60½	60⅞	60⅛
" 1st M	101	....	....	....	100½	....
" 2d M	....	....	....	....	....	....
" Gen. mort.	94½	....	....	....	....	....
" " reg	....	96½	96½	....	....	....
Penn. State. 6s.1st series	101½	101	....	....	....	....
" 6s, 2d series	106	....	106	....	....	....
" 6s, 3d series	....	....	....	108	....	....
Philadelphia City, 6s	97⅜	....	....	97	....	98
" new	100⅜	100⅜	100½	100½	100	100⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	56⅜	56⅛	56⅜	57½	57⅜	57½
Philadelphia and Erie	26½	....	26⅜	....	27	....
" 6s	....	....	....	....	....	....
" 7s	88½	....	89	89	....	....
Phila., Wilm. & Balt	57⅛	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	80	78	79½	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	21½	....	....	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	66½	....	....	....
Spruce and Pine	....	....	....	....	34	34
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W.28.	Th.29.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	100⅜	....	100½	....	100½	....
" 1886	99⅛	....	....	....	....	99
" 1890	99⅝	100	99½	....	....	99⅝
" 1884	....	....	....	....	99½	....
" 1900	....	....	....	....	....	....
Balt and Ohio	149½	149½	149½	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	95½	96	....	....
Marietta & Cin. 1st M	96½	96⅜	96½	....	....	96⅜
" 2d M	89½	....	89⅝	89⅝	89⅝	89½
" 3d M. 8s	....	75⅝	....	....	....	76
Northern Central	39½	....	....	....	39	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	90½	....	90⅞	....	91	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55	54⅜	....	....	....	55
" Defer. Certif.	17½	....	18	....	17⅜	17½
City Passenger R R	....	....	....	....	....	24

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th.29.	F 1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	149½	149½	149½	149½	149½	
Boston and Lowell	....	....	....	....	141⅞	
Boston and Maine	....	143	....	....	142½	
Boston and Providence	....	....	....	....	....	...
Boston, Hartford & Erie 2	....	2½	....	....	....	....
" 7s, new	39	38½	38½	38⅝	38½	
Cheshire, pref	....	84	....	....	84½	
Chi., Burl. & Quincy	....	....	....	....	136⅞	
Concord	....	....	....	....	80½	
Connecticut River	140	140	....	....	....	
Eastern	....	108⅝	....	109½	109	
Fitchburg	....	....	....	....	136½	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	118	....	118⅝	118⅝	118	118
Northern, N. H	....	....	....	....	115	....
Ogdens. & Lake Champ	87	....	....	....	....	87½
" pref	108	108	....	....	....	....
Old Colony & Newport	....	108⅞	....	108½	108⅞	
Ph., Wil. & Baltimore	57	....	56⅞	56⅞	57	
Portl'd, Saco & Ports	....	....	....	131	....	
Union Pacific	34⅜	....	....	....	....	
" 6s	....	....	....	....	90½	
" Land Grant 7s	....	78½	....	78½	78⅝	
" Income 10s	81½	82½	81½	81½	....	
Vermont & Canada	99⅝	99½	....	....	98½	
Vermont & Mass	....	81	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge	....	....	....	....	105⅝	
Metropolitan	....	....	....	68½	68	
Middlesex	90	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls	12	....	12	12	12½	
Franklin	9½	9½	9	....	9	
National	....	4	....	....	....	
Pewabic	....	9½	9	9	9½	
Quincy	45	44½	43½	43½	43½	

London Stock Exchange.

	Closing Prices. Feb. 16.	Feb. 9.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	91 — 93	91 — 93
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	91 — 93
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	35 — 37	33 — 35
Detroit and Milwaukee 1st mort. 7s	75 — 79	77 — 80
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	27⅛ — 28	26¾ — 27⅛
Do. sterlg. 6 p. c. convertible bonds	77 — 82	75 — 80
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108 —110	100 —108
Marietta and Cincinnati 7s	78 — 83	85 — 87
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	99 —101
Panama General mort. 7s, 1897	85 — 87	85 — 87
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 97	95 — 97
Do. $50 shares	49 — 51	48 — 50
Philadelphia and Erie 1st mort. 1881.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday March, 9, 1872.

Stock Exchange and Money Market.

The money market was quite close during the earlier part of the week, and the extreme rates quoted in our last issue were the ruling figures, in most of the new negotiations, the offering of Money having been on a restricted scale, while the call for aid, particularly from speculative sources, was decidedly more urgent. The later dealings both in a temporary form, and in the discount line, showed a more comfortable movement for the borrowing interest with call loans quoted to the Government houses and the leading Stock Exchange firms at 6@7 per cent. and strictly prime to good mercantile credits being 7@9 per cent. per annum. Private lenders were more liberal of aid. The Import trade of the week past was remarkable for the largest entries of Dry Goods and the heaviest grand total known in the history of the port for any single week. The total is $14,600,713, and almost equally divided between Foreign Dry Goods and Foreign General Merchandise. The city banks reduced their loan and discount average nearly a quarter of a million during the week while enlarging their outstanding circulation a trifle. The U. S. Sub-Treasury reduced its currency balance 3¾ millions. It made a reduction of 1⅛ millions in its coin reserve. Its currency balance at the close of business on Tuesday was $2,917,506 and its coin reserve, $73,373,709.

The city banks, in their latest return, show a further reduction of $1,272,500 of legal tender notes, with an increase of $443,000 of specie, and a decrease of $2,845,400 of deposits; also a decrease of $206,400 in their loan and discount averages, and an increase of $21,700 in their item of circulation. The city bank exchanges, last week, averaged $109,428,784 and thus far, this week, about 114 millions daily. The banks now hold $2,454,450 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,333,600, against $24,332,207 same time last year. The city bank deposits are now $210,172,800, against $225,059,574 week ending March 4, 1871. The legal tender reserve amounts to $43,770,400, against $58,019,768 same time last year. The circulation now stands at $28,165,400 against $31,660,282 same time last year. The loans are now $282,280,100 against $282,631,886 at this date last year.

The coin reserve of the city banks is now to about 18⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve has decreased to $43¾ millions from $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $3,757,664 and its coin reserve $1,151,036 as the result of the week's business. The receipts of the office were $3,886,692 in coin, and $2,150,744 in currency; payments, $5,037,728 in coin, and $5,908,408 in currency. The office received $3,062,000 in coin or its equivalent from customs; and disbursed $1,815,197 of coin interest.

Government revenues yielded liberally, during the week. The excises yielded about three millions, and thus far since July 1, 1871, about $87,628,351. The customs at the port of New York, last week were $2,996,845; at the outports, equal to about $975,000 more, all in coin, or coin certificates.

Gold has been in fairly active demand, chiefly on speculative account and for Custom House purposes, but under rather freer offerings, the price has shown less buoyancy. The Treasury Department will omit the gold sales for March and buy $2,000,000 bonds, as follows: $1,000,000 on the 14th and $1,000,000 on the 28th. The range of the price during the week has been from 109⅞@110⅜ and the closing quotation on Wednesday was 110⅛@110¼ against 110⅜@110½ the preceding Wednesday. The specie outflow, last week, was $678,388 The Gold Exchange Bank clearances have averages about 40¼ millions per day during the week.

Gold clearance are now made, in part, through the City Bank Clearing House.

The customs demand for Gold last week, averaged $510,334 a day; thus far, this week, it has averaged $552,500 a day or equal to a weekly aggregate of $3,315,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $21,115, and since Jan. 1, 1872, $274,604 against $2,707,515 same time in 1871.

The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $107,288,052 against $98,130,028 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 2, 1872, $60,789,903, against $65,115,218 same time in 1870-'71.

The export drain of specie was $678,388 last week, against $2,738,062, same week preceding year. The shipments since July 1, 1871, have been $25,166,661 against $50,527,601 same time in 1870-'71.

Foreign Exchange has shown less activity and firmness. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, 109⅞@110⅛.

The produce exports from this port, week ending with March, 5th were to the currency value of $4,383,985.

Government securities closed more firmly, on a good investment demand. The last public debt statement showed a further liquidation in February of $12,391,452.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 111⅜@111⅝; U. S. Five-Twenties of 1864 at 111½@111⅝; U. S. Five-Twenties of 1865, 112¾@113; U. S. Five-Twenties of 1865 consolidated, 110¾@111; U. S. Five Twenties of 1867, 112@112⅛; U. S. Five-Twenties of 1868, 112½ 112⅝; U. S. Ten-forties at (ex March coupon) 107⅞@108; U. S. Fives of 1881 (Funding Loan) 108⅞@109. Six per cent. currency bonds, 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 21.	Feb. 28.	March 6.
Consols	92½	92⅛	93
U. S. 5-20's of 1862..	91½	91¾	92¼
U. S. 5-20s, 1865....	92¼	92	93⅝
" 1867	92¼	92	92¾
" 10-40s	*88¼	*88¼	*88¾

* Ex March coupon.

The outstanding circulation of United States currency March 1, was $399,937,774.

State bonds have been in quite moderate request, and very irregular as to price.

The better class of railway bonds have been in fair investment demand, and quoted strong in price. The few lots of Central Pacific Sixes offering find ready buyers at 102⅛@102¼. Chesapeake and Ohio Sixes are being rapidly closed out at 94 per cent. and accrued interest.

The Chesapeake and Ohio Railroad is rapidly approaching completion; nearly three-quarters of its entire proposed length is already in successful operation, and the remaining portion will undoubtedly be completed during the ensuing summer, under flattering promises of a large and prosperous business in the future.

The Stock Exchange has a adopted resolution prohibiting any transactions in stocks on the part of its members in the lobby, or on the street in the immediate vicinity of the building, before 10 o'clock A. M. (the usual time for the commencement of the regular business of the Board), under a penalty of $50 for each offense; which rule took effect on the 4th inst.

Railway and miscellaneous share property has been decidedly brisker, and much stronger as to price, in the leading instances.

General business has been on a moderate scale, with domestic produce, closing weaker as to price, as a rule. Middling up'and cotton closed on Wednesday at 22⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,862,569 bales, against 2,990,543 bales same time in the preceding year; exports 1,312,576 bales against 1,836,735 bales in the previous year; stock at the ports at latest dates, 525,772 bales against 695,724 bales same date 1871.

At the Live Stock Markets, Beeves have been in better demand at 8½@13½ cts.; Veals at 5@11cts.; Sheep at 6½@9¾ cts. Swine, at 4⅞@5¼ cts. per lb., all live weight. The week's receipt were 5,746 Beeves, 430 Veal Calves, 17,523 Sheep and Lambs; and 22,800 Swine.

Foreign goods, have been in pretty fair request and prices have been generally quoted steady. Coffee and Sugars, cheaper. The week's imports of foreign goods reached the unprecedentedly large amount of $14,600,173 including $7,278,401 of dry goods.

Ocean freights have been less active, and generally less firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Connecticut 6s, War Loan, 100¼; Arkansas 7s, M., O. and R. R., R. R. 47; South Carolina 6s, new, Jan. and July, 30½; do. Apl. and Oct., 29½; North Carolina 6s, Special tax, 14½; N. Y. State 7s, B. L., 107; Alabama 8s, 93; Brooklyn 6s, W. L., 95; do. P. L., 93¾; Cedar Falls and Minnesota 1st mort., 83¾; Am. Dock and Imp. 7s, 98; Toledo, Wabash and Western consol, 90½; Great Western 1st mort., 1888, 95¼; Ohio and Miss. consol., 94½; Toledo, Peoria and Warsaw 1st mort. W. D., 90½; East Tenn., Va. and Ga. 1st mort., 93; Buffalo, N. Y. and Erie 1st mort., 94½; Cleveland and Pittsburg consol., 95; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Chicago and Milwaukee 1st mort., 94; Joliet and Chicago 1st mort., 107; North Missouri 1st mort., 91½; Long Dock bonds, 92¼; New York and New Haven 6s, 100; Clev. Col., Cin. and Ind. 1st mort., 101½; Boston, Hartford and Erie 3⅝; do. 1st mort., 38; do. guar. bonds, 41; St. Louis and Iron Mt. 77; do. 1st mort., 94½; Central of New Jersey scrip, 105; do. 1st mort, new, 105; New Jersey R. R., 126; Long Island R. R., 74; Western Union Tel., 70¾; do. 7s, 96; Quicksilver pref., 40½; Cumberland Coal and Iron, 70; Maryland Coal 18; Spring Mt. Coal, 62; Consol. Coal of Md., 35½; Am. Coal, 42; Adams Exp., 94; Am. Mer. Union Exp., 69¾; Wells Fargo Exp. 73½; U. S. Exp., 69⅝.

Philadelphia.—Wilmington and Reading 7s, 100; Lehigh Valley 7s, new, 100¾; Morris Canal 2d mort., 92; Pennsylvania Canal 6s, 76; Huntingdon and Top Mountain pref., 14; do., 1st mort., 103; do., consol., 50; West Jersey R. R. 7s, 103; do., 6s, 93½; Catawissa 7s, new, 96¼; Penn. and N. Y. Canal 7s, 97; Belvidere Delaware 3d mort., 81; Susq. Canal 6s, 75; Philadelphia and Reading deben., 84; do., 6s, 1880, 92; do., 7s, 1893, 106; Camden and Atlantic pref., 33½; Nesquehoning R. R., 55; Girard College R. R., 44½; Fifth and Sixth streets R. R., 44½; Pennsylvania R. R. allotments, 57⅜; Allegheny County 5s, 78¼; do., scrip., 75. The latest quotations are: City 6s. 97½@98½; do. free of tax, 100½@100⅝; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 100@101; do. 2d series, 105@106; do. 3d series, 108@108¾; Reading, 57⅛@57½; do. mort. 7s, 1893, 100½@100⅝; do. mort. 6s, 1880, 93@93; Camden and Amboy, 126@126; do. mort. 6s, 1889, 96@97; do. 1883, 90½@91¼; do. 1889, 91@92¼; Pennsylvania R. R, 60@60⅛; do., allotments, 58@58⅛; do. 1st mort., 99½@100½; do. 2d mort., 100@—; do. General mort. coupon, 93½@94½; do. reg., 96@96½; Little Schuylkill R. R., 45¾@46¼; Morris Canal, 49@50; do. pref., 123@125; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 75@76; Schuylkill Nav., 8¼@8½; do. pref., 16½@17; do. 6s 1882, 79¼@79½; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 38½@39; do. 6s, 1884, 89½@90; do. R. R. Loan, 93½@94¼; do. Gold Loan, 92½@93; North Pennsylvania 49½@49½; do. 6s, 99½@100; do., 7s, 96¼@96¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, —@91; Minehill, 52½@53; Catawissa, 16@17; do. pref., 46¼@46¾; Lehigh Valley, 64¾@65; do. 6s, new coupon, 96¼@—; do. reg., 96@96; do. 7s, 100¾@—; Fifth and Sixth streets, horse,) 45@48; Second and Third, 65½@67; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 33½@34¼; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 21@21½; Union, 70@—; Germantown, 38@40.

Boston.—Vermont Central and Vermont and Canada 8s, 1889, 101; Eastern R. R. 6s, 1874, 98½; Cincinnati, Sandusky and Cleveland R. R., 22⅞; do. 7s, 1890, 83; Vermont Central 1st mort., 7s, 84½; do. 2d mort., 39; do. 8s,, 1891, guar. 99⅞; Old Colony and Newport 6s, 1876, 97⅞; do. 7s, 1877, 103; Little Rock and Ft. Smith 7s, 1900, 30; Vermont and Massachusetts 7s, 100; Kansas City and Cameron 10s, 1892, 105; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 96; Cedar Rapids and Missouri 7s, 1916, 88⅞; Detroit, Hillsdale and Indiana 1st mort., 1890, 86¼; Burlington and Missouri River R. R., in Iowa, 110¾; do. 8s, in Nebraska, 98½; Portsmouth, Gt. Falls and Conway R. R., 100¼; Summit Branch, 45¾; Norwich and Worcester R. R., 124¾; Rutland R. R., 17¼; pref., 60¾; do. scrip., 75; Concord and Portsmouth R. R., 115¼; Connecticut and Passumpsic Rivers R. R. pref., 91; Eastern (N. H.) R. R., 102; Boston Water Power Co., 57½; Cary Imp., 15; Waverly Land, 7¾; New Hampshire 6s, 1874, 100⅜; do. 1884, 100⅞; Maine 6s, 1883, 101¼; Massachusetts 5s, 1880, @1894 gold, 98¾; Boston 6s, 1880, currency, 101⅜; do. 1874, ind. and cert., 100; do. 5s, 1880, gold, 98½; Lynn 6s, 1891, 99⅜; Chicago 7s, 1881@1890, 98⅜; St. Albans, Vt. 6s, 1890, 88; Cook Co., Ills., 7s, 1880, 98¼; Hartford 6s, 1875, 98 Cincinnati 7s, 1890, 104¼; Lowell 6s, 1890, 100; Charlestown 6s, 1876, 99; Allouez Mining Co., 8½; Astor, 45c.; Canada, 30c.; Calumet and Hecla, 130; Dana, 87½c.; Hancock, 8; Humboldt, 1¼; Hanover, 2¼; Minnesota, 7; Mesnard, 70c.; Madison, 60c.; Petherick, 8; Pontiac, 60c.; Ridge, 7⅛; Rockland, 1¾; Shuniah, Silver, 11; Star, 50c.

Baltimore.—Richmond and Danville 1st mort.,

83½; Orange, Alexandria and Manassas 7s, 85; Northern Central 6s, 1900, gold, 93½; Orange and Alexandria 4th mort. 8s, 83; Central Ohio R. R., 30; do. 1st mort., 87; Maryland 6s, 1890, 100; George's Creek Coal, 78. The latest quotations are: Pittsburg and Connelsville 7s, 1898, 90⅞@91½; Baltimore and Ohio, 149¾@150; do., pref., 99@100; do., 6s, 1875, 95¼@—; do., 1880, 95@—; do., 1885, 95¼@—; Northern Central, 39⅛@39¼; do. 6s, 1885, 92@94; do., 1900, 89¾@90½; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 85@92; Marietta and Cincinnati 7s, 1892, 95¼@96½; do., 2d mort., 88½@89½; do., 3d mort., 75½@76; Central Ohio, 29¾@30¾; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 84¼@—; do. 1st mort. guar., 93@96; do., 2d mort. guar., 93@94; do., 3d mort., guar., 94@95; do. 2d mort. pref., 75@—; do., 2d mort. guar. by Washington Co., 84@—; Richmond and Danville bonds, 83@83¼; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 82½@83; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 84¾@85½; Virginia and Tennessee 8s, 90@—; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100¼@100½; do., 1884, 99@99½; do. 1886, 99@99¼; do., 1890, 99⅞@100; do., 1893, exempt, 98@101; do., 1900, exempt, 99½@99¾; Memphis City 6s, 58@60; Maryland 6s, 1890, 100@100; do. Defense Loan, 1883, 105@105; City Passenger R. R., 23½@24; George's Creek Coal, 78@80.

Chesapeake and Ohio Railroad.

Over 300 miles of the Chesapeake and Ohio Road are now in operation, and the rails are being laid at the rate of half a mile daily on the Kanawha division. Steel rails are used on this portion of the road 110 miles, in anticipation of a very heavy mineral traffic between the iron deposits on the central portion of the line and the remarkable coal deposits near the western terminus, which will follow the opening of the entire line before the close of this year. The Company is well organized, and its management is in the hands of some of the best known and strongest business men and capitalists in the country as officers and directors, giving their securities the most substantial guarantee for safety and regularity of income.

☞ We invite the attention of investors to the new advertisement of Messrs. Tanner & Co., the financial agents of the St. Joseph and Denver City Railroad Company, whose first mortgage 8 per cent. gold land grant sinking fund bonds they are now offering at 97½ and accrued interest. The bonds are secured by a first and only mortgage on the road, its franchises, &c., and upon the lands granted the company by Congress, said to amount to 1,700,000 acres, officially certified to the company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January 10, 1872. Messrs. Tanner & Co. rank among the most respectable bankers in the city, and their recommendations are accordingly entitled to consideration.

☞ The contract for the construction of the St. Joseph and Denver railroad to the 170th milepost, west of the Missouri, has been let.

BANKING-HOUSE OF FISK & HATCH,
No. 5 NASSAU-STREET,
NEW YORK, March 1, 1872.

☞ WE ARE SELLING THE **CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS** at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100 registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin. Bonds delivered by express, charges paid.

These bonds, besides being the formal obligations of a well-established, substantial and thoroughly responsible corporation, comprising among its officers and directors some of the most experienced and trusted capitalists and business men of the country, are also secured by a mortgage lien upon the whole great railroad line, equipment, property, and franchises, whose cost and value will not be less than thirty millions, and which is destined, at an early day, to have a productive value of nearly double this sum.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices. Descriptive pamphlets, with full information, furnished on application.

We receive deposits and allow interest at the rate of four per cent. on balances; make collections in all parts of the country; issue certificates of deposit, and do a general banking business.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

☞ At a recent meeting of the friends of the Detroit, Fort Wayne and St. Louis railroad, at Ft. Wayne, Ind., an organization was effected on a basis of a capital of one million dollars and fully fifty thousand dollars was at once subscribed. A Board of Directors was elected, and also for the first year the following officers: A. P. Egerton, President: John Roche, Vice President: Charles McCulloch, Treasurer; William Fleming, Secretary.

☞ A number of enterprising gentlemen at Hammonton and Tuckerton, N. J., are moving in the matter of building a railroad from the former to the latter place, a distance of twenty-four and a half miles. Preliminary meetings have been held and the necessary committees appointed. It is designed to have this road in running order by the 1st of October next.

☞ The directors of the Frederick and Pennsylvania Line railroad have authorized the president, John Loats, Esq., to purchase iron sufficient to complete the road from Little Pipe creek to Woodsboro.'

☞ The contract for the grading, bridging, masonry and tracklaying of the River Railroad from Winona, Minn., to La Crescent, has been let to Messrs. Langdon & Co. It is to be completed about the middle of August.

☞ The directors of the New York, West Shore and Chicago Railway, have appointed Robert G. Rankin, of Newburgh, Land Commissioner for the Eastern division of the road extending from New York to Athens.

☞ THE 8 PER CENT. FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS OF THE
ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

in denominations of $1,000, $500 and $100, Coupon or Registered, can now be obtained to a limited amount only from the undersigned, or through the principal Banks and Bankers throughout the United States.

The safety and reliability of these Bonds is evidenced in the continued and increasing demand for them by prudent and careful investors, who have invested in them after a most thorough and rigid examination of the security pledged for their payment, both interest and principal.

THEY ARE SECURED by a *first* and *only mortgage* on the Company's *railroad* (*which will soon connect the Union Pacific Road at Fort Kearney with the City of St. Joseph, Mo., already an important railroad centre*)—upon the *Franchises* of the same—upon the *Equipment* and *personal property* of every description—upon the *Land Grant* of the Company granted by Special Act of Congress, approved July 23d, 1866, *amounting to* 1,700,000 *acres, which has been officially Certified to the Company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January* 10*th*, 1872.

The Bonds are issued only as they represent a completed and equipped Road; all proceeds of Bonds beyond this are held by the Trustees in trust until the necessary completion entitle the Company to these proceeds.

The Road is built first-class in every particular, and has been so received and accepted by the Department of the Interior.

The Mortgage Deed of Trust prohibits the sale of any of the Company's Lands at less than four ($4) dollars per acre, payable to the Trustees and applied to the payment of the Bonds, through the operation of the Sinking Fund. The payment of the Bonds before maturity is not compulsory upon the holders.

The Bonds are therefore secured by two classes of property *combined in one mortgage*, the value of either largely exceeding the amount of bonds which can be issued under the mortgage.

Trustees—Farmers' Loan and Trust Company of New York.

The Bonds have thirty years to run, with both principal and interest payable in Gold. The principal payable in New York, the interest at eight (8 p.c.) per cent., payable in February and August either in New York, London or Frankfort on-the-Main, free of tax.

Price 97½ and accrued interest in Currency. The Bonds are receivable at par and accrued interest in payment for the Company's Land Sales. Maps, circulars, documents and full information furnished on application.

The Bonds of this Company have always been received with favor by investors and capitalists, have always commanded a ready market, and we unhesitatingly recommend them—believing this loan will rank equally with that of the Eastern Division issues, which are now selling at a premium above par.

TANNER & CO.,
Bankers, No. 11 Wall Street.

Commerce of New York.

The foreign imports at New York for the month of January, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$14,169,556	$17,940,512
Do. for warehousing....	11,058,118	14,904,602
Free goods.....	3,355,702	2,729,060
Specie and bullion.....	208,686	105,332
Total entered at port...	$28,792,062	$35,679,496
Withdrawn fr. wareh'use	13,006,264	12,399,012

The foreign imports at New York for the seven months ending January 31, were:

	1871.	1872.
Entered for consumpt'n.	$105,024,392	$121,583,698
Do. for warehousing...	64,566,051	79,627,649
Free goods.....	10,630,456	15,784,547
Specie and bullion.....	4,910,371	1,711,878
Total entered at port...	$185,131,270	$218,707,772
Withdrawn fr. wareh'se	64,231,875	74,862,053

The revenue from customs at New York for seven months from July 1, has been as follows:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74,078,181 75
In January.....	12,010,020 67	13,317,086 82
Seven months	$79,739,205 42	$87,395,268 57

The exports from New York to foreign ports in the month of January, were:

	1871.	1872.
Domestic produce.....	$18,370,758	$18,179,488
Foreign free goods.....	43,412	86,642
Do. dutiable.....	423,706	684,874
Specie and bullion.....	2,149,211	1,540,362
Total exports	$20,987,087	$20,491,366
Do. exclusive of specie.	18,837,876	18,951,004

The exports from New York to foreign ports for seven months ending January 31, were:

	1871.	1872.
Domestic produce.....	$121,411,196	$133,467,152
Foreign free goods....	121,640	686,805
Do. dutiable	4,959,959	4,401,337
Specie and bullion....	43,500,086	28,851,286
Total exports.....	$169,992,881	$162,406,580
Do. exclusive of specie.	126,492,795	138,555,294

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—CONTRACTS AGAINST NEGLIGENCE—LIVE STOCK.

The facts in the late case of Harkins *vs.* Great Western R. R. Co., (17 Mich., 57,) are fully and clearly stated in the following opinion by—

CAMPBELL, J.—Plaintiff shipped certain horses over the railway of the defendants, under a contract which provided that the owners took all risks of loss, injury, damage, and other contingencies "in loading, unloading, conveyance, and otherwise, whether arising from the negligence, default, or misconduct, gross or culpable, or otherwise, on the part of the railway company's servants, agents, or officers." The contract contained a further provision that, when free passes were given to persons in charge of animals, or to their owners or consignees, the company should not be responsible for any negligence, default, or misconduct, gross, culpable, or otherwise, on the part of the company or their servants, or of any other person or persons, causing or tending to cause the injury or detention of the animals. The injury in this case occurred by reason of the bottom of the carriage giving way. Whether this was caused by a defect in the carriage, or by reason of some other neglect or fault in the course of the transit, does not distinctly appear, as the court below found that the company was not liable at all under this agreement. But, from the course of the argument, we infer that defective cars caused the damage. In Shaw v. The York and North Midland Railway Co. 13 Q. B. 347, under a contract which exempted the carrier from liability "for any injury or damage (however caused") the court intimated a doubt whether the plaintiff might not have alleged a duty to furnish proper and sufficient carriages, and that the loss happened from a breach of that duty, notwithstanding the terms of the contract, which were fully as broad as those in the present case. Unless some showing was made that the plaintiff, with proper opportunities of observation and with notice of their actual condition, assented to the use of the cars on which their horses were shipped, we think they were entitled to expect that reasonably proper cars would be furnished. While there is in one clause of the contract an exception of every default, the fair inference is, that this language was used as referring to defaults in the particulars specified in the previous articles, viz: "loading, unloading, conveyance, and otherwise," and in matters of a like kind. The rule is usually applicable, that where no intention to the contrary appears, general words used after specific terms are to be confined to things *ejusdem generis* with the things previously specified.—American Transportation Co. v. Moore, 5 Mich. 368. We think it would not occur to any one executing such a contract, that it had reference to any risks except such as were likely to arise from the nature of the freight; and from casualties and defaults occurring during the loading, transportation and unloading and delivery. It would not lead him to contemplate risks not incident to the ordinary transaction of business, and arising from negligence in no way likely to be incurred by a company using ordinary care in the management of its affairs. He would fairly be led to assume that the company possessing the usual facilities for the carrying trade, of which cars are the first and indispensable means, merely sought exemption from risks incurred in the employment of those means. If the cars in question were unfit for the purpose to which they were applied, and if that unfitness was of such a character as to imply fault in the company or their agents for allowing them to be used, we think they are responsible for the damages which occurred from their use. As the case shows, there was evidence tending to show negligence, and as the negligence may have consisted, and is assumed to have been, in the use of unfit cars, the case should have gone to the jury upon this point. The judgment should be reversed, and a new trial granted.

Judgment reversed.

Lake Superior Iron Trade.

The following is a statement of the production of ore and pig iron in this district from 1856 to 1871, inclusive, in gross tons, together with the aggregate value:

Year.	Iron Ore.	Pig Iron.	Ore and Pig.	Value.
1856.....	7,000	....	7,000	$28,000
1857.....	21,000	....	21,000	60,000
1858.....	31,035	1,629	32,661	249,202
1859.....	65,679	7,258	72,937	575,529
1860.....	116,908	5 660	122,658	736,496
1861.....	45,430	7,970	53,400	419,501
1862.....	115,721	8,580	124,311	984,977
1863.....	185,257	9,813	195,070	1,416,985
1864.....	235,123	13,832	248,955	1,867,215
1865.....	196,256	12,283	207,539	1,590,430
1866.....	296,972	18,437	315,309	2,405,960
1867.....	466,076	30,911	496,987	3,475,820
1868.....	507,813	38,246	546,059	3,992,413
1869.....	633,238	39,003	672,241	4 968,435
1870.....	856,471	49,298	904,319	6,300,170
1871.....	813,379	51,225	864,604	6,115,895
Total...	4 585,318	294,685	4,888,553	35,185,778

It is proper to remark that the values in the above table are computed from the average value of ore and pig iron on the dock at Marquette. The iron exports of the district for 1871 would represent the value of about eleven million dollars in the Cleveland market, where ore is now quoted at $10 50 per ton, and pig iron at $45@$47.—*Marquette Mining Journal.*

The Most Favorable Route to the Pacific.

The wise selection of the route traversed by the Northern Pacific Railroad, ensuring the easy regularity of the movement of its trains over the whole length of the road during the Winter season, with a greater freedom from the natural obstacles that have delayed travel over the other Pacific roads, is fully confirmed by the concise and able report of Mr. W. M. Roberts, the Engineer-in-Chief of the Northern Pacific Company.

The eminent position held by Mr. Roberts, and his thorough knowledge of the advantages enjoyed by this road, in its passage through that rich and fertile section of our country, gives great weight to the statements embodied in his report. In view of the great importance to the East of uninterrupted railroad facilities to the Pacific, it is satisfactory to learn from the report of Mr. Roberts, that even throughout such a remarkable Winter on the Pacific as the past one, the Northern Pacific Railroad could easily be kept open for regular traffic its entire length across the continent.

The report further states that the road for 200 miles West, from Duluth to Oak Lake, has been free most of the way this Winter, without snow-fences, and other roads in Minnesota have been but little troubled from snow, while a few miles of snow-fences would keep the N. P. Road free from obstruction from Lake Superior to the Missouri River. The thermometer, during the greater part of January, ranged from 15 deg. to 48 deg. above zero, even in Montana, among the Rocky Mountains, while in February the average was 42.5 degrees, and that degree of cold is attributed to the unusually early snows and cold weather. The cattle range through the valleys most Winters, and are usually fatter in Spring than when turned out near Winter. The report contains additional valuable information from other portions of the road, showing less risk of deep snow or drifts along the line; the cattle had plenty of grass the entire Winter in the Muscle Shell Valley, which is one of the most elevated portions of the

line. The report refers to the snow fall on the Union Pacific Road, for 180 miles, every part of which is 1,000 feet higher than the highest summit on the Northern route, and most of which is 2,500 to 3,000 feet higher than the mountain section of equal length on the Northern Pacific line, and predicts as complete exemptisn from Winter blockade for the N. P. R. R. as is enjoyed by railroads in New York or New England, owing to the valley route and sheltered position through Montana, which greatly prevents the drifting of what snow there is on the line of the Northern Pacific Road, and which will greatly facilitate the easy and successful working the year round of this important and most necessary railroad enterprise.

Statement of the Public Debt of the United States March 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$166,666 67
5 per cent. 1881 bonds, 1861..	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	1,893,212 00
6 per cent. 5-20 bonds, 1862..	*347,517,150 00	6,950,343 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864..	2,476,500 00	49,530 00
6 per cent. 5-20 bonds, 1864..	81,328,500 00	1,626,570 00
6 per cent. 5-20 bonds, 1865..	162,869,700 00	3,257,394 00
6 per cent. consols, 1865.....	229,636,200 00	2,296,362 00
6 per cent. consols, 1867.....	320,975,250 00	3,209,752 50
6 per cent. consols, 1868.....	39,266,000 00	392,660 00
5 per cent. funded loan of 1881	167,832,400 00	699,301 66
Aggregate of debt bearing coin interest.....	$1,850,150,200 00	$26,349,574 33
Interest due and unpaid		6,549,653 55

* Of this loan $140,000,000 have been called for redemption, and $89,179,050 have been redeemed and deducted.

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	*$19,140,000 00	$164,758 82
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money....	$33,818,000 00	$248,318 82
Interest due and unpaid.....		100 00

* Of this amount $690,000 have ceased to bear interest.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. bonds, 1842.....	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,950 00	117 00
6 per cent. bonds, 1847.....	3,925 00	240 47
6 per cent. bonds, 1848.....	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	650 00
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	109,977 00	5,498 85
5 per cent. 2 year notes, 1863.	68,255 00	5,022 18
6 per cent. compound interest notes, 1863-64.....	646,430 00	127,850 89
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	377,000 00	40,979 59
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,393 80
Aggregate of debt on which interest has ceased since maturity	$1,679,142 26	$270,208 54

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$91,101 25	
Legal tender notes, 1862-63...	357,500,000 00	
Fractional currency, 1862-3-4.	41,491,300 43	
Coin certificates, 1863.....	32,520,000 00	
Unclaimed interest.....		14,644 65
Aggregate of debt bearing no interest.....	$431,602,401 68	$14,644 65

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,467,750,500 00	
Bonds at 5 per cent.....	382,399,700 00	
	$1,850,150,200 00	$32,893,227 88
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent. ...	678,000 00	
Navy pension fund,3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	19,140,000 00	
	$33,818,000 00	248,418 82
Debt on which interest has ceased since maturity.....	1,679,142 26	270,208 54
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	357,591,101 25	
Fractional currency.....	41,491,300 43	
Coin Certificates.....	32,520,000 00	
	$431,602,401 68	
Unclaimed interest.....		14,644 65
	$2,317,249,743 94	$33,432,499 89
Total debt, principal and interest, to date, including interest due and unpaid.....	$2,350,682,243 83	

AMOUNT IN TREASURY.

Coin.....	$110,405,319 02	
Currency.....	14,463,426 83	
	$124,868,745 85	
Debt, less amount in Treasury, Mar. 1, 1872.	$2,225,813,497 98	
Debt, less amount in Treasury, on the 1st ult.	2,238,204,949 50	
Decrease of debt during the past month...	$12,391,451 52	
Decrease of debt since March 1, 1871.....	94,895,348 94	
Decrease from March 1, '69 to March 1, '72.	299,649,762 03	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,500,000 00	16,000 00
Western Pacific bonds,1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,283 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $14,631,870 18; interest repaid by transportation of mails, &c., $3,477,125 18; balance of interest paid by United States, $11,154,745.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Feb. 29, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

A National Narrow Gauge Enterprise.

Mr. Ph. Lee Anthony, of Little Rock, Arkansas, in a letter addressed to the San Antonio *Herald*, gives the outlines of a scheme with which he is connected as president of the company, viz:

The project is that of an air-line narrow gauge railway from St. Louis to Alexandria and Algiers in Louisiana, via Little Rock and Pine Bluff, with a branch from Little Rock, eastward, to Osceola, and an air-line to Washington City, New York and Boston; and westward, by Hot Springs and Ultima Thule to the Thirty-second Parallel or Texas Pacific railway to San Diego—a distance of 2,300 miles from Washington to the Pacific. This is claimed as the shortest line that can be built on the territory of the United States from ocean to ocean.

A nearer line can, however, be had through Mexico to Mazatlan, the best harbor on the Pacific coast. The line proposed is a continuance of the route from near Fort Towson to Clarksville, in Red River county, Texas, thence by Canton, in Van Zandt; Marlin, in Falls; Austin, in Travis; San Antonio, in Bexar; and Lerado, in Webb; thence to Monclova, in Coahuila, and through the States of Durango and Sinaloa to Mazatlan. The distance through Texas will be about 550 miles, over a splendid country for railways, and about the same distance in Mexico.

Texas has made a liberal donation to the Thirty-second Parallel or Texas Pacific Railway, and Mr. Anthony is of the opinion that if this road were properly presented, Texas would be equally disposed to be liberal to a railway running through her capital and the heart of the country. Mexico has been liberal to railway enterprises through her territory, and no doubt is entertained that the States of Coahuila, Durango and Sinaola would also give liberal encouragement to a road that would compete for the Asiatic trade and carry the rich productions of Japan, China and the East Indies over her soil.

Railroads in New Brunswick.

The St. John *Telegraph* asserts that the Province of New Brunswick has now in operation and in course of construction a larger number of miles of railroad in proportion to its population than any other country in the world. It supports this assertion by giving in round numbers the figures relating to the length and cost of the New Brunswick railroads. From the data thus furnished we learn that there are now in course of construction that part of the Intercolonial Railway from Moncton to the boundary of the Province of Quebec by the Government of the Dominion, some 220 miles; and the Fredericton and River du Loup Railroad, 160 miles (recently contracted for.) The Albert County Railroad, a very important line, is also likely to be built, but is not included in the enumeration. The *Telegraph* sums up as follows:

"Railways now in working order in New Brunswick, 388 miles. In course of construction and to be completed within 18 months, 220 miles. Under contract, and now being located, 160 miles; in all 768 miles!

These railroads cost in round figures $23,785,000, in aid of which the Governments of New Brunswick and of the Dominion contribute over $16,000,000 in cash and 1,720,000 acres of land. A pretty good exhibit for little New Brunswick!"

☞ We wish to draw the attention of our readers to a comparatively new lubricator which is now in the market. The manufacturers, Messrs. Isaac U. Coles & Co., have had it thoroughly tested on several of our most prominent railroads, and the result proved their compounds the cheapest and most satisfactory lubricators ever produced. Their Tallow Packing for Car Journals, besides being about Twenty Five per Cent cheaper than any other Lubricator, completely prevents hot Journals, protects the inside of the boxes against dust, and consequently preserves the brasses. The last though not the least feature is that it needs less attention than oil and waste.

In regard to the Tallow Lubricator we will only observe that it can be run on any Engine, in place of Tallow with the same profit as the above named, as it will not waste or melt away any quicker than it can be consumed. The oil will not gum, and it will do the same work as sperm oil.

☞ The following are the names of the parties to whom the contracts on the Shenandoah Valley Railroad to Front Royal have been awarded: J. M. Barry & Co., Lancaster, Pa., 6 miles; H. Ettle, Middletown, Pa., 5 miles; H. H. Crumlish, Wilmington, Del., 10 miles; Donohue & Bros., Emmitsburg, Md., 3 miles; Purcell & Co, White Post, Va., 2 miles; Meehan & Borland, Richmond, 5 miles; Malone & Gillese, Lancaster, Pa., 5 miles.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$3,385,022	$3,729,846
" cotton	2,735,115	3,062,648
" silk	2,645,480	3,498,026
" flax	1,432,070	1,640,592
Miscellaneous dry goods	785,858	1,291,399
Total entered for consump	$10,983,545	$13,222,511

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$1,251,135	$1,580,272
" cotton	729,689	958,308
" silk	701,838	1,212,038
" flax	637,360	748,950
Miscellaneous dry goods	141,542	169,564
Total withdrawn from warehouse	$3,461,564	$4,669,132
Add entered for consump.	10,983,545	13,222,511
Tot. thrown on the market.	$14,445,109	$17,891,643

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$1,462,606	$1,678,786
" cotton	805,736	830,936
" silk	579,805	1,031,176
" flax	531,246	608,524
Miscellaneous dry goods	185,944	187,595
Total entered for wareh'g.	$3,565,337	$4,337,017
Add entered for consump.	10,983,545	13,222,511
Total entered at the port.	$14,548,882	$17,559,528

The imports of foreign dry goods at New York for two months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$4,578,914	$5,836,846
" cotton.	4,254,712	5,138,722
" silk	4,148,136	5,461,961
" flax	2,366,717	2,709,555
Miscellaneous dry goods	1,318,506	2,226,735
Total entered for cons'p.	$16,666,985	$21,373,819

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$2,001,840	$2,818,370
" cotton	1,231,865	1,724,675
" silk	1,239,245	2,057,275
" flax	1,179,003	1,480,516
Miscellaneous dry goods.	259,681	334,984
Total withdrawn from warehouse	$5,911,134	$8,415,820
Add entered for consump.	16,666,985	21,373,819
Total thrown on the market	$22,578,119	$29,789,639

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$2,411,548	$3,159,507
" cotton	1,541,221	2,040,196
" silk	1,053,474	2,290,072
" flax	985,799	1,254,761
Miscellaneous dry goods.	331,880	409,095
Total entered warehouse.	$6,323,922	$9,153,631
Add entered for consump.	16,666,985	21,373,819
Total entered at the port.	$22,990,907	$30,527,450

☞ A. J. Hodder, Vice President of the Kentucky and Great Eastern Railroad, informs the *Railroad Record* that one hundred and forty six miles of this important road, being that part of the line from Newport to Catlettsburgh, has been placed under contract to Messrs. Alton and Beach, of New York City, men well known in railroad circles as energetic, experienced and pecuniarily strong. The work is to be opened in a few weeks and vigorously prosecuted to completion.

Connecticut River Railroad.

The earnings of this road for the ten months ending September 30, 1870, and the twelve months ending September 30, 1871, were as follows:

	1870.	1871.
From passengers	$253,503 36	$319,462 33
" freight	296,181 29	376,701 51
" mails	5,093 24	6,076 50
" express	11,056 63	13,080 47
" rents, etc.	6,191 80	10,071 02
	$571,972 32	$725,391 83
Expenses, viz:		
Repairs of road	$90,916 04	$141,659 56
" bridges	1,483 07	2,628 37
" buildings	10,114 59	19,677 26
" locomotives	22,480 19	24,128 17
" cars	33,262 58	65,373 08
" tools, etc	3,588 94	2,071 79
Running trains	86,082 83	128,156 34
Station expenses	48,051 87	53,852 08
General expenses	12,462 33	14,245 41
Stationery, etc	5,559 68	6,187 36
Gratuities and damages	2,451 00	5,144 16
Removing snow	1,851 53	1,238 77
Water works	1,939 29	3,279 60
Miscellaneous	6,668 23	9,847 92
	$326,912 14	$477,498 87
Net earnings	$245 060 18	$247,901 96
Surplus per last report.	216,146 66	219,110 08
Total	$461,206 84	$464,012 04
Against which are charged—		
Interest paid	$19,211 09	$20,165 26
Payment to Sinking F'd	8,000 00	8,000 00
Taxes	45,903 92	46,612 16
Insurance	1,981 75	2,132 40
Dividends January	85,000 00	85,000 00
" July	85.000 00	85.000 00
Surplus September 30.	216.110 08	217,102 22
Total, as above	$461.206 84	$464,012 04

The business of the road has been good. Comparing it with that of the ten months covered by the last annual report and making due allowance for difference in time, the gross income appears to have been about six and one-half per cent. above that of the preceding year. The expenses show a still larger increase, but this results from some extraordinary charges which might properly have been carried to construction account. The net income has provided for the usual dividends.

The road and equipment have been kept up to a high standard. The track repairs and new sidings have absorbed 31,359 cross-ties, 232 kegs of spikes, 778 tons of new and rerolled rails, besides the mending and replacement of 257 partly worn bars.

In addition to the ordinary repairs, a new thirty ton locomotive, to replace a lighter machine sold, a new smoking and baggage car and 16 platform freight cars have been built at our shops, and three additional passenger cars have been purchased, two of them being charged to the account of operating expenses.

The cost of the road and equipment to this time is $2,146,999 52, or say $41,012 41 per mile in length of the Main Line and Chicopee Branch. The capital stock paid in is $1,700 000. The bonded debt, amounting to $250,000, is provided for by a sinking fund which now amounts to $117,755 37 and will probably equal the entire debt when it shall have matured.

During the year some two miles of sidings and branch tracks have been added to our station accommodations. A recent measurement shows that we now have 15¼ miles of side tracks, exclusive of two miles of branch tracks for freight distribution at Holyoke. The increasing number of trains on the lower part of the road makes it necessary to extend the second track from its present terminus at Chicopee, and it is contemplation to prosecute this work to Willimansett or Holyoke next season.

In May last the legislature chartered a company to build a railroad from Mt. Tom station to Easthampton. The company was duly organized and the road is nearly completed. In pursuance of votes passed by the two companies a lease of the road was made to this company bearing date June 6, 1871.

The company have 17 locomotives, 20 passenger, 2 sleeping, 5 smoking and baggage, 5 smoking and Post-office, 2 baggage and express, 132 house freight, 121 platform freight and 32 stone (platform) cars, and 1 steam car. Miles run with passenger trains, 150,226; with freight, etc., trains, 147,124—total 297,350. Number of passengers carried, 876,481; do. carried one mile, 10,444,382. Tons of freight carried, 332,542; do. carried one mile, 8,275,900. Earnings per mile of road $13,950. Earnings per mile run, $2 49.3; operating expenses per mile run, $1 60.6; net earnings per mile run, $0 90.1. Per centage of expenses to earnings, 65.6.

BALANCE SHEET, SEPTEMBER 30,

	1870.	1871.
Cost of road and equipment	$2,100 430 13	$2,146,999 52
Materials	108,831 84	94,243 78
Paymaster	24,153 15	.....
Ferry stock and real estate	5,678 12	5,678 12
Bills receivable	3,333 00	3,702 67
Suspense account	290 41	290 41
Post-office department	1,669 15	1,669 15
National tax	.....	1,634 98
Dues from individuals and corporations	19,536 95	12,482 13
Dues from station agents	77,855 87	82,216 81
Commiss'ners of Sinking Fund	103,312 21	117,755 37
Investments	5,599 00	11,041 48
Cash	58,586 67	119,894 39
	$2,504,276 50	$2,607,608 61
Capital stock	$1,700,000 00	$1,700,000 00
Mortgage bonds, due Sept. 1, 1878	250,000 00	250,000 00
Bills payable	70,000 00	132,300 00
Expense bills payable	36,287 34	.....
National tax	2,273 31	.....
Unclaimed dividends.	251 00	2,516 00
Paymaster	.....	31,547 52
Dues to individuals and corporations	126,042 56	156,387 50
Sinking Fund	103,312 21	117,755 37
Surplus earnings	148,253 23	180,433 75
Profit and loss	67,856 85	36,668 47
	$2,504,276 50	$2,607,608 61

President—Daniel L. Harris.

Directors.—Daniel L. Harris, Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, W. B. Washburn, Roland Mather, S. M. Waite.

Clerk and *Treasurer.*—Seth Hunt.

Auditor.—Eliphalet Williams.

Superintendent.—John Mulligan.

☞ The Denver and Rio Grande (narrow gauge,) Railroad Company, has finished grading and bridging the second division of forty-two miles, from Colorado Springs to Pueblo, Col. The track laying will be commenced immediately, and by the middle of April regular trains will be running from Denver to Pueblo, 118 miles.

☞ The Wisconsin Valley Company are now ready to commence the grading of their road from Tomah to Grand Rapids. The contract calls for the completion of the road between the two points on or before the first of September next.

☞ The work of surveying and locating the connecting link of road between the Chicago and Northwestern Company's "Baraboo Extension" and the West Wisconsin Railroad, has been commenced at Tomah.

☞ The directors of the Kent County (Md.) Railroad have formally accepted that portion of the road between Chestertown and Worton station, and the cars are now running to Chestertown, Md.

☞ Track laying has been commenced on the Western, Elizabethtown and Paducah Railroad. It is expected that the road will be completed by June.

☞ The stock in the proposed Lowell and Andover Railroad is being rapidly taken up. About $70,000 have been subscribed since the passage of the General Railroad bill.

☞ The Mobile and Montgomery railroad is to be extended from Tensas into the city of Mobile.

☞ Passenger trains on the Western Maryland Railroad are now running daily between Smithburg and Baltimore.

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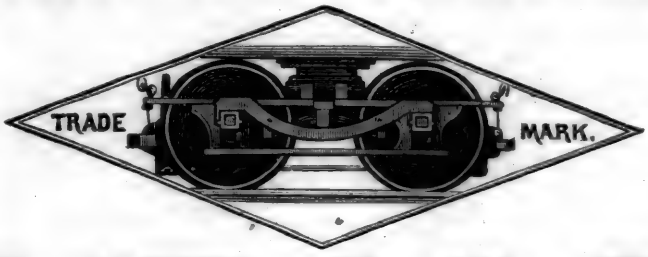
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The Tallow Lubricator can be used on machinery wherever Tallow is used. One pound of the Lubricator will do the work of at least Four Pounds of Plain Tallow.
The Oil will give complete satisfaction both on the lightest as well as on the heaviest machinery. As

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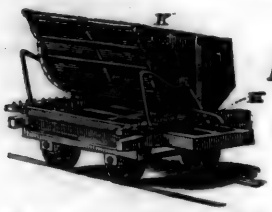
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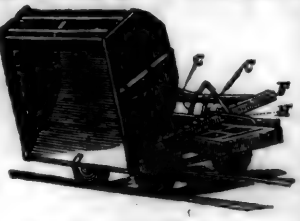


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2. ***To Replace the Hopper in Readiness for another Load.***

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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American Railroad Journal.

New York Saturday, March 16, 1872.

Northern Pacific Railroad.

HOW THE ENTERPRISE IS REGARDED IN GREAT BRITAIN.

The people of Great Britain find in the Northern Pacific Railway a powerful agency for the consolidation and development of their colonial possessions extending from Halifax to the Pacific Ocean, and for the maintenance of their trade with the far East. Below we give an extract from the *London Morning Post* on this subject:

"The whole area of England and Scotland is about 57,000,000 acres, and that of England, Scotland and Ireland is about 75,000,000; so that the territory given by the American Government to the Northern Pacific Railway company exceeds that of Great Britain by 3,000,000 of acres, and is only 15,000,000 of acres less than the whole area of the United Kingdom. * * * Our interest in this particular American enterprise arises from the circumstance that it appears to open up to us a portion of our own dominions which have hitherto been almost inaccessible. * * * In short, from the eastern to the western terminus of the line the route of this road traverses a region most desirable for settlement and rich in resources, whose development will be almost as profitable to British as to American interests."

ON THEIR OWN MERITS.

The 7.30 Gold Bonds

OF THE

NORTHERN PACIFIC RAILROAD

Have sold to the extent of many millions, and they have now taken their place among the solid and favorite securities of the country.

This is because the Bonds are based upon the amplest security, being a FIRST AND ONLY Mortgage upon the Railroad, and in addition upon 23,000 Acres of Land to EVERY MILE of ROAD.

At $2.50 Per Acre the valuation of this Land Grant is over $125,000,000, while its value, taking the average at which other Railroad Companies have sold their lands, is OVER THREE HUNDRED MILLIONS.

The Bonds are issued in the following denominations:

$100	Coupon.	$100
500		500
1,000		1,000
		5,000
		10,000

Registered.

And are at all times interchangeable at the office of the Company or through the Fiscal Agents, without charge.

They have THIRTY YEARS to run, are offered at par and interest in currency, and will permanently yield a large income in gold.

Full particulars furnished by

JAY COOKE & CO.,

New York, Philadelphia & Washington.

Advancement of the Work on the Chesapeake and Ohio.

Regular trains were run across the great embankment at "Jerry's Run," on the Chesapeake and Ohio road, on Saturday last, for the first time. This embankment is believed to be the heaviest on this continent, if not in the world. It is 185 feet deep at centre, and over 200 feet deep on lower sides, and contains about 1,100,000 cubic yards. The stream passes through a tunnel cut in the solid rock forming the western sides of the ravine. The contractors completed this work three months after contract time. Work at other points on the road is progressing well. The headings between east portal and shaft No. 1, and between shaft No. 2 and west portal at Great Bend tunnel are through; only 850 feet remained in the heading between shaft No. 1 and No. 2 on Feb. 1. The contractor is confident he will complete the tunnel (6,500 feet) by July 1. The contractors for Stretcher's Neck tunnel, drove 400 feet in the month of February in two headings they have only 150 feet yet to drive. The tunnel is 1,900 feet long.

Rosendale Viaduct.

The magnificent new Iron Bridge at Rosendale, New York, which has been in process of erection since the middle of September last, has been completed.

The design of this extensive structure is to carry the Wallkill Valley Railroad across the valley of the Rondout Creek, and over the Delaware and Hudson Canal which runs through it. To effect this, owing to the mountainous nature of the country, it was necessary to construct the bridge at a very great height above the level of the valley. This and other seemingly insurmountable obstacles were, however, promptly overcome, and to-day we have a structure, not only substantial in character, but also affording, suspended as it is high above the valley below, an appearance equally picturesque and pleasing.

The superstructure is undergrade or "deck," and is composed of seven Wrought Iron spans of the well known Patent Diagonal Truss Plan invented by the eminent Engineer Mr. S. S. POST; and two short spans of wood at the South approach of the bridge. These spans consist of 4 equal

ones of 150 feet in length, 2 of 100 feet, one of 76: and the 2 wooden ones of 50 feet each—forming a total length of 976 feet.

The Trusses of each span are 22 feet in height and 14 feet apart.

The calculations of strains, and the proportion of parts, were based upon a moving load of 3,000 pounds per lineal foot of bridge, under which load, and the weight of the structure itself, no part is strained to more than one-sixth of its ultimate capacity.

The different spans rest upon Piers composed of 6 Rectangular Wrought Iron Pillars, trussed with a system of diagonal bracing, so arranged as to obtain the greatest stiffness and rigidity. These Iron Piers, in their turn, rest upon foundations of solid masonry, to which they are securely attached.

The height of the structure, between the grade line and the water surface of the creek—at the highest point—is 142 feet; while the height of the Piers are respectively 14, 80, 100, 115, 80, 65 and 35 feet from the ground to the underside of the trusses.

The total weight of Iron in the whole structure is about 585 tons—of which 385 tons is distributed among the different spans, and the remaining 200 tons among the Piers. The cost of the iron structure of the bridge will be in the neighborhood of $175,000, and the masonry about $50,000.

The work was contracted for by the WATSON MANUFACTURING COMPANY, of Paterson, New Jersey; and the plans and designs were made by their Engineer, ANDREW J. POST.

Great credit is due the company for the substantial and successful manner in which the work has been performed.

Union Pacific Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 6th inst. Hon. B. F. Wade was elected chairman, and E. W. Rollins, secretary. The election of Seth Turner, John Duff and Oliver Ames as inspectors of election was approved. The report of the president was then read by the secretary, as follows:

OFFICE OF THE UNION PACIFIC R. R. Co.,
BOSTON, March, 4 1872.

To the Shareholders of the Union Pacific R. R. Co.:

Your directors take pleasure in submitting the results of the operation of your railway for the year 1871, as follows:

EARNINGS.

Passenger earnings	$3,123,510 68
Freight earnings	3,276,552 50
Company freight	352,635 44
Express earnings	307,731 32
Mail earnings	288,748 80
Car service	57,459 13
Rent of buildings	15,809 51
Miscellaneous	103,934 38
	$7,521,682 16

EXPENSES.

Conducting transp.	$667,815 91	
Motive power	1,251,975 77	
Maintenance of cars	312,874 06	
Maintenance of way	964,100 75	
General expenses, including taxes	403,800, 37	
		3,600,566 86
Net earnings, (52.13 per cent)		$3,921,115 30

The total amount of revenues as compared with last year is as follows:

1870	$7,625,277 11
1871	7,521 682 16
Showing a decrease of	$103,594 95

The expenses compare as follows:

1870	$4,677,414 84
1871	3,600,566 86
Showing a decrease of	$1,076,847 98

And an increase in net earnings as follows:

Net earnings, 1871	$3,921,115 30
" " 1870	2,947,862 27
Increase	$973,253 03

The revenues of the company for the year have fallen considerably below the estimate, owing mainly to the detention caused by the storms which have prevailed throughout the entire Winter. The weather has been unprecedentedly severe, and precautions which according to the experience of previous years were ample, proved insufficient. Everything, however, that in the opinion of the chief engineer or general superintendant would expedite the traffic upon the line, and secure the comfort of those who were delayed, was provided, and it is believed that no actual suffering resulted from the detention.

By judicious management in the operation of the line the net earnings, it will be seen, show a handsome increase over those of last year, and approximate the estimate made in the report submitted at your last meeting.

The bridge over the Missouri river at Omaha has been pressed to completion, and will be open in a few days for the passage of trains. Much credit is due to the chief engineer and those specially in charge of the work for the energy shown in its construction.

The operations of the land department during the year have been justly satisfactory. The number of acres sold from March 1 to December 31, 1871, to 1,182 purchasers, has been 192.275 82-100, yielding in cash and notes $733,571 85, an average of $3 81 5-10 per acre.

The cash receipts of the land department from March 1, 1871, to December 31, 1871, have been $319,689 49, and out of these $229,000 of land grant bonds were canceled by that department, and over $80,000 remitted to the trustees under the mortgage securing the same.

Up to the close of the year 1871, 500,000, acres have been sold in all, yielding $2,102,128 96, an average of $4 20 9-10 per acre; and the amount of land grants canceled has been:

By the department	$935,000
By trustees	251,000

And for the balance the company hold land notes, maturing in one, two and three years, with interest. The receipts have thus far been more than sufficient to take care of the interest upon the outstanding land bonds.

Your road with proper management, can always promptly provide for the interest on the first mortgages, land grant and income bonds; and by a judicious development of its through and local business should within a few years be able to make yearly provision for the Government liens and also become remunerative to its stockholders.

The accompanying reports of the several departments will furnish in detail the results accomplished during the year.

All of which is respectfully submitted.

THOMAS A. SCOTT, President.

On motion of Mr. Oliver Ames the report was accepted.

The reading of the Superintendent's report was omitted, and a resolution offered by Mr. Bushnell was adopted, fixing the stockholders' next meeting at the company's office in Boston March 3, 1873.

The meeting then proceeded to the election of a board of directors for the ensuing year, which resulted in the choice of the following gentlemen—the first three and the last named of which are new members: Horace F. Clark, Augustus Schell, James H. Banker, Oliver Ames, John Duff, Elisha Atkins, Oakes Ames, L. P. Morton, R. E. Robbins, James Brooks, G. M. Dodge, Sidney Dillon, C. S. Bushnell, George M. Pullman, F. Gordon Dexter.

At a meeting of the new board of directors, held subsequently, the following officers were elected: Horace F. Clark, of New York, President; John Duff, of Boston, Vice President; E. H. Rollins, Treasurer and Secretary; H. B. Wilbur, Auditor.

The new board of directors also appointed the following committees:

Executive Committee—Horace F. Clark, Sidney Dillon, John Duff, Oakes Ames, Augustus Schell, George M. Pullman. Government Director, James F. Wilson.

Finance Committee—James H. Banker, Oliver Ames, Elisha Atkins, N. A. Baldwin, Levi P. Morton, Augustus Schell. Government Director, J. C. L. Harrison.

Land Grant Committee—John Duff, James H. Banker, Oakes Ames, C. S. Bushnell, F. Gordon Dexter, E. H. Baker. Government Director, Hiram Price.

Bridge Committee—John Duff, C. S. Bushnell, James H. Banker, N. M. Dodge. Government Director, B. F. Wade.

Special Committee to confer with connecting railroads—Horace F. Clark, Geo. M. Pullman, G. M. Dodge. Government Director, James F. Wilson.

Rutland Railroad.

(Continued from page 301.)

CONDITION OF THE CORPORATION.

I now ask your attention to the present condition of the company, and give my views as prepared for the annual meeting so far as is now necessary in view of the action of that meeting. I shall correct the mistakes of the President *pro tempore*, which he was led into in consequence of his own lack of knowledge of the affairs of the company. His connection with the corporation was of quite recent date. While there is no doubt that he intended to give an accurate statement, it was, to say the least, unfortunate that any attempt at a report was made.

The treasurer's balance sheet on the eighth page of this report exhibits, as I believe, a correct transcript of the books on the 30th December, 1871.

It appears from this statement that the company has outstanding

LIABILITIES OF THE CORPORATION.

For bills payable	$1,561,088 82
Rents due and unpaid	14 466 77
Total	$1,575,555 56

RESOURCES.

Seven per cent. bonds unsold	$10.000 00
Burlington Steamboat Company	143.000 00
Due from Montreal and Plattsburg Railroad	14,486 89
Due from wood contracts	10 000 00
Bonds and balances due on account	8,300 00
Notes and account in treasurer's hand	17,000 00
Real estate, Bartonsville	1 500 00
" Bellows Falls	2,000 00
" Middlebury	1 545 62
" Burlington with the rent due	15 000 00
" Burlington water front.	30 000 00
Addison Railroad Company	181,000 00
Claims, which counsel advise as valid and collectable	110,000 00
Cash	1,817 12
Preferred stock not sold	952,400 00
Rent from Jan. 1 to Feb. 1, less interest on bonds	18,500 00
	$1,430,738 54
Balance	$144,722 14
To which must be added the dividend due preferred stockholders Feb. 1, 1872	145,166 00

Also such sums as may be paid for outstanding first bonds. It is believed very few of them will ever be presented. There are a few unsettled contingent claims against the company, but it is believed that they cannot exceed $15,000.

The indebtedness is accounted for as follows, viz.:

The amount found due the trustees on the auditing and settlement of their accounts	$234,805 03
(This sum includes the costs of the disasters of the flood of 1869.)	
Cost in the litigation with the first trustees (not including the second trustees' cost of $93,134 70 paid and charged in their accounts as allowed)	106,525 59
Interest on moneys paid Cheever & Hart to 1st Feb., 1871, under the "Stipulation" for more time than given in the "madate for decree,"	88,412 53
Dividends paid on preferred stock by vote of directors	440,943 00
(the funds for this purpose were raised on acceptances of the treasurer, indorsed by directors.)	
Burlington Steamboat Company	220,196 51
Wharfs and basin, built at Burlington (charged under real estate on balance sheet, deducting $13,500 for real estate received from trustees' second bonds)	113,075 87
Addison Railroad debt	181,183 91
Interest account from July, 1868, to December 31, 1871	159,956 59
First coupon on 7 per cent. bonds, due Nov. 1, 1870	17,500 00
Included in the resources, and not before given in this statement, for reduction of the liabilities	173,149 51
Damages paid and expenses of accident claims	28,415 50
Internal revenue tax on dividend, &c.	10,555 63
	$1,774,609 67

ANALYSIS OF CONSTRUCTION ACCOUNT.

The account is charged with the 7 per cent. bonds of May, 1870, for. (These bonds were given *as a bonus* to subscribers for stock at par).	$500,000 00
Also with what is known as the "Smalley contract" covering lands and right of way at Burlington, in settlement of which common stock was issued at par	315,000 00

ANALYSIS OF SALARIES AND MISCELLANEOUS EXPENSES.

The charges in this account cover the period from the organization of the company in 1867 to 30th December, 1871.

Expenses of Boston office	$14,080 40
Allowances on contract to procure conversion of first bonds	67,000 00
Champlain Transportation Company contract	49,440 77
Legal sevices paid	18,925 59
Cheever & Hart, under "stipulation"	186,733 33
Salaries of president, treasurer and other officers, including incidental expenses	30,021 44
	$366,201 53

ANALYSIS OF INTEREST ACCOUNT.

This covers all interest on loans from payment of first dividend in 1868 to 30th December, 1871	$159,846 59
Coupons paid on 7 per cent. bonds	52,500 00
" 8 "	20,000 00
	$282,346 59

Nearly two hundred thousand dollars of the increased liabilities of the company is owing to the carrying out of the provisions of the contract with the Vermont Central Managers in regard to the Addison Railroad, which contract had been ratified and confirmed by the stockholders, as appears from the votes heretofore given. The Addison Railroad and its connections with the Whitehall and Plattsburgh Railroad will cost five hundred thousand dollars. A contract to gravel up this road, not yet completed, is its only known liability, except that to the Rutland Railroad Company, and one for a portion of the iron, for which payment is to be made in freight earnings, on the freight sent over the roads to Boston by the party furnishing the iron. The roads to whom these earnings may be due have agreed to take Addison Railroad stock at par in payment.

The equipment account is made up of the balance transferred from second trustees as due them on settlement, and the sums paid for new equipment under the following and other votes. At a meeting of the directors on the 25th of May, 1870, present, the president, with Messrs. Barnard, Butler, Chase and Birchard.

Voted, "That the President be authorized to make a contract for not exceeding three hundred freight cars, and report to the next meeting."

Under this vote, and others, the corporation purchased three locomotives, three passenger, and three hundred and eighty-nine freight cars, all of which were turned over to the Lessees, with all the other equipment except one car, which is valued at $50,000.

In payment for this equipment the 8 per cent. bonds of 1870 were authorized and issued, being secured on the equipment of the road.

The authority for the issue of preferred stock is found in the charter, under the authority there given the stockholders.

At the annual meeting in 1867, it was voted by the stockholders as follows, viz.:

"*Resolved*, That for the purpose of satisfying, paying, purchasing or exchanging the prior claims or encumbrances or interests in the Rutland and Burlington Railroad Company, that this company issue to the holders of such claims, certificates of preferred stock of this company, in shares of one hundred dollars each, equal in amount to the principal and interest on such claims, encumbrances or interests up to Aug. 1, 1867, agreeably to the act of the Legislature incorporating this company, securing to the holders of such stock, dividends upon the par value thereof, of three and one-half per cent., free of United States tax, payable semi-annually, on the first days of February and August in each year, commencing on the 1st day of February, A. D. 1868."

And at the annual meeting in December, 1869, on motion, the stockholders voted "that the President, with the approval of a majority of the directors, be authorized to settle and pay any claim existing against the corporation, on such terms of settlement and price for stock, as he may deem for the interest of the corporation."

In addition to the votes in regard to the issue of preferred stock heretofore given, at a meeting of the directors held on the 21st of June, 1870, all the board being present, it was voted, "That the president with Mr. Chase and Mr. Barnard, be a committee authorized to negotiate a sufficient amount of preferred stock of this corporation to cancel the amount due William T. Hart for first mortgage bonds of the Rutland and Burlington Railroad, and that the same committee be authorized to settle with Mr. Nickerson for fifteen thousand dollars of bonds, supposed to be lost."

Under those votes, the officers of the company certainly had the right to consider as assets preferred stock that it was authorized to issue to discharge prior claims or incumbrances upon the road and property.

To confirm my own opinion on this point, formed upon careful examination, I asked last October the written opinion of the counsel of the corporation (which will be found on page fifty-nine of the appendix). I think it must be apparent, on examination of the charter, that the opinion is well founded.

The following is a list of the prior claims and incumbrances upon the property:

1st. The liabilities of the second trustees on settlement of account	$234,905 02
2d. The first bonds, the principal and interest of same, under decision of court	4,278,420 00
3d. Costs paid Cheever & Hart in the settlement of first bonds	87,000 00
4th. Interest on the deferred payments under the "stipulation" to 1st February, 1871	88,412 53
5th. Interest or dividends, paid in cash, on the preferred stock and bonds and for which the company obligations are outstanding	440,493 00
Aggregate of stock that may be issued	$5,130,280 56

On the 14th of October last, at a meeting of the directors, all being present but Mr. Williams, the condition of the corporation was discussed, and detailed statements of the assets and liabilities at that time were laid before the board, as fully as they are presented in this report. To set at rest any doubts, the board, confirming former votes, authorized the issue of preferred stock to the amount of five millions of dollars, a sum less than it was believed they were authorized to issue to cancel prior claims, and at the same time it was determined to keep the common stock at two millions and five hundred thousand dollars.

It will be seen by reference to article fifth of contract that the rents to be paid are:

First, one payment annually of $376,000; the first year having been paid, there remains nineteen years; the aggregate is	$7,144,000
Second, one payment on 1st Jan., 1873.	40,500
" " Jan., 1874.	54,000
" " July, 1874.	40,000
" " Jan., 1875.	40,500
" " July, 1875.	67,500
" " Jan., 1876.	67,500
" " July, 1876.	81,000
" " Jan., 1877.	81,000
" " July, 1877.	81,000
" " Jan., 1878.	81,000
" " July, 1878.	81,000
" " Jan., 1879.	81,000
And thereafter at the rate of 594,500 semi-annually for twelve years, the aggregate is	2,268,000
Third, on the 14th page of appendix further provision is made in the contracts for the payment of $10,000 annually for the use of steamer "Oakes Ames;" aggregate	180 000
	$10,398,500
Deduct for payment:	
First, dividends on $5 000,000 preferred stock, 7 per cent. per annum is	$350,000
Second, coupons on $500,000, 7 per cent. bonds is	35,000
Third, coupons on $500,000, 8 per cent. bonds	40.000
Aggregate for nineteen years	$8,075,000
Leaving the sum of	$2,323,500

Two million three hundred and twenty-three thousand five hundred dollars for payment of any existing liabilities and dividends on the common stock. In the worst light in which the affairs of the corporation can be placed, there must be left a large sum to be appropriated to dividends upon the common stock. The rent or income of the road is not appropriated by the terms of the leases to the payment of dividends, to either preferred or common stock. Its application is governed by the charter.

In view of this condition of affairs my policy was to continue the payment of dividends in cash, on the preferred stock of the company, and to adopt a plan to this end. With the sanction of the stockholders it could have been carried out,

thereby maintaining and improving the credit of the company, not by a sort of forced loan from the preferred stockholders, but by raising the means upon the capital stock of the corporation as contemplated by the charter, much of its property not being represented by its stock. I believe that upon a full understanding of and looking at the case as a matter of business, all would have been convinced that it would be for their interest to accomplish this end. As the case now stands the bonds that have been authorized cannot be sold at par, while the present seven per cent. bonds, amply secured by mortgage, sell for eighty-one or thereabouts. Your treasury will be depleted by high rates of interest and commissions. In a financial revulsion, such as has occurred within a few years, there is danger that the company may lose control of its bonds at prevailing low rates, and there may yet remain a floating debt. Now that we have got at our condition let us take such a course as will make the future sure. Then, ere long, your preferred stock will sell in the market at its value, as a seven per cent. investment. To prove my confidence in this policy, provided it could have been carried out, I wrote last October to one of the directors, that I would take one thousand shares of the preferred stock towards retiring the paper of the company from State street or elsewhere. It would manifestly have been for my interest to have taken this stock at par. The loss to me, in the recent decline of stock which I own of the company, has more than used up the margin between the price at par and the present price in the market.

We are told we should learn wisdom by the past. Let me illustrate by one of the incidents in the history of your company. In the fall of 1868, a settlement was attempted of all the pending litigation, and was so far consummated as to be reduced to writing. This paper I have included in the appendix on page sixty. When the parties to that contract separated it was supposed that peace was at last declared; that large expenses would be stopped, and all the energies of the managers given to the development of your property. It was necessary to secure the cordial co operation of the directors in order to carry out this agreement. This was found impossible, owing to the influence of interested parties, and I was obliged to notify Mr. Farlow, chairman of the first bondholders' committee, to that effect. In reply I received the following letter:

BOSTON, December 17, 1868.

Hon, John B. Page, Rutland, Vermont:

DEAR SIR—Your favor dated at Rutland 12th, but mailed at Boston the 16th inst., reached me last evening. I take due notice of what you say that "after due consideration by the parties act, ing with you, and under the advice of counsel, you now withdraw from further negotiation for a settlement of the pending litigation between the bondholders of the Rutland and Burlington Railroad."

I quite agree with you in the belief you express that an early equitable settlement would promote the interests of all parties, and I think it will be cause for regret that you were unable to secure the sanction and necessary vote of your directors to the equitable terms arranged between yourself, Judge Prout and Mr. Edmunds, and accepted by me in behalf of those I represent.

Regretting individually that we have had so much labor, negotiating in vain, I remain,

Very truly yours,

J. S. FARLOW.

Upon examination of the arrangement above referred to, it will be seen that the first bonds were to be paid for at the of rate one hundred eighty-nine dollars and twenty-five cents for each one hundred dollars of principal of bonds, as of October 31, 1868. Adding the interest to first February, 1870, on the same basis, would give one hundred ninety-eight dollars for each one hundred dollars of principal of bonds; the maximum amount to be paid for being four hundred and fifty thousand dollars of principal of the bonds. Under the "mandate for decree" there was paid two hundred and thirty-seven dollars and sixty-nine cents, as of first day of February, 1870, and the amount of bonds then was six hundred and forty-five thousand nine hundred dollars, represented by Cheever & Hart. It will be noticed by the vote already given (see page 37) that, on account of the additional allowance under the opinion of the court for interest upon interest semi-annually, additional preferred stock was issued to all who had converted their bonds, to an amount equal to the sum due on each bond under the "mandate for decree."

The result was, that the preferred capital stock was increased over what it would have been under the said agreement in the sum of	$714,400 00
To raise the money upon the preferred stock at par to discharge the "decree of court," the subscribers for that stock were given 7 per cents. bonds as a bonus. There are outstanding	500,000 00
The divinenu and interest accounts have been increased by payment on this stock and bonds to first February, 1872.....	170,016 00
Additional costs, including amount paid Cheever & Hart, under the third provision of the "stipulation" on page 33, with interest to February 1, 1872.....	146,000 00
	$1,530,416 00

Here we have an increase of capital and debt of one million five hundred thirty thousand four hundred and sixteen dollars. Well might Mr. Farlow say, "I think it will be cause for regret that you were unable to secure the sanction and necessary vote of your directors to the equitable terms arranged between yourself, Judge Prout and Mr. Edmunds, and accepted by me in behalf of those I represent." Further comment is unnecessary.

There is one other subject and the last to which I shall direct your attention, and that is to the pamphlet entitled,

"RUTLAND RAILROAD SECURITIES"

issued under date of March 1, 1871, and signed "for the Board of Directors," by Mr. Chase and myself.

At a meeting of the Board of Directors held at Rutland on the 29th day of January, 1871; present, all the Board, Mr. Chase drafted the following resolution, and on his request it was presented by Mr. Williams, and it was voted, "That the President and Mr. Chase be a committee to draw up a report of this company for the past year, and to embrace in said report, as far as practicable, a history of the rise and progress of the same and its leased connections, up to the period of its lease to the managers of the Vermont Central and Vermont and Canada Railroads. The report to contain full tables of the rolling stock of the company, and in appendix, copy of the leases and other documents connected therewith."

It has been impossible until the present time to present the report contemplated in the preceding vote. Soon after the adjournment of that meeting Mr. Chase was furnished with an extract from the lease, which was correct as to the amount of rent to be paid, but the "memorandum" explaining "Article V" is no part of the lease, and it was an error of the printer to include that in quotation marks. It will be seen from what has been set forth in this report in regard to the duties devolving upon your president during all the early months of the year, that it was an impossibility for him to give any time to the preparation of a report, and I was averse to making any statement until a full and accurate report could be prepared. I found when I was in Boston, after the directors' meeting referred to, that Mr. Chase had prepared the statement entitled "Rutland Railroad securities," which he submitted to me. The language is all his own, with the exception of a few corrections made by me when I authorized my name to be affixed. After the statements were in print I observed several expressions that I should have modified if I had noticed them when I read the statement before it was printed. But as to the clause in regard to the assets and liabilities of the company upon which comment is made quite freely since the last annual meeting, because I was not on hand to explain, it has nearly unmanned Mr. Chase and caused him to put himself in a false position to myself and the company, greatly to the injury of both. If that statement was believed to be true when it was made, we should be absolved from all intention of misrepresentation. Neither of us had any motive to misrepresent the condition of the company, our interest being in its common stock, upon which we could not receive any income until all liabilities and dividends upon the preferred stock were paid. But what was the then condition of the company? Full statements, not only of the condition of the corporation, but also of the trustees' accounts in the running of the road, had been prepared and presented to the stockholder's meeting, held on the 26th of January, preceding. Upon these statement I formed my opinion, and I have not to this day seen any reason why that opinion was not correct, according to the knowledge then in my possession. Let us now review the ground of that conviction.

We were under the belief at the time, as has been heretofore expressed, that the assets in the trustees' possession would take care of the trustees' liabilities. We therefore estimated the assets and liabilities of the corporation. The balance sheet used for this purpose may be found on page thirty-one of this report.

It will be seen that the bills payable less cash on hand are.....	$415,535 55
There was due Cheever & Hart under the "Stipulation," and payable Jan. 1st with interest.....	421,000 00
Also due them on 1st April, 1871, but paid in advance on the 23d January, 1871.....	317,586 88
To provide for first bonds outstanding, other than those held by Cheever & Hart.....	150,000 00
Dividends 1st February, 1871, less the rent for month of January....	117,258 00
	$1,421,380 43

It was understood in March, 1871, that the directors might under the vote, to be found on page 36 of this report, "to issue one million dollars preferred capital stock at par for the purpose of raising means to pay first mortgage claims upon the property of this corporation," especially in view of the vote on page 50, "that the president, with Mr. Chase and Mr. Barnard, be a committee authorized to negotiate a sufficient amount of preferred stock of the corporation to cancel the amount due Wm. T. Hart for first mortgage bonds," &c. This last vote was passed after the payment was made under the fourth article (see page 33) in the "stipulation." The funds for that payment had been raised under the vote first referred to above. It was therefore supposed if we should find it necessary we had the authority to issue preferred stock to pay the principal, interest and costs agreed upon under the "stipulation." Including the principal, interest and costs paid first trustees, and the stock issued for bonds converted and to be converted:

The preferred stock would am't to..	$4,500,000 00
There was outstanding.....	3,585,700 00
Balance on hand to be sold.....	$914,800 00
The issue of 8 per cent. bond for new equipments not sold when the balance sheet was made up; on hand	500,000 00
The balance of the common stock on hand was.....	268,700 00
	$1,683,000 00

Now, in view of this showing, and bearing in mind that the common stock was at the time in demand at forty-five, with a very reasonable prospect of appreciating in price, I confidently submit the question if we are not justified in the

opinion that "the proceeds of the supplies on hand Jan. 1, 1871, which are taken by the lessees at their appraised value, and other assets, will be more than sufficient to meet all liabilities of the company." It is very reasonable to inquire why there was so different a result in closing up the affairs of the company? We found, both in the trust and corporation, that in closing up and making a final settlement there was presented a large number of claims of which in March, 1871, we had not the least conception. Our position was like an estate, where the testator had left a list of certain law suits pending against him, with a note at the foot of the list to the purport that five hundred dollars would pay all he owed his lawyers. In the settlement of that class of claims presented against the estate it required nearly ten thousand dollars.

The road had been in litigation for years, and all connected with the management felt the importance of freeing it from all disputable questions, though the board all felt when they voted to allow and settle certain claims, that they were unreasonable and ought not to be paid. But we were threatened with more litigation, which it was deemed good policy to avoid and to make the best terms of settlement possible.

On the settlement of the trust accounts we have seen that they left a debt of.	$234,805 03
There has been allowed and settled since March 1, 1871, of the class of claims indicated, including interest account, over.....	400,000 00
	$634,805 03

If, under these circumstances, Mr. Chase and myself are to be cast out as unclean, we must try and be as happy as possible outside the walls of the city.

The common stock being held at $2,500,000, the other assets being converted and applied in payment of liabilities, and provision being made for realizing from the preferred stock, already authorized to be issued up to five millions of dollars, the future dividends upon the preferred stock would have been placed beyond contingency. It is possible it may be preferred to provide for the amount required to meet the liabilities by an issue of bonds. In either event the stockholders must govern, and their decision cannot be other than to promote the best interest of the corporation.

The trustees state that the total value of road and property in 1862 did not exceed one million and five hundred thousand dollars, and the then market value of securities of the road was eight hundred and thirty-four thousand dollars. The road was taken by the trustees, as appears by the evidence produced, in a worn-out condition in all its departments. After seven years of efforts, amid many discouragements, it was turned over to the present lessees; in good order, with additions to its shops, engine houses, wharves and station accomodations, and with a large increase in its rolling stock; at a rental that after a few years will pay an income on all its stock and bonds, and to an amount of at least $8,000,000 In the Spring of 1871 these stocks and securities of your road were selling in the market at a price that upon the whole would realize over six million dollars. One who has been in a position to understand what has been done, has asserted "That no such financial success had been wrought out of such financial ruin in all New England."

Desiring to do justice to all parties, and at the request of the president *pro tempore*, I add that he had been connected with the corporation as a director but a short time comparatively, and was not acquainted with its past history; and especially that he would not have made the allusions he did in his report, as to the legacy of the trustees, if he had not relied upon a mere abstract of the treasurer's report.

I have thus given a plain, unexaggerated statement of the management of the company and its results, as shown in its present condition; and have also indicated the policy I thought it wise to adopt with reference to its outstanding liabilities. I may be pardoned for saying here, in conclusion, in view of what has been said and done, that throughout and from the time I became connected with the road, either as trustee or director, I have faithfully discharged my duty and done as I thought your interests demanded—with what success this report shows; and I submit, in view of the fact that annual reports were regularly made and of the foregoing votes of directors and stockholders; that it is not true that there has been any concealment of the debt or its amount; that it is not true that its amount over and above assets has been misrepresented; nor is it true that the second trustees have turned over to the corporation a debt exceeding the amount above stated. This report has been submitted to the directors and also the advisory committee, and with their approval is now laid before the stockholders.

JOHN B. PAGE, President.

February 22, 1875.

Journal of Railroad Law.

RAILROAD COMPANIES TICKETS OVER SEPARATE ROADS—RIGHTS OF PASSENGERS.

The facts in the late case of Brooke *vs.* The Grand Trunk Railway Company, (15 Mich., 332,) are fully and clearly stated in the following opinion by—

CAMPBELL, J.—Plaintiff sued defendants for ejecting him from one of their cars. He purchased in Buffalo in June, 1866, tickets from Buffalo to Detroit, consisting of two tickets on one piece of paper, one from Buffalo to Stratford by the Buffalo and Lake Huron Railway, and one from Stratford to Detroit by the Grand Trunk Railway. Upon the first ticket he rode to Branford in Canada, and remained there about two months. Then he went from Branford to Stratford on the same ticket. Thence he went to Port Huron, in Michigan, on the second ticket, which was punched by the conductor and handed back. Between Port Huron and Detroit the conductor of the train on which he was riding between those places, ejected him from the cars on his refusal to pay his fare, and would not receive the ticket as valid.

Defendants, among other things, introduced testimony to prove that fare for through tickets from Buffalo to Detroit was, at the time those tickets were sold, cheaper than was charged from some intermediate points to Detroit, and that the defendants had an arrangement with the Buffalo and Lake Huron Railway, whereby they were enabled to carry passengers and freight through from Buffalo to Detroit. Also, that, by the regulations of the company, persons having a through ticket from one point to another upon the line, could not stop at intermediate stations.

The court below held that the plaintiff was only entitled to a continuous passage, and, after leaving Buffalo, was bound to proceed to Detroit on the same train or lose the right, after once stopping, to proceed further on his ticket.

The court also instructed the jury that, if the plaintiff had a right to treat the second ticket as valid from Stratford to Detroit, yet he had abandoned the train on which he started at Port Huron and the ticket was unavailable upon any other train. This latter charge appears by the bill of exceptions to have been based upon an assumption of facts, which it belonged to the jury to determine, inasmuch as the evidence conflicted. Accordingly it becomes necessary to consider the former ruling, which treated the whole journey from Buffalo to Detroit as single, and which therefore, if correct, obviated the error caused by taking the facts on the last charge from the jury.

The circumstances of the present case, render it unnecessary to consider whether a simple contract, made to transport a passenger in a single journey beyond the line of the road with which he contracts for passage, renders the contracting company liable as a carrier for what occurs upon another railway. In the case before us, the tickets purport to provide expressly for passage over the lines of two separate companies, and neither ticket extends beyond one line. Each is the voucher for a journey between two specified points. Neither refers to the other in terms, and neither contains any words of restriction.

It was claimed that these tickets are not contracts, and cannot, therefore, be of any force in determining the rights of the plaintiff, but that he must be considered as having purchased what was equivalent to a single through passage. Whether a through ticket over the roads of two separate companies would entail all the same consequences as if they were owned by one, need not now be considered. But we cannot regard these tickets in any such light. Although they are very informal documents, yet they are easily recognizable as vouchers for separate journeys over distinct roads, one issued by a company on its own behalf, and one issued by the same company in behalf of another. The purchaser must necessarily infer from their face that one of them was issued under some claim of agency; and he had a right to treat them according to their purport. They are the usual evidences of a contract of passage; and whatever may be their imperfections, as substitutes for more formal agreements, they must be treated as valid for all which they purport to express. They are no more dependant merely because printed together, than they would be if each were precisely like the other.

We think that it was not incumbent upon the plaintiff to use these tickets for one continous journey, but that, having used one of them, to reach the terminus denoted by it, he was at liberty to begin his second journey when he pleased. The general rules requiring each separate journey to be completed without needless interruptions, was conceded on the argument and there are no facts calling upon us to decide whether there are any circumstances of convenience or necessity which can vary it. The plaintiff had a right to use his ticket from Stratford to Detroit notwithstanding the time which had elapsed after its issue. He had a right to have the jury determine whether he lay over between Stratford and Detroit. The rulings disposed of his entire cause of action and took away the facts from the jury, touching the continuity of the last journey.

The court erred in holding the two tickets to be valid for a single continuous passage from Buffalo to Detroit and also in directing the jury that the second journey had been interrupted.

The judgment must be reversed with costs and a new trial granted.

☞ The value of Iron and Steel, and manufactures of the same, imported into the United States for the fiscal year ending June, 30, 1871, amounted to $48,001,419, among which were: rails, $14,657,961; steel rails, $1,852,496; pig iron, $3,257,634; bar iron, $3,694,103; old scrap iron, $3,858,306.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	486,048	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670.882
1870	413,104	394,176	488,333	633,758	768,719	729.274	783,099	807,815	777,183	828,447	746,800	612,806	7.983.513
1871	536,498	481,085	580,340	756,250	917,760	807,287	807,238	1,006,373	1,032,801	1,005,475	898,582	549,202	9,390,983
1872	634,480	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355.270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226.153	222,241	290,111	269,249	329.851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508 643
1869	343.182	315,099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281.109	316.037	342,897	348,039	408,686	408,659	418.709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	343.550	342,369	384,372	393,654	465,780	466,582	535,842	529,278	505,904	459,576	463,056	369,420	5.257,315
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519,308	660.605	729,759	716,378	563.400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547.842	7,976.490
1866	523,566	399,917	523,845	537,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879.900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268.444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177.897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,406
1871	655,428	602,482	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259.408	253.367	341,788	320,025	293,615	271,555	242,621	3,096,965
1870	203,069	226,897	244,182	248,646	2 0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,533	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460.578	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,055	505,266	505,466	411,605	569.250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	664,539	712.647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	618 065	5 9,617	606,845	588,661	695,446	739,989	714,854	884,208	886,845	761,964	719,909	.....	.....
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95.924	108,413	126,556	121,519	125,065	119,109	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,028	141.316	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	246,858	236,432	238,495	236.453	206,221	193,328	215,440	308,168	375,488	339,794	30.,186	3,168,068
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476,661	490,694	447,370	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359.646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333.952	284.977	313,021	398,993	464,775	506,296	412,934	330.373	4.371.078
1868	343.316	304,315	326.880	415,758	369,236	325,501	321,013	392.942	456,978	511,820	410,826	399,671	4,509,251
1869	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5 683,606
1868	369,228	321,203	333,506	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330.400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040.102	801 195	496,561	7.250 039
1870	396,171	382,823	377,571	443,132	770,700	755,737	686,434	661,020	808,318	908,313	791,014	529 758	7,420.421
1871	396,760	327,431	377,571	483,884	662,567	658,018	451,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302.426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	249.135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217.082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.027	254,896	2.915,543
1870	196,787	218,234	253,065	270,934	248,266	249.987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,293	189,241	211,352	268,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	280,449	343,195	353,677	341,373	321,659	236.108	3,436,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1.032.149	812.178	9,555.510
1865	653,053	608,305	116,215	923,283	416.841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	800,742	887,793	874,974	436.990	10,657,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586.779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,393	589,924	8.755.082
1869	479,236	525,490	755,433	904,834	499 463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514.493	593.966	617,058	569,697	1,1.9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188.162	171,736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,406	143,987	204,597	196,910	210,473	174,500	168.696	1,935.752
1869	132,623	127.817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205.750	189,351	160.085	2,008,265
1870	152,393	158,788	172,216	172.347	155.081	150.719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	96,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124.968	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,2-2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,788	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,838	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470.720	422,389	323,377	434,284	4,252.343
1870	312,133	293,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	568,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,603	623,560	617,585	758,467	909,665	837,388	716,829	5,709,185
1870	568,529	500 130	539,238	706,603	802,586	746,450	643,058	644.051	728,521	719,698	570.166	505,053	7,654,094
1871	479,578	373,925	499,599	584,640	724,464	729,174	678,693	681,805	800,402	777,862	708,142	642,906	7,574,949

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,598	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,342	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,360	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.00	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,484	14,927	164,022	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.26	29	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,176	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.00	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.03	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9½	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	28	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	6.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,906	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,616	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.50	77	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	6.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	106,000	62,500	—	100,785	9,201	—	25	10	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,286	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,387	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	6	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Oct. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	.....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,886	52,994	21.8	50	15	58½
Dec. 31, '70	5.05	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	34
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,800	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,000	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	5.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,256	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	28	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240.293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	215,078	62,061	5.5	50	50	21½
Dec. 31, '70	3.60	.....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	656,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	786	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,800	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,064	—	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principle Payable.	Latest Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M.& N.	1876	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1875	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	22,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	25,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	200,000	7	J.& J.	1885	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	130,000	7	J.& J.	188.	....
West Hoboken: 1st Mortgage	61,000	7	M.& N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	187.	103½
Worcester: 1st Mortgage	20,000	6	A.&O	187.	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,256 350	— & —	---- ----
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	---- ----
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	---- ----
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680 685	— & —	---- ----
Berkshire*.....100	600,000	J. A. J. & O.	Jan. '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	---- ----
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M. & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M. & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J. A. J. O.	Jan. '72 7
Camden and Atlantic...50	377,100	— & —	---- ----
" " pref.50	752,700	— & —	---- ----
Cape Cod.....60	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville*.50	447,000	J. & D.	Dec. '71 3
Catasauqua & Fogelsv...50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,800	— & —	---- ----
" pref.....50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J. A. J. & O.	Jan. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J. A. J. & O	Jan. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,950	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*...100	3,600,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.*...50	2,967,830	— & —	---- ----
" " pref...50	428,846	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*.50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*..50	7,494,588	F. M. A. N	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	Jan. '72 2½
Columbus and Xenia*...5	1,786,800	M. J. S. D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	---- ----
Concord.....50	1,500,000	M. & N.	Nov. '71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River.....50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,283	— & —	---- ----
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M. J. S. D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.50	18,808,350	J. & J.	Jan. '72 5
Detroit & Milwaukee*..5	452,350	— & —	---- ----
" " pref.50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy*.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.50	600,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*.50	500,000	M. & N.	Nov. '71 2½
" " pref.50	500,000	J. & J.	Jan. '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '68 4
" pref.....100	8,538,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,000,250	M. J. S. D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia.....100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	Nov. '71 5
Harlem Extension.....100	4,000,000	— & —	---- ----
Harrisburg & Lancaster*.50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J. O.	Jan. '72 3
" " scrip..50	1,500,000	J. A. J. O.	Jan. '72 3
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top..50	616,000	— & —	---- ----
" " pref.50	218,350	J. & J.	July '68 4½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf.50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Jan. '72 1½
Joliet & North. Indiana*100	300 000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	633,500	F. & A.	Aug. '71 5
Lawrence*.....50	280.200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M. & N.	May '67 5
Lehigh Valley.....50	18,159,400	J. A. J. O.	Jan. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami*.....50	$5,871,450	J. A. J. O.	Jan. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200.000	A. & O.	Oct. '71 3
Lykens Valley.....20	600,000	F. M. A. N	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati...50	1,372,891	— & —	---- ----
" " 1st pref.50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '60 12s
N Haven & Northamp..100	605,000	J. A. J. O.	Jan. '72 2½
New Jersey*.....100	7,295,200	J. A. J. O.	Jan. '72 7
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N. Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '71 4
" " Certif....100	44,428 330	A. & O.	Oct. '71 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July '71 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N.	Nov. '71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	---- ----
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R...50	4,259,450	J. A. J. O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	---- ----
Panama.....100	7,000,000	J. A. J. O.	Jan. '72 3
Paterson and Hudson*.100	630,000	J. & J.	Jan. '72 4
Paterson and Newark*.100	500,000	J. & J.	---- ----
Paterson and Ramapo*.100	249.000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	---- ----
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristown* 50	1,626,250	M. J. S. D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Jan. '72 7
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	Jan. '72 1½
" Special Imp..100	2,000 000	J. A. J. O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*.110	557,500	— & —	---- ----
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	---- ----
" preferred.....100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	---- ----
" " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '71 3
Schuylkill Valley*.....50	676,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	Nov. '71 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	---- ----
Taunton Branch.....100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River*...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,280,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	---- ---- 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	---- ----
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn).....100	200,000	J. A. J. O.	Oct '71 5
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F. A. M. N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	---- ----
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Nov. '71 2
Eighth Avenue (N. Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	---- ----
Malden and Melrose.....100	200,000	— & —	---- ----
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)...100	797,320	— & —	---- ----
Orange and Newark.....100	282,555	— & —	---- ----
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston).....100	75,000	M. & N.	Nov. '71 3
South Boston.....100	400,000	J. A. J. O.	Jan. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov. '71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	---- ----
Delaware Division.....50	1,833,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 6
Delaware and Raritan*.100	5,847,400	J. A. J. O.	Jan. '72 7
Erie of Pennsylvania....50	64,000	— & —	---- ----
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	July '71 6
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water...50	2,022,746	— & —	---- ----
Union.....50	2,907,850	— & —	---- ----
" preferred.....50		— & —	---- ----
W. Branch and Susq....50	1,100,000	J. & J.	Jan. '68 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,600,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	---- ----
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	---- ----
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	---- ----
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 8
Mariposa Gold.....100	2,836,600	— & —	---- ----
" pref.....100	3,693,400	— & —	---- ----
" certif.....100	2,324,000	J. & J.	---- ----
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	---- ----	---- ---- 2½
Pennsylvania Coal.....50	4,000,000	F. M. A. N	Feb. '72 5
Pullmen Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ...100	4,700,000	— & —	---- ----
" preferred ...100	4,300,000	— & —	---- ----
Spring Mountain Coal...50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	---- ----
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F. M. A. N	Nov. '69 2½
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,731,000	6	Jan. & July.	1880	114½
.. .. coupon	4,684,000	6	" "	1880	115
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861....registered	125,137,100	6	Jan. & July	1881	114
.. .. coupon	64,184,100	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s)....registered	41,678,800	6	May & Nov.	1882	111½
.. .. .. (5-20s)....coupon	305,838,350	6	" "	1882	111½
Loan of March 3, 1863.....registered	53,383,100	6	Jan. & July.	1881	114½
.. .. coupon	21,616,900	6	" "	1881	115
Loan of March 3, 1864 (5-20s)....registered	2,476,500	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s)....registered	40,682,350	6	May & Nov.	1884	111½
.. .. .. (5-20s).....coupon	40,646,150	6	" "	1884	111½
Loan of March 3, 1865 (5-20s)....registered	42,677,350	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	120,192,350	6	" "	1885	112
.. .. 2d series (5-20s)....registered	83,844,100	6	Jan. & July.	1885	110½
.. .. .. (5-20s).....coupon	165,792,100	6	" "	1885	110½
.. .. 3d series (5-20s)....registered	91,679,800	6	Jan. & July.	1887	111½
.. .. .. (5-20s).....coupon	229,295,450	6	" "	1887	111½
.. .. 4th series (5-20s)....registered	12,914,000	6	Jan. & July.	1888	112½
.. .. .. (5-20s).....coupon	26,352,000	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)....registered	138,091,900	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s).....coupon	56,475,400	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71.registered	117,480,950	5	F. M. A. & N.	1881	109
.. .. coupon	50,351,450	5	" "	1881	109
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	19,140 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	399,082,402	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	66
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	92,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	93
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. .. .. 1860.....	138,500	7	" "	1890	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. .. .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1868	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	646,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	209,000	3	" "	1890	....
.. —	429,000	6	" "	1890	109
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,683	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	6	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	153,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	6	" "	'77-'78	....
.. —Coast Defense Loan.....	688,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	92½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1896	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'93	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107½
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,062	6	J. A. J. & O.	plead.	....
.. —	800,000	6	" "	1874	....
.. —	348,000	5	" "	plead.	101
.. —	900,000	5	" "	1876	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	38½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	24
.. — .. .. (new).	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27½
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	17
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	101
.. — .. (").....	4,095,399	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	95
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97
.. —	4,731,800	6	" "	1872	100½
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	105½
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	107½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	101
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	51
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	35½
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	....
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	66½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	66½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	56
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'83	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanoogn:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	...
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	583,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	85
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	39
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	40½
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	90½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	680,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	68½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,000 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91
Dollar Loan of 1880	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	480,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	66½
Cedar Falls and Minnesota (Ili. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & NW):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1869	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1880	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Val. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	94
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	104½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	100½
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1884	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1878	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1898	....
Equipment Mortgage	275,000	10	" "	" "	1915	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1871	94½
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1874	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1898	94
1st Mort.(Mad.Exten.)120 m.g'ld	3,150,000	7*	April & Oct.	" "	1888	....
1st Mort.(Men. Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:					1911	....
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1878	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000.	628,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	684,700	6	June & Dec.	Philadelphia.	1896	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92½
3d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	72½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1888	....
Income Bonds	1,243,000	7	May & Nov.		1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	8.1
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	279,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & K.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1860	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1861	100
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1893	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1891	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1863, (cond.)	1,916,6 9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxal. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	92½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	6	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1880	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1880	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.& N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Misc. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
G. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
2d Mortgage (G.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	94½
3d Mortgage (G.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	122,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	90
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.		1885	92
1st Mort. (Q. and Palmyra R.R.)	800,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1875	108
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1920)	1416,000	7	April & Oct.	Philadelphia.	1890	108
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1895	50
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	88
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	498,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	107
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	98
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	6	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1878	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	97½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)or $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	100½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1870	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	8*	Jan. & July.	Boston	1899	....
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1898	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1883	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1897	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	58,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	.....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Midlin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	93½
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	55
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1850.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimun.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 10, 1869...	2,000,000	7	May & Nov.	New York.	1889	80
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	104
Bonds for B. & N. Falls R.R.S'k.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lande...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	81½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103
Plain Bonds	1,000	6	March & Sept.	"	1874	95½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1883	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	99½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
3d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1893	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	79-'9	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	92
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	80
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	99½
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	86
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg fd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	98
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	900,000	8	Jan. & July.	Boston.	1900	106½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	80½
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,439	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	80
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" " ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.	2,020,000	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1880	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'68	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-,90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	85
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	"	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	83½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, K. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.B.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1890	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	'82½
2d Mortgage	1,500,000	7	" "	"	1891	39
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	85
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	760,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	600,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	70
Bonds endorsed by Balt	600,000	6	" "	"	1890	92
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	"	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,0 0,000	6	" "	"	1897	93½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	92½
Convertible Loan	1,996,879	6	" "	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	62½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1883	....
Boat and Car Loan 1864	633,650	7	— & —	"	1880	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1884	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1862	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1896	93
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1895	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	92½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	.....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	662,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,708	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	182.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	.....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,708	83,007	—	100	.....
Dec. 31 ,1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	.....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	.....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	.....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	.....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	.....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	.....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,026	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	.....
Mar. 31, 1871	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	¼	100	.....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	.....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	.....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	.....	.....	.....	.....	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	.....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	.....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	.....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	.....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	.....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	150
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,452	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800.000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4.501,200	572,495	126,000	6	100	.....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	44
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	142½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	8,730,169	*	462,130	237,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	.....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	.....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	.....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	.....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	.....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	110½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	.....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	.....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,580	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	324,444	159,229	—	100	20
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	73½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	.....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	.....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589.110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	. and W.)	54,000	9	100	.....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	.....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	.....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	.....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	.....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393.514	1,881,297	8	100	112½
Dec. 31, 1870	187.0	—	17.9	—	.....	.....	.....	.....	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,223	—	100	30
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125.350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	.....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	.....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	.....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	.....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	.....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354.027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,326	59,886	—	100	.....
ept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	.....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871.900	500.000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	.....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,660,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 093,299	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,205,928	1 964,317	16,590,510	12,569,450	1,888,023	2,797,889	642.0	4,118,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	137

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brough	t into oper	ation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000			428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	40
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	100
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644			2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	9.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶. Conn. & R.I.	4,704,866	*			2,037,939	2,055,500			123.2	544,772	14,447,202	5,051,366	688,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	18	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,900,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,800,000	3,400,000			166.0	.....	.....	.....	1,538,422	798,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			884,350	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*			26,296,880	6,869,500			1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under	construction	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In cour	se of cons	truction.)	.....		—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)	.....		—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....				6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Dec. 31, 1870	44.8	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)		8	100	....
Jun. 30, 1870	96.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recen	tly comple	ted.)	.....		—	100	....
Jun. 30, 1871	56.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	263.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	66.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	99.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	80.6	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,225,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000			—	(Under	constructi	on.)			—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000			37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	93½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4,000,000				—	(Under	constructi	on at $33.0	00 p. m.)		—	100	....
Dec. 31, 1870	156.6	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened	for traffi	c Sept. 15,	1870.)		—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49,507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,030	316,115	85,418	—	100	....
Dec. 31, 1870	15.6	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	....
Dec. 31, 1870	105.0	63.7	78.5	—	78	15	10	5,800	Lehigh and Susquehanna....Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.6	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	127½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....				900,000	900,000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No retur	ns - Is ne	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	—	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under	cons. to be	comp. to P	. Bl. 70 m.	n 1871.)	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	92
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)		—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*			3,000,000	775,000			15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63½
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased	to Chicago	& Alton.)			—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,616	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	269.0	—	9.0	—	34	15	6	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*			3,000,000				289.0	(No retu	rns of ope	rations pu	blished.)		—	100	....
Dec. 31, 1870	19.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170		1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	£ 67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
		M.	M	M.	M					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	Owensboro and Russellville..-Kentucky.	21.0	—	1.0	81.0	2	1	1	10	400,000	*			450,000	200,000			.....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	*Pacific* ¶.....Missouri.	283 5	—	39.5	—	97	50	23	1,130	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	Paducah and Gulf .....Kentucky.	63.5	—	2.3	—	6	5	2	50	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Panama.....New Granada.	47.6	—	6.0	—	15	23	—	131	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Paterson and Hudson.....New Jersey.	14.5	—	16.2	—	—	—	—	—	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	98½
Sept. 30, 1870	Paterson and Newark.....New Jersey.	12.0	—	12.0	—	—	—	—	—	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	Paterson and Ramapo.....New Jersey.	15.1	—	2.3	—	—	—	—	—	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	Pekin, Lincoln and Decatur.....Illinois.	20.0	—	—	45.0	—	—	—	—	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	Pemberton and Hightstown....N. Jersey.	22.0	—	1.9	—	—	—	—	—	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	Pemberton and New York...New Jersey.	18.0	—	1.8	—	—	—	—	—	875,000				500,000	375,000			—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	Pennsylvania .....Pennsylvania.	354.9	49.2	504.3	—	482	235	96	7,365	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	Pennsylvania Coal.....Pennsylvania.	47.0	—	54.0	—	23	3	—	1,188	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal trade.)		20	100	....
Nov. 30, 1870	Pennsylvania and N. York..N.Y.& Penn.	105.0	1.6	21.6	—	2	2	—	768	5,811,700	*		.....	1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	Peoria and Bureau Valley.....Illinois.	46.0	—	7.9	—	—	—	—	—	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	Peoria, Pekin and Jacksonville...Illinois.	83.0	—	8.5	—	10	8	4	122	3,000,000	*		.....	1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	Peoria and Rock Island.....Illinois.	90.0	—	4.2	—	—	—	—	—	4,300,000	.....		.....	2,000,0000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	Perth Amboy and Woodbridge..N. Jersey.	6.5	—	—	—	—	—	—	—	214,581			.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	Petersburg ¶.....Virginia.	61.0	21.3	6.2	—	14	8	3	96	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	Philadelphia and Balt. Cent..Penn. & Md.	46.0	—	5.5	—	8	7	2	87	1,599,906	177,744		.....	220,606	1,100,000	326,690		58.1	155,890	.....	.....	251,576	6,601	—	100	....
Dec. 31, 1870	Philadelphia and Erie ¶.....Pennsylvania.	287.6	—	95.5	—	120	34	17	2,144	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54
Oct. 31, 1870	Philadelphia and Reading..Pennsylvania.	17.1	3.1	25.4	—	24	46	11	187	1,139,079	362,964	.....		1,626,250	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	173
Nov. 30, 1870	Philadelphia and Trenton..Pennsylvania.	98.4	85.0	301.3	42.1	154	145	*	11369	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	112½
Dec. 31, 1870	Philadelphia, Wilm. and Baltimore. Penn.	26.6	—	36.2	—	—	—	—	—	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	95.9	3.8	107.5	—	59	151	*	1,002	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	112
Dec. 31, 1870	Pittsburg and Connellsville ¶.....Penn.	193.0	7.5	24.9	—	89	30	17	1,524	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	Pittsburg, Ft. W. and Chic..P., O., I. & I.	59.0	—	20.3	90.0	21	22	4	168	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	Pittsfield and North Adams.....Mass.	468.3	—	150.3	—	222	95	54	4,660	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Sept. 30, 1870	Port Huron and Lake Michigan.....Mich.	18.6	—	1.4	—	—	—	—	—	443,678				450,000				—	(Leas.&	oper.by Bo	s.& Alb'y.)		27,000	6	100	85
Oct. 31, 1870	Portland and Kennebec.....Maine.	45.0	—	1.4	67.5	4	6	3	117	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	Portland and Oxford Central.....Maine.	63.0	9.5	7.0	—	20	22	13	270	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	Portland, Saco and Portsmouth....Maine.	27.5	—	2.1	—	4	2	1	27	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	Port Royal.....South Carolina.	51.3	—	5.8	—	17	—	7	167	1,359,836	*			.....	.....	.....		.....	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	Portsmouth, Gt. Falls and Conway. N. H.	30.0	—	—	80.0	—	—	—	—	1,200,000	*	585.069	79,576	1,500,000				.....	(Under	constructi	on.)	.....	.....	10	100	131
Mar. 31, 1870	Poughkeepsie and Eastern....New York.	26.0	—	2.0	—	3	3	2	56	4,300,000	*			3,000,000	2,500,000			—						—	100	
Sept. 30, 1870	Providence, Warren and Bristol. R. I. & M.	20.8	—	—	25.4	1	—	—	26	370,000	*			170 000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	Providence and Worcester..R. I. & Mass.	15.0	—	0.6	—	4	6	3	11	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	32,755	—	100	100½
Sept. 30, 1870	Quincy and Warsaw.....Illinois.	43.4	1.0	31.9	—	21	24	6	622	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	Raleigh and Gaston ¶.....North Carolina.	40.0	—	—	—	—	—	—	—	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
May 31, 1870	Reading and Columbia.....Pennsylvania.	97.0	—	7.9	—	12	11	4	92	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	198,811	10	100	144½
Nov. 30, 1870	Rensselaer and Saratoga.....N. Y. & Vt.	40.0	8.0	4.5	—	8	7	1	37	1,500,000	*			.....	.....	.....		.....	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Sept. 30, 1870	Richmond and Danville ¶.....Virginia.	71.0	110.0	32.0	—	36	63	16	826	2,022,541	220,853			1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	Richmond, Frederick and Potomac ¶..Va.	140.5	1.5	11.2	—	25	17	8	223	8,101,897	*	885,084	737,841	507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	Richmond and Petersburg ¶.....Virginia.	75.5	—	5 0	10.0	14	15	17	93	6,931,704	*	1,827,035	89,741	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103½
Sept. 30, 1870	Richmond and York River ¶.....Virginia.	22.1	2.8	3.9	—	7	10	3	135	2,303,424	*	97,618	122,548	1,464,128	486,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	Roanoke Valley.....Va. & N. Carolina.	38.3	—	2.2	26.0	3	3	2	47	1,188,216	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	178,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	Rochester and Genesee Valley..N. York.	22.0	—	0.6	31.0	.....	.....	.....	.....	1,440,321	*		.....	650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	Rome.....Georgia.	18.5	—	1.3	—	—	—	—	—	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	Rondout and Oswego.....New York.	20.0	—	1.2	—	3	1	1	26	656,026	*			557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	Rutland .....Vermont.	141.1	48.5	23.4	—	39	29	13	604	235,235	*			250,844				.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	St. Croix and Penobscot.....Maine.	33.0	—	1.0	57.0	3	3	1	25	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	St. Joseph and Denver City.....Kansas.	120.0	—	23.9	—	42	34	14	1,100	1,106,473	*	.....	.....	1,256,956	12,000	7,602	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	99
Dec. 31, 1870	St. Louis, Alton and Terre Haute. Illinois.	22.0	—	6.5	—	6	3	4	171	8,000,000	*			7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	St. Louis, Council B. & Omaha..Mo.& Io.	112.0	—	—	159.0	.....	.....	.....	.....	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	18
Dec. 31, 1870	St. Louis and Iron Mountain ¶....Missouri.	175.0	34.0	22.1	—	.....	.....	.....	.....	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	St. Louis, Jacksonville and Chicago...Ill.	.....	—	—	200.0	2	.....	.....	.....	.....	.....	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	St. Louis and Southeastern.....Illinois.	195.0	15.0	28.0	—	46	24	11	667	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	St. Louis and St Joseph .....Mo.	151.0	—	15.1	—	—	—	—	—	5,348,850	*	.....	.....	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	St. Louis and South Eastern.....Illinois.	91.0	—	—	109.0	13	8	7	250	2,000,000	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	636,019	.....	.....	1,372,236	385,803	—	100	75½
Dec. 31, 1870	St. Louis and St Joseph .....Mo.	72.2	—	2.0	—	—	—	—	—	6,000,000	*	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	St. Louis, Vandalia & Terre Haute....Ill.	158.5	—	—	—	17	10	4	315	.....	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Jun. 30, 1871	St. Paul and Chicago.....Minn.	60.0	—	—	50.0	—	—	—	—	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	*St. Paul and Pacific* (1st Div.).Minnesota.	135.0	76.0	8.6	140.0	16	12	4	200	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	St. Paul and Sioux City.....Minn.	121.5	—	8.0	75.0	12	6	4	184	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	Salem.....New Jersey.	16.6	—	—	—	2	1	—	12	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	Salem and Lowell .....Massachusetts.	16.9	—	2.6	—	—	—	—	—	551,985	*	.....	.....	180,550	100,000	.....	.....	—	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	Sandusky, Mansfield and Newark ..Ohio.	116.3	—	10.0	—	14	18	19	237	3,218,100	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	Saratoga and Schenectady....New York.	21.5	—	1.6	—	—	—	—	—	484,684				910,350	2,307,000	.....	.....	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	—	100	....
Dec. 31, 1870	Savannah & Charleston.....S. Car. & Ga.	104.0	—	4.5	—	10	10	4	58	2,040 106	*			300,000	40,000			116.3	433,006	.....	.....	480,173	130,245	6	50	....
Dec. 31, 1870	Sav., Griffin & North Alabama. Ga.& Ala.	44.0	—	2.0	106.0	—	—	—	—	499,125	*		179,048	997,100	1,157,245	49,267	15.532	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)		1.4	100	....
Dec. 31, 1870	Savannah and Memphis.....Alabama.	20 0	—	1.0	215.0	1	—	—	14	.....	*	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	Schuylkill Valley.....Pennsylvania.	11.0	—	8.9	—	—	—	—	—	576,050	.....	.....	.....	.....	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
														576,050				—	(Under	constructi	on.)			—	100	....
																		—	(Leas. &	oper.by Ph	ila.& Reading	)	23,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	758,695	7	...	67
Catawissa,* pref. and guar.	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	31
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	92½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	71
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	62
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	28
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,046,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	22
" " 2d pref	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	156,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	...	7	66½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	57
Sandusky and Cincinnati, pref.	445,536	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	6	33½
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1 per ton	45 — @ 48 —
Pig, American, No. 1	45 — @ 47 —
Pig, American, No. 2	44 — @ 45 —
Pig, American, Forge	42 — @ 43 —
Bar, Refined, English and American	— — @ 86 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
	Store Prices.
Bar, Swedes	117 50 @127 50
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in	100 — @ — —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 & 2½ to 2½ rud. & sq	105 — @ — —
Bar, Refined, 1 & 1½ by ⅜ & 5-16	107 50 @ — —
Scroll	117 50 @147 50
Ovals and Half-round	115 — @135 —
Band	— — @112 50
Horse Shoe	112 50 @122 50
Rods, ⅜@3-16 inch	105 — @150 —
Hoop	120 — @167 50
Nail Rod per lb.	— 7½@ — —
Sheet, Russia, as to assortment (gold)	— 16½@ — —
Sheet, Single D. and T. Common	— 5½@ — 7
Sheet, Doubles and Trebles, Charcoal	— 7 @ — 8
Sheet, Galtanized, No.'s 10 to 27	— 10 @ — 13
Sheet, Galvanized, No.'s 28 and 29	— 15 @ — 19
Rails, English (gold) per ton.	66 — @ 68 —
Rails, American, at Works in Penna. c'y.	75 — @ 80 —
Anvils, (Eagle) per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 16 @ — 18
English Spring (2d and 1st quality)	— 7 @ — 10
English Blister (2d and 1st quality)	— 10 @ — 17
English Machinery	— 11 @ — 13
English German (2d and 1st quality)	— 10½@ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 9 @ — 10
American German	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @ 5 25
Cut, 8d. and 9d	— — @ 5 50
Cut, 6d. and 7d	— — @ 5 75
Cut, 4d. and 5d	— — @ 6 —
Cut, 3d	— — @ 6 75
Cut, 2d and 3d. Fine	— — @ 7 50
Cut Spikes, all sizes	— — @ 5 50
Cut, Finishing, Casing, Box, &c., 10d to 3d.	5 50 @ 7 25
Clinch, Kegs	6 50 @ 7 25
Horse Shoe, Forged (No. 10 to 5) per lb.	20 @ — 33
Copper	— — @ — 40
Yellow Metal	— — @ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 42½
Straits (gold).	— 38½@ — 39
English (gold).	— 38 @ — 38½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	11 75 @12 25	13 25 @ 13 75
I. C. Coke	10 25 @10 50	11 75 @ 12 25
Coke Terne	9 — @ 9 25	10 50 @ 11 —
Charcoal Terne	10 — @10 50	11 50 @ 12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½
Refined, Standard White (in ship'g order)	— 22½@ — 22½
Refined, S. W. (in jobbing lots)	— — @ — 23
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)	— 10½@ — 11
Residuum per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 36
Copper, Bolts	— — @— 38
Copper, Braziers' (over 16 oz.)	— — @— 38
Copper, Nails	— — @ — 42
Copper, Old Sheathing, &c., mixed lots	— 25½@— 26
Copper, Chile Pig	— — @— —
Copper, American Ingot	— — @— 29
Yellow Metal, New Sheathing and Bronze	— — @— 26
Yellow Metal, Bolts	— — @— 28
Yellow Metal, Nails	— — @— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish (gold) per 100 lb.	5 90 @ 6 —
German (gold)	5 90 @ 6 —
English (gold)	5 95 @ 6 70
Bar	9 25 @— —
Pipe	— — @10 —
Sheet	— — @10 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.	

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel	— — @12 —
Liverpool House Cannel	— — @17 —
Anthracite per ton of 2,000 lb.	4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13.
Canton Co. 90	89½	92	92	94	....	
Central Pacific 6s. 102½	102½	102½	102½	102½	102½	
Central of N. Jersey	113½	113	112½	....	....	
Chicago & Alton	....	117½	....	117½	117½	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	104½	
" S. F.	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	137	....	....	....	
" 8s, 1883	....	114	....	....	....	
Chic. & Northwestern. 78½	78½	78½	78½	78½	78½	
" pref. 91½	....	92½	....	....	....	
" 1st M.	98	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol.	....	....	94½	....	....	
Chic., Rock Isl. & Pac. 114	113½	113½	113½	113½	113½	
Chi., R. I. & Pa. 7s, 1906	102	....	....	....	....	
Clev., Col., C. and Ind. 88½	89½	89½	89	89½	89½	
Clev. & Pittsburg guar. 90½	90½	90½	90½	90½	90½	
" 2 M.	....	....	....	98½	98½	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s.	....	....	....	....	....	
Col., Chi., & Ind. C. 24½	24	24½	25	24½	24½	
" 1 M. 92½	....	92½	92½	92½	92½	
" 2 M.	....	72½	72½	....	....	
Del. & Hudson Canal 119½	....	120	....	....	119½	
Del. Lack. & Western. 106½	107½	....	107½	107½	107½	
" 1 M. 7s.	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Dubuque & Sioux City	....	....	....	....	....	
Erie Railway 35	36	36½	36½	35½	37½	
" pref.	....	66	....	....	68	
" 1 M. 7s, 1897	103	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	....	....	....	
" 4 M. 7s, 1880 91½	91½	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
Great Western 2d mort. 89½	....	....	....	89½	89½	
Hannibal & St. Joseph. 38½	....	39	42	40	....	
" pref.	....	60	62½	62	....	
" 8s, conv.	....	....	92	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th. 93½	93	93	92½	92½	92½	
Lake Shore Div. bonds	....	....	....	....	97	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central 118	....	118½	118	....	117½	
" S. F. 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.	104	....	....	....	....	
" 2 M.	....	....	....	....	....	
Mariposa Mining Co.	....	....	....	....	....	
" pref.	....	....	....	....	....	
Milw. and St. Paul. 59½	59	58½	59½	58½	59½	
" pref. 79½	79½	79½	79½	79½	80	
" 1st mort.	....	....	92½	92½	92½	
" 2d mort.	....	....	....	....	....	
" 8s	....	....	....	....	....	
" 7 3-10s con.	....	....	....	....	93½	
Missouri 6s. 94½	94½	....	94½	95	95½	
" H. & St. J. 1s	93	....	....	....	....	
Morris and Essex 93	93	....	93	....	....	
" 1st mort.	....	....	....	....	....	
" 2d mort. 99	....	....	....	....	....	
New York Central	....	....	....	....	....	
" 7s, S.F. 1876	....	....	....	....	....	
" 6s, S.F. 1883	....	....	93½	....	93½	
" 6s, S.F. 1887	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 99½	99½	99	99	99½		
" certificates. 94½	94	94	94½	....	....	
N. York and Harlem. 108½	108½	109	108½	109	110½	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s, old. 35½	36	....	38½	38½	38½	
" new	21	21½	24½	24½	24	
Ohio and Miss. 45½	45½	44½	45½	45½	45½	
" pref. 75	....	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co. 63	61½	62½	61½	61½	62½	
Panama 86½	89	91	95	98	97	
Phila. and Reading. 114½	114	113½	....	113½	113½	
Pitts., Ft. W. & Chi. gtd.	98½	....	98	....	....	
" 1 M.	....	....	104½	104½	....	
" 2 M.	....	101½	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co. 37½	37	35½	35	34½	36	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	87½	
" Income bds.	....	....	....	....	81	
Tennessee 6s, old. 66½	66½	....	66	66	66½	
" new	66½	....	....	....	66½	
Tol., Wab. & Western. 76½	76½	76½	75½	76	76½	
" pref.	....	....	....	....	....	
" 1 M.	....	....	97½	97½	....	
" 2 M.	....	95	....	....	....	
" Equipment	....	....	....	....	....	
" St. Lou. Div.	....	....	....	....	....	
Union Pacific. 36½	34½	36½	36½	36½	36½	
" 1st mort. 92½	92	92	92	92	91½	
" L. Gt. 7s. 82½	83½	83½	83½	....	83½	
" Inc. 10s. 82½	83½	82½	82½	83	83½	
Virginia 6s, old.	....	....	....	....	54	
" new	....	....	....	....	....	
" consol. 55½	57½	58	57½	57	....	
" def. cert.	18	....	18	....	18	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107¼	....	....	....	....	107¼
U. S. 5s, 10-40s, coup	107¼	108	....	....	107½	107¾
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	109	109½	109½	109	....	....
U. S. 6s, 1881, reg	....	....	....	114¾	114¾	114¾
U. S. 6s, 1881, coup	115¾	116¼	115¼	....	115¾	115¾
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	111¼	....	111¼	111¼	111¼	111¼
U. S. 6s, 5-20s, reg. '64	111¾	....	111¾	....	....	....
U. S. 6s, 5-20s, c. 1864	111¾	....	111¾	....	....	111¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	111¾
U. S. 6s, 5-20s, c. 1865	112¼	....	112¾	112¾	....	....
U. S. 6s, 5-20s, r. n. '65	....	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, c. n '65	110¾	110¾	110¾	110¾	110¾	110¾
U. S. 6s, 5-20s, reg. '67	....	111¾	111½	....	....	....
U. S. 6s, 5-20s, c. 1867	112¾	112	112¾	....	....	112
U. S. 6s, 5-20s, reg. '68	....	....	....	112¾	....	....
U. S. 6s, 5-20s, c. '68	....	112¾	112¾	....	....	112¾
U. S. 6s, Pac.RR.issue	114¾	....	....	114¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa preferred	....	46¾	....	....	46¼	....
Camden and Amboy	126	126	125¾	....	125¾	125¾
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	91	91	90¾	....	91¼	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	96	96¾	96¼	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	39	38¾	39¼	39¾	39
" 6s, 1884	....	....	....	90	90	90
" Gold L	92¾	....	....	....	....	....
" R. R. L	93¼	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	65	....	63¼	63¾	....	63¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¾	....	52¾	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	123	....	....	....
North Pennsylvania	49¼	....	49¼	....	....	....
" 6s, 1880	....	....	....	....	....	99¾
" 7s	....	....	....	96¼	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	39	....	38¾	37	36¼	....
" 7s	....	83	81¾	....	....	....
Pennsylvania R. R	60	60	59¾	59¾	59¼	58¾
" 1st M	....	....	....	....	100	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	94	....	....	....
" " reg	....	....	....	96	....	....
Penn. State, 6s, 1st series	101	100¼	100¼	....	100¼	100¼
" 6s, 2d series	105¼	....	....	....	....	....
" 6s, 3d series	....	108	....	....	107¾	....
Philadelphia City, 6s	....	....	....	97¼	....	97¼
" new	100¾	100¾	100¾	100¾	100¾	100
Philad., Germ. & Nor	....	....	86¼	....	....	86¼
Phila. & Reading	57¼	57¼	56¾	57	57	56¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	89¾	89
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	16¼	....	....	....	....	16¼
" 6s, 1882	....	79	79	79	79¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	....	58¼	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	21¾	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	100¾	....	100¾	100¾	100¾	100¾
" 1880	99¾	....	....	....	99¾	....
" 1890	99¾	99¾	99¾	....	....	98
" 1884	99¾	99¾	99¾	99¾	....	....
" 1900	99¾	....	....	....	....	....
Balt and Ohio	150	150	....	....	....	....
" bonds, 1875	95¾	....	96¼	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	96	....	....	....	....	....
Marietta & Cin. 1st M	95¾	96¾	....	96¼	96¾	96¾
" 2d M	....	....	....	89	....	88¾
" 3d M. 8s	....	....	....	....	75¾	....
Northern Central	....	39	39	39	39	38¾
" bonds, 1885	92¼	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	91¼	....	91¼	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	55¾	56¼	57¼	57¾	57¾
" Defer. Certif	....	17¾	....	....	18	....
City Passenger R R	24	....	24	....	24	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	149¾	....	149¾	150	150	150
Boston and Lowell	....	....	141	....	....	....
Boston and Maine	....	....	142½	....	....	....
Boston and Providence	....	....	151¼	....	....	....
Boston, Hartford & Erie	....	....	3	....	....	2¾
" 7s, now	....	38¾	38¾	39	39	38¾ 39
Cheshire, pref	....	....	....	....	....	84
Chi., Burl. & Quincy	....	137	....	....	136¾	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109¾	....	109¾	109¾	....	....
Fitchburg	....	....	....	136¼	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	118	118¾	118¾	118¾	119	118
Northern, N. H	....	115	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	87
" pref	....	107¼	106¾	106¾	....	106¾
Old Colony & Newport	108¾	109	109	....	....	108¾
Ph., Wil. & Baltimore	....	58¾	56¾	....	56¾	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	36¾	....	....	....	....
" 6s	91	....	91	90¾	....	....
" Land Grant 7s	79¼	....	80¾	80¾	....	....
" Income 10s	82	82¾	82¾	82¾	....	....
Vermont & Canada	98¼	98¼	99¼	....	98¼	98¼
Vermont & Mass	80	....	....	81	....	81
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	105¾	....	....	105¾
Metropolitan	....	....	68	....	....	68
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12	....	....	12½	12¼	....
Franklin	9¼	9¼	....	....	....	....
National	....	....	....	4¾	4¾	....
Pewabic	....	....	....	....	9¼	....
Quincy	46	45	45	44	45	45

London Stock Exchange.

	Closing Prices. Feb. 16.	Feb. 23.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	91 — 93	91 — 93
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	91 — 93
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	35 — 37	34 — 35
Detroit and Milwaukee 1st mort. 7s	75 — 79	75 — 79
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	27¼— 28	27 — 27½
Do. sterlg. 6 p. c. convertible bonds	77 — 82	77 — 82
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108 —110	108 —109
Marietta and Cincinnati 7s	78 — 83	78 — 83
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	99 —101	— — —
Panama General mort. 7s, 1897	85 — 87	85 — 87
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 97	95 — 96
Do. $50 shares	49 — 51	51 — 55
Philadelphia and Erie 1st mort. 1881	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday March, 16, 1872.

Stock Exchange and Money Market.

Money has been offered with much less freedom since our last, and rates have been generally against borrowers. The banks have not been in a position to make liberal advances beyond meeting the more urgent requirements of their regular customers; and private lenders have been more reserved in extending aid, particularly to speculative borrowers. The pressure for help was most severely felt on Monday and Tuesday of the current week, when call loans ranged from 7 per cent. in currency to the more prominent of the Government houses, up to 7 per cent. in gold, and, in many instances, a commission of $\frac{1}{32}$@$\frac{1}{16}$ of one per cent. per day, to the Stock Exchange firms. Toward the close, there was a partial relaxation in the market from the extreme stringency of Tuesday, but the demand continued quite brisk at the ruling figures. The discount movement was on a moderate scale, and the nominal range at the close was from 7@10 per cent. per annum, on strictly choice to fair marketable grades of business paper, the offerings of which were not remarkably heavy. The import trade of the week was on a less extensive scale, full 50 per cent. higher than that of the preceding week; while the export movement in produce was comparatively moderate. The city banks reduced their loan and discount average nearly a million during the week while contracting their outstanding circulation a trifle. The U. S. Sub-Treasury added to its currency balance 4⅜ millions. It made a reduction of nearly half a million in its coin reserve. Its currency balance at the close of business on Tuesday was $7,992,632 and its coin reserve, $73,304,220.

The city banks, in their latest return, show an increase of $790,500 of legal tender notes, and of $852,600 of specie, with a decrease of $79,800 of deposits; also a decrease of $937,700 in their loan and discount averages, and of $43,400 in their item of circulation. The city bank exchanges, last week, averaged $109,476,016 and thus far, this week, about 127 millions daily. The banks now hold $4,058,350 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,186,200, against $28,769,176 same time last year. The city bank deposits are now $210,393,000, against $229,924,584 week ending March 11, 1871. The legal tender reserve amounts to $44,560,900, against $57,015,884 same time last year. The circulation now stands at $28,122,000 against $31,666,071 same time last year. The loans are now $281,342,400 against $289,353,394 at this date last year.

The coin reserve of the city banks is now to about 19⅛ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 44½ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury enlarged its currency balance $4,396,139 and reduced its coin reserve $444,569 as the result of the week's business. The receipts of the office were $3,180,028 in coin, and $6,655,839 in currency; payments, $8,624,592 in coin, and $2,259,699 in currency. The office received $2,720,000 in coin or its equivalent, from customs; and disbursed $666,031 of coin interest.

The cash balance at the Treasury Department at the opening of business on Monday were: Coin, $112,413,411; currency, $11,183,251. Coin certificates were outstanding for $31,454,000.

Government revenues have been up to a fair average during the week. The excises yielded about 2¾ millions, and thus far since July 1, 1871, about $90,216,668. The customs at the port of New York, last week were $2,636,799; at the outports, equal to about $900,000 more, all in coin, or coin certificates.

The Gold movement of the week has been of minor interest. The speculative dealings have shown less confident temper. The customs call has been lighter, and the export drain limited. The Treasury coin disbursements in redemption of the called bonds of the issue of 1862, and in payment of the March interest on the public debt have added handsomely to the available supply. The range of the price during the week has been from 110@110⅜ and the closing quotation on Wednesday was 110@110⅛ against 110⅛@110¼ the preceding Wednesday. The specie outflow, last week, was $396,752 The Gold Ex-

change Bank clearances have averages about 30¼ millions per day during the week.

The customs demand for Gold last week, averaged $458,334 a day; thus far, this week, it has averaged $648,000 a day or equal to a weekly aggregate of $3,888,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $3,511, and since Jan. 1, 1872, $278,115 against $2,710,973 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $110,010,286 against $101,597,970 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 9, 1872, $61,455,934, against $65,647,905 same time in 1870-'71.

The export drain of specie was $396,752 last week, against $954,584, same week preceding year. The shipments since July 1, 1871, have been $25,563,414 against $51,482,185 same time in 1870-'71.

Foreign Exchange has been offered less freely and has shown more firmness, though the demand has been on a moderate scale. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with March, 12th were to the currency value of $3,845,903.

Government securities have been quoted stronger as to price, on a moderate offering of most issues, and a fair investment demand.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅜@115⅝; U. S. Five-Twenties of 1862, (other than the bonds called in) 111½@111⅝; U. S. Five-Twenties of 1864 at 111½@111⅝; U. S. Five-Twenties of 1865, 112⅛@112⅜; U. S. Five-Twenties of 1865 consolidated. 110¾@110⅞; U. S. Five Twenties of 1867, 111⅞@112; U. S. Five-Twenties of 1868, 112¼ 112½; U. S. Ten-forties at (ex March coupon) 107¾@108; U. S. Fives of 1881 (Funding Loan) 109@109⅛. Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 28.	March 6.	March 13.
Consols.....	92⅛	93	92⅝@92¾
U. S. 5-20's of 1862..	91¾	92¼	92⅛
U. S. 5-20s, 1865....	92	93⅝	93¼
" 1867	92	92¾	92⅝
" 10-40s	*88¼	*88¾	89

* Ex March coupon.

State bonds have been in very moderate demand, as a rule, and unsettled in price. South-Carolina, Virginia, and other Southern State bonds were quoted firmer.

A more active call has been noted for Railway bonds, for investment purposes, and all the more popular issues have been quoted firm in price on reduced offerings. Central Pacific Sixes have been in quick request at 102⅛@102¼. Chesapeake and Ohio Sixes have been in good demand at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been fairly active, and despite the unusual stringency in Money, values have been generally buoyant, in the instances of the more prominent of the speculative favorites. A noteworthy feature of the week, as affecting railway property, has been the extraordinarily sudden and sweeping change in the executive direction and management of the Erie Railway Company.

General business has been on a moderate scale, with the leading kinds of domestic produce, quoted weaker as to price, Flour, Wheat, Corn, Pork, Lard, and Naval Stores closing heavily Middling upland cotton closed on Wednesday at 22⅜@22½cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,813,175 bales, against 3,101,170 bales same time in the preceding year; exports 1,366,303 bales against 1,956,037 bales in the previous year; stock at the ports at latest dates, 505,192 bales against 702,344 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 9@13¼ cts.; Veals at 5@ 11½ cts.; Sheep at 7¼@10⅜ cts. Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 7,386 Beeves, 1,028 Veal Calves, 18,785 Sheep and Lambs; and 26,265 Swine.

Foreign goods, have been moving with less freedom on the basis of former figures. The week's imports of foreign goods reached the amount of $7,170,217 including $3,387,577 of dry goods.

Ocean freights have been rather more active, and generally quoted stronger as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—North Carolina 6s, Special tax, 17; do. Fund Act 1866, 27⅜; South Carolina 6s, new, Jan. and July, 35½; do. Apl. and Oct., 33; N. Y. State 7s, B. L., 107¼; do. 5s, 1876, 101; Arkansas 7s, M., O. and R. R., R. R., 47; Georgia 7s, 88; Brooklyn 7s, P. L., 104; do. 6s. P. L., 95½; do. 6s W. L. 95; Central of New Jersey 1st mort. new, 104; Winona and St. Peter 1st mort., 89; St. Louis and Iron Mt. R. R., 75⅛; do. 1st mort., 94¼; Ohio and Miss. 2d mort., 87; do. consol., 94½; New Jersey Southern 1st mort., 80; Detroit, Monroe and Toledo, 1st mort., 97¼; Cedar Falls and Minnesota 1st mort., 83¾; Clev. Col., Cin. and Ind. 1st mort., 101; Milwaukee and St. Paul 1st mort. Iowa Div., 89; Great Western 1st mort., 1888, 94½; Pacific R. R. 7s, guar. by Mo., 99¾; Buffalo, N. Y. and Erie 1st mort., 94½; St. Louis, Jacksonville and Chicago 1st mort., 97; Toledo, Peoria and Warsaw 1st mort. W. D., 91; do. 2d mort., 85; Boston, Hartford and Erie R. R., 4½; do. 1st mort. 39; do. guar. bonds, 40½; Albany and Susq. R. R. 96; do. 2d mort., 100; Lake Shore and Michigan Southern R. R. Scrip. 89; New York and New Haven R. R., 143; Rome, Watertown and Ogdensburg R. R., 99; Rensselaer and Saratoga R. R., 103½; Western Union Tel., 71⅜; do. 7s, 96; Quicksilver pref., 39¼; U. S. Exp., 75⅛; Adams Exp., 95¼; Wells Fargo Exp. 75½; Am. Mer. Union Exp., 75; Am. Coal, 37½; Maryland Coal, 20; Consol. Coal of Md., 37.

Philadelphia.—Connecting R. R. 1st mort., 89¾; Penn. and N. Y. Canal 7s, 97; Allegheny Valley 7s, new, 100½; Danville and Wilkesbarre 7s, 88; Westchester and Philadelphia R. R. 7s, 100½; Oil Creek and Allegheny River 1st mort., 86; Chesapeake and Delaware Canal 6s, 94; East Pennsylvania R. R. 7s, 95; Wilmington and Reading 7s, 100; Pennsylvania Canal 6s, 76; Philadelphia and Reading deben., 85; Huntingdon and Broad Top Mountain pref., 14; Pennsylvania R. R. allotments, 56⅝; Nesquehoning R. R., 55½; Allegheny County 5s, 78¼; Pennsylvania State 6s, W. L. reg., 100½; Keystone Zinc, ¼; Buck Mt. Coal, 32½. The latest quotations are: City 6s, 97@97½; do. free of tax, 100⅞@101; Pennsylvania State 6s, W. L. 100⅛@101; do. 1st series, 100½@101; do. 2d series, 105@105; do. 3d series 108@108; Reading, 56⅝@56⅝; do. mort. 7s, 1893, 100½@100½; do. mort. 6s, 1880, 93@93; Camden and Amboy, 125½@125¾; do. mort. 6s, 1889, 96@96¼; do. 1883, 91@91¼; do. 1889, 91@92; Pennsylvania R. R., 58½@58½; do., allotments, 56@56½; do. 1st mort., 99¾@100½; do. 2d mort., 100@101; do. General mort. coupon, 93@94; do. reg., 96@97; Little Schuylkill R. R., 46@46½; Morris Canal, 45@50; do. pref., 123@124; do. 6s, 93@94; Susquehanna Canal, 8@10; do. 6s, 73@75; Schuylkill Nav., 8¼@8½; do. pref., 16@17; do. 6s 1882, 78@79; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 5s, 60½@—; Lehigh Coal and Navigation, 38¼@38½; do. 6s, 1884, 89@90; do. R. R. Loan, 93@94; do. Gold Loan, 92@92⅛; North Pennsylvania 49@49½; do. 6s, 99¾@100; do., 7s, 96½@96¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 26@26⅛; do. 6s, 89½@90½; Minehill, 53@53; Catawissa, 15½@17; do. pref., 45½@46; Lehigh Valley, 63@64; do. 6s, new coupon, 96@96¼; do. reg., 96@96; do. 7s, 100½@100¾; Fifth and Sixth streets, (horse,) 44½@45; Second and Third, 65@66; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 33@34; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 20⅝@21½; Union, 70@—; Germantown, 38@39¾.

Boston.—Vermont Central 1st mort., 7s, 82¾; do. 8s,, 1991, guar., 100; do. 2d mort., 1891, 39; Agricultural Branch 1st mort. 6s, 1884, 80; Eastern R. R. 6s, 1874, 98¼; Cheshire 6s, 1877, 94½; Central Pacific 7s, 1883, gold, 100; Cincinnati, Sandusky and Cleveland R. R., 23½; do. 6s, 79; do. 7s, 83; Old Colony and Newport 6s, 1876, 97¾; do. 7s, 1877, 103; Kansas City and Cameron 10s, 1892, 104; Vermont Central and Vermont and Canada 8s, 1875, 100½; Norwich and Worcester R. R., 124¾; Rutland R. R., 18; do. pref., 66¾; do. scrip., 77½; do. 7s, 80; do. Boston, Clinton and Fitchburg R. R. pref., 61; Summit Branch, 46; Eastern (N. H.) R. R., 105; Cary Imp., 15¼; Waverly Land, 7⅞; Boston Water Power, 56¾; Massachusetts 6s, 1875, gold, 108; do. 5s, 1894, gold, 99¼; Vermont 6s, 1876, 100⅞; Maine 6s, 101¼; New Hampshire 6s, 101; Boston 6s, 1874, currency, 100⅜; do. 1880, 101⅜@101½; do. 5s, 1882, gold, 99; Salem 6s, 1877, 99; do. 5s, 1882, 88⅛; Concord 6s, 5-20s, gold, 100; Chicago 7s, 1888, 98½; Cincinnati 7s, 1886, 103¾; do. 1890, 104½; St. Louis 6s, 1886, 90½; Hartford 6s, 1876, 98¼; Roxbury 5s, 1877, 94¾; Dorchester 5½s, 1872, 99¼; Taunton 6s, 1880, 98⅜; Lawrence 6s, 1874, 98; Charlestown 6s, 100; Allouez Mining Co., 9⅝; Astor, 55c.; Algomah, 75c.; Calumet and Hecla, 130; Canada, 30c.; Dana, 1⅛; Humboldt, 1¾; Hanover, 3; Mesnard, 75c.; Petherick, 3½; Rockland, 2; Ridge, 7; Shuniah, Silver, 10⅛.

Baltimore.—Richmond and Danville 1st mort., 80¾; Central Ohio R. R., 30; do. 1st mort., 84½; Northern Central 6s, gold, 1900, 93½; Western Maryland 3d mort, guar., 96; do. guar. by

Washington Co., 84½; Orange and Alexandria 4th mort., 8s, 80; Memphis City 6s, 58½; Maryland Defense 6s, 105. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91½@92; Baltimore and Ohio, 149@150; do., pref., 100@100; do., 6s, 1875, 95¾@—; do., 1880, 94 95@—; do., 1885, 96@—; Parkersburg Branch, 6@20; Northern Central, 38¾@39; do. 6s, 1885, 92@94; do., 1900, 89¾@90; do., 6s, 1900, gold, 93¼@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 87@90; Marietta and Cincinnati 7s, 1892, 96@96⅞; do., 2d mort., 88¾@89½; do., 3d mort., 75¾@76; Central Ohio, 29¾@30¼; do., 1st mort., 84@84½; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@96; do., 2d mort. guar., 95@—; do., 3d mort., guar., 95@96; do. 2d mort. pref., 74@—; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville bonds, 80½@82; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@86½; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84@84¼; Orange, Alex. and Manassas 7s, 84@85; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100@100½; do., 1884, 97½@98½; do. 1886, 99¼@—; do., 1890, 97¾@98; do., 1893, exempt, 98½@—; do., 1900, exempt,—@98½ Memphis City 6s, 58¼@58½; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 105@105; City Passenger R. R., 24@24¼; George's Creek Coal, 79@80.

BANKING HOUSE OF FISK & HATCH,

5 Nassau Street, New York, March 1, 1872.

We are selling the Chesapeake and Ohio Railroad First Mortgage Six per Cent. Gold Bonds at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin.

Descriptive pamphlets, with full information, furnished on application.

We buy and sell Government and Central Pacific Bonds, and receive them in exchange for Chesapeake and Ohio Bonds at their current prices.

We receive deposits and allow interest at the rate of four per cent. on balances; make collections in all parts of the country; issue certificates of deposit, and do a general banking business.

FISK & HATCH.

Harvey Fisk,
A. S. Hatch.

North Shore (Canada) Railway.

At a recent meeting of the directors of this company held in Quebec, the following resolution was adopted

Resolved, That this Company having taken into consideration the letter of Messrs. P. H. Smith, and Samuel S. Keith, written under their own signatures, as well as those of their associates, and addressed to the Hon. J. Cauchon, President, at New York, under date 13th Feb. 1872, accepts their proposition to construct the North Shore and the Piles Railway, according to the conditions mentioned therein, and authorizes the President to sign a contract based on the said proposition.

The tender is for $7,000,000—of which one million is of bonds of the Quebec Corporation and six millions of land and road bonds. The contract to cover both the North Shore and Piles road. The road to be a first class one, both in regard to construction and rolling stock, &c., &c., and to begin early this spring. The gauge to be 4 feet 8 inches.

Illinois Central Railroad.

The statement of this Company for the month of February, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,936.09 for	$15,907 76
Acres Inter't Fund Lands Sold	40.00 for	480 00
Acres Free Lands Sold	280.00 for	2,644 00
Total sales during the m'th of February, 1872	3,256.09 for	$19,031 76
To which add Town Lot Sales	for	
Total of all	2,256.09 for	$19,031 76

Cash collected in February, 1872.... $73,087 62

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$302,048 00	$40,806 00	$342 854 00
Passengers	88,189 20	25,625 30	113 814 50
Mails	6,375 00	3,059 33	9,434 33
Other sources	59,625 00	1,340 67	60,965 67
Tot'l Feb. '72	$456,237 20	$70,831 30	$527,068 50
Total actual earn'gs, Feb., 1871	$460,938 83	$68,678 13	$529,616 86

Atlantic and Great Western Railway.

Messrs. Bischoffsheim and Goldschmidt notify that the first general mortgage bonds of this company are ready for delivery in exchange for their representative certificates lodged with them for conversion. They are also prepared to receive their certificates representing the second mortgage bonds and the coupons due prior to 17th January 1867, for conversion into second general mortgage bonds, in accordance with the official scheme of reorganization. Messrs. Bischoffsheim and Goldschmidt will also receive their certificates representing the debentures of 1864, and against these will issue first general mortgage bonds for 25 per cent, and second general mortgage bonds for 25 per cent., making 50 per cent. of the par value of said certificates, and, after enfacing this amount, will return the certificates to await the issue of the third general mortgage bonds and the common stock into which the remaining 50 per cent. is convertible. Holders of reorganization stock have the option of conversion into first general mortgage bonds until 11th June next, being six months from the date of the registration of the reorganised company, each 100*l.* of the reorganization stock being taken at $500, and convertible into $625 of first mortgage bonds with coupons due on 1st July, entitled to four months' interest and stamped accordingly.—*London Railway Times, Feb.* 24.

☞ The Mobile *Register* states that track has been laid on the upper end of the Alabama and Cincinnati Railroad from Gadsden southeastward five miles, and that the road bed is ready for the iron for five or six miles further. Six miles from Gadsden, to a connection with the Alabama and Chattanooga at Atalla, has been in operation for sometime, as well as 22 miles on the lower end, from Opelika northward.

☞ THE 8 PER CENT. FIRST MORTGAGE SINKING FUND

LAND GRANT BONDS OF THE

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

in denominations of $1,000, $500 and $100, Coupon or Registered, can now be obtained to a limited amount only from the undersigned, or through the principal Banks and Bankers throughout the United States.

The safety and reliability of these Bonds is evidenced in the continued and increasing demand for them by prudent and careful investors, who have invested in them after a most thorough and rigid examination of the security pledged for their payment, both interest and principal.

They are secured by a *first* and *only mortgage* on the Company's *railroad* (*which will soon connect the Union Pacific Road at Fort Kearney with the City of St. Joseph, Mo., already an important railroad centre*)—upon the *Franchises* of the same—upon the *Equipment* and *personal property* of every description—upon the *Land Grant* of the Company granted by Special Act of Congress, approved July 23d, 1866, *amounting to* 1,700,000 *acres, which has been officially Certified to the Company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January 10th*, 1872.

The Bonds are issued only as they represent a completed and equipped Road; all proceeds of Bonds beyond this are held by the Trustees in trust until the necessary completion entitle the Company to these proceeds.

The Road is built first-class in every particular, and has been so received and accepted by the Department of the Interior.

The Mortgage Deed of Trust prohibits the sale of any of the Company's Lands at less than four ($4) dollars per acre, payable to the Trustees and applied to the payment of the Bonds, through the operation of the Sinking Fund. The payment of the Bonds before maturity is not compulsory upon the holders.

The Bonds are therefore secured by two classes of property *combined in one mortgage*, the value of either largely exceeding the amount of bonds which can be issued under the mortgage.

Trustees—Farmers' Loan and Trust Company of New York.

The Bonds have thirty years to run, with both principal and interest payable in Gold. The principal payable in New York, the interest at eight (8 p.c.) per cent., payable in February and August either in New York, London or Frankfort on-the-Main, free of tax.

Price 97½ and accrued interest in Currency. The Bonds are receivable at par and accrued interest in payment for the Company's Land Sales. Maps, circulars, documents and full information furnished on application.

The Bonds of this Company have always been received with favor by investors and capitalists, have always commanded a ready market, and we unhesitatingly recommend them—believing this loan will rank equally with that of the Eastern Division issues, which are now selling at a premium above par.

TANNER & CO.,
Bankers, No. 11 Wall Street,

Vermont and Massachusetts Railroad.

The earnings of this road for the ten months ending September 30, 1870, and the twelve months ending September 30, 1871, were as follows:

	1870.	1871.
From passengers	$160,040 83	$195,917 35
From freight	228,820 74	254,614 65
From rent of Rutland Railroad Company	.....	35,000 00
From rent of Cheshire Railroad Company, for joint use of road from Fitchburg to Ashburnham, and of engine house, water, station building, and services performed at Fitchburg and other stations	42,500 00	51,000 00
From U. S. Mails	6,791 00	9,112 60
From expresses	8,300 00	7,487 50
From rents	5,853 55	4,845 46
From tolls	4,030 20	3,966 85
From miscellaneous	315 00	294 27
	$456,651 32	$562,238 08
Expenses viz:		
Repairs of road	$77.303 17	$69,798 47
" buildings	3,647 58	13,223 59
" locomotives	25,143 42	16,564 86
" cars	24,882 19	15,423 01
" bridges	33,748 89	10,592 71
" fences	2,468 33	2,005 49
" tools, etc	4,009 53	2,584 10
New locomotives	38,050 00	.....
New cars	14,575 00	.....
Passenger department	42,021 73	31,580 76
Freight department	41,438 65	42,810 06
Switch, watchmen, etc.	9,062 05	8,522 25
Fuel	40,490 77	39,280 62
Oil and Waste	6,191 52	4,055 04
Renewals of iron	40,905 96	31,114 00
Rent to Connecticut River R. R. Co.	1,250 00	3,938 50
Loss and damage	15,877 45	47,040 38
Taxes and insurance	5,089 39	7,690 73
Salaries	7,525 00	9,066 68
United States tax	4,221 17	.....
State tax	.....	18,368 22
Rent of Troy and Greenfield Railroad	7,500 00	11,250 00
All other expenses	14,135 32	14,962 92
	$459,537 12	$399,272 39
Excess of expenses	$2,885 80	.....
Net earnings		$162,865 69
Balance of interest account		56,978 94
Net income		$105,886 75

Of this sum there has been divided to the stock holders a dividend of two per cent. amounting, with the tax, to $58,666 67, and the balance of earnings has been appropriated to the reduction of the floating debt. The report says:

Our earnings fall far short of a fair remuneration for the use of the capital invested, and this will continue till the Hoosac Tunnel shall be completed, and a through line is established. Although business at present is not sufficient to make an adequate return for the expenses incurred, we do not feel at liberty to diminish these expenses by taking away any of the accommodations which our various and long-established trains have afforded to passengers and freighters, or by avoiding any outlay that safety and public convenience may require. Since the close of the financial year we have even made a large reduction in our through and local passenger tariff. Our rates have been unaltered for many years, and this reduction seemed to be in accordance with the spirit of the times. The amount of reduction in a passenger business equal to that of last year would be about $25,000. We do not expect that proportion of actual loss in the future, as business will be likely to be increased by the reduction.

Our road-bed, iron, bridges, and equipment are in good order, and ample for all present requirements. We have had our bridges carefully examined, the past year, by Hon. Daniel L. Harris, and others, and they report them to be in good condition. Mr. Harris, whose experience and knowledge of such structures is well known, says, "The truss bridge superstructures are in remarkably good order. Although most of them are twenty-two years old, yet little repairs have been so promptly done, and the timber has been so thoroughly protected from the weather that no decay of any consequence has taken place; and I see no reason to doubt that with like care in the future, and occasional slight renewals at the most exposed points (such as the contact of wall plates and stone work), the same structures will be in serviceable condition at the end of fifty years."

We have a telegraph line on our road, and offices for dispatches at every regular station except Turner's Falls.

The business of the Turner's Falls Branch is increasing, and at an early day an extension of the branch to Grout's Corner will be required, either abandoning the old track between the Branch and Grout's, or using both roads in place of a double track. This plan has been considered by the Directors, and sooner or later will be absolutely necessary. The cost will not be very large, and in making it, two expensive bridges, east of Grout's, can be dispensed with. But we have thought it best to postpone this expenditure, awaiting an increase of business and the maturing of the general plans for through business.

During the year, the Athol and Enfield Railroad, the Ware River Railroad, the Boston, Barre and Gardner Railroad and the Ashburnham Branch have been under construction, and most of them have already formed connections with our road. Some of our business may be diverted thereby, but we cannot fail to receive from these sources new business in place thereof.

The Directors have had under consideration and discussion at various times, the subject of our through line, and the rapid approach of the Tunnel to completion makes this of great and immediate importance to us. If all interests are joined, and one line is authorized and established from Boston to Troy, and the existing corporations are consolidated, our Company will probably be relieved from any separate action in preparation for the great increase of business which is anticipated. Not knowing, however, what the Legislature will determine upon, we have decided to petition for the extension of the time for making improvements along our line, authorized by former acts, and for authority to create new stock, or issue bonds to the extent of $1,500,000, that our Company may have authority and be prepared with the means of meeting all the demands of any reasonable increase of business from any source.

It has been a long and expensive struggle to build parts at least of this through line, including the Troy and Greenfield Railroad and Hoosac Tunnel. But the corporations in the line have steadfastly persisted in their efforts, and they now have a certain prospect of early success in opening a new and valuable route through the northern part of the State. Whatever schemes may be got up to take from Massachusetts or her citizens the control, management and benefit of this line, will, without doubt, meet with little encouragement from our Commonwealth, which, at all times and against all opposition, has always been a fearless friend of the enterprise, and has from time to time taken such wise steps in relation to it, that all obstacles, however formidable, have quietly dissappeared.

The earnings of the Vermont and Massachusetts Railroad were $493,137 66; of the Troy and Greenfield Railroad, $51,576 33; and of the Turner's Falls Branch, $17,524 09—total, as above, $562,238 08.

The indebtedness of the company, as will appear by reference to the annexed statement, on the 30th of September, 1871, was $963,766 80; and the assets, (not including fuel, oil, waste, and stock materals on hand) $192,779 32—showing a balance of indebtedness of $770,987 48. The balance of indebtedness on the 30th of September, 1870, was $761,648 71—an increase during the year of $9,338 76.

TREASURER'S TRIAL BALANCE, SEPT. 30,

	1870.	1871.
Construction	$2,991,723 23	$2,993 473 23
Greenfield Branch	248,570 08	248,570 08
Equipment	225,650 20	272,533 64
Materials on hand	67,476 66	68,338 15
Balance due from agents, etc	8,867 03	18,761 79
Loans on interest	36,500 00	46 341 10
Cash and cash funds	17,986 77	7,668 83
Sinking Fund	35,080 00	42,000 00
Sundry accounts	.....	6,678 44
State of Mass. on account of repairs T. & G. R. R.	100,000 00	.....
Buildings & furniture at Hoosac Tunnel	17,566 35	17,566 35
Real estate in Fitchburg	48,612 81	48,612 81
Turner's Falls branch	137,136 72	144,200 63
Real estate in Brattleboro'	3,500 00	3,500 00
Real estate in Westminster	.....	350 00
Real estate in Athol	.....	1,800 00
	$3,938,589 85	$3,919,895 05
Capital stock	$2,860,000 00	$2,860,000 00
Mortgage bonds	550,000 00	550,000 00
Convertible bonds	200,000 00	200,000 00
Bond certificates	140 00	140 00
Notes payable	197,431 66	189,732 30
Fitchburg R. R. Co. on acc't T.& G. R. R.	40,000 00	.....
Unpaid bills (paid in October)	40,055 02	19,122 00
Balance of road income to Sept. 30	48,908 17	96,128 25
Dividends unpaid	2,055 00	4,772 50
	$3,938,589 85	$3,919,895 05

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, Francis Goodhue, George F. Gay.

Treasurer.—FRANKLIN N. POOR.

Superintendent.—OTIS T. RUGGLES.

☞ Grading operations within the city of Lynchburg, Va., for the Lynchburg and Danville Railroad are in progress. The contractors are pushing all the work as rapidly as possible.

☞ The Governor of Virginia has approved the bill to amend the charter of the Atlantic, Mississippi and Ohio Railroad Company, providing for the condemnation and purchase by that company of the outstanding stock in the Norfolk and

Petersburg, Southside and Virginia and Tennessee Railroad Companies. This completes the act of consolidation.

Coal Trade of the United States.

As has been our custom for the last forty years, we again present our readers with the official returns of the quantity of Anthracite coal mined and sent to market from the commencement of the Trade in 1820, together with an estimate of the home consumption in the different regions, and also the official returns of that portion of the Bituminous Coal moved towards the seaboard. The balance of the Bituminous trade we are compelled to estimate; but from the data in our possession we can arrive at a pretty fair estimate of the balance of the production.

We had supposed that the census returns for 1870 would have been sufficiently tabulated to have obtained reports of the quantity of Bituminous Coal mined in the different States of the Union in time for our publication—but we learn from Washington that they will not be ready for several months yet, and therefore we cannot furnish them in official shape, but we do not believe that our estimates will vary materially from the official returns when obtained.

Last year in estimating the quantity of coal consumed in the coal regions at the collieries, in factories, and for household purposes, we made the estimate a little too high in some of the districts. From the best information we can glean, the quantity consumed in the different regions, independent of the official quantity sent to market, was as follows in 1871:

	Sent to market. Official.	Home consumption. Estimated.	Total product'n.
Schuylkill and Columbia	5,124,780	900,000	6,024,780
Northumberland	*628,866	170,000	798,866
Lehigh Region	2,249,356	400,000	2,649,356
Wyoming "	6,481,171	1,200,000	7,681,171
Lykens Valley	481,328	50,000	531,328
	14,965,501	2,720,000	17,685,501

* Only a portion of the trade for Northumberland County. The balance is reported elsewhere.

The total quantity of Anthracite and semi Anthracite sent to market sums up as follows in 1870 and 1871:

	Tons.
In 1871	14,965,501
In 1870	15,274,029
Decrease in 1871	308,528

The whole quantity of Bituminous coal sent towards the seaboard, embraced in our tables, including imported coal, in 1870 and 1871, was as follows:

	Tons.
In 1871	4,895,914
In 1870	4,340,272
Increase in 1871	555,642

Showing an increase of 555,642 tons Bituminous, and a decrease of 308,528 tons of Anthracite, making the increase of all kinds 247,114 tons in 1871.

We give the whole supply of all kinds produced and consumed in the United States in 1871, part of which is official and balance estimated:

	Tons.
Anthracite sent to market (official)	14,965,501
Consumed in the Coal Regions (estim.)	2,720,000
Bituminous sent towards sea-board, including 443,955 tons imported (official)	4,895,914
Bituminous mined and consumed in the United States, not embraced in our tables (estimated)	11,500,000
	34,081,415
Exported	269,751
Total supply for United States	33,811,664

OFFICIAL TABULAR STATEMENT.

of the whole product of Anthracite Coal and also that portion of Bituminous Coal, sent towards the seaboard in 1871:

	1870. Tons.	1871. Tons.
Schuylkill Region:		
Reading R. R. & Branches	3,022,465	*3,716,584
By Schuylkill Canal	526,804	1,010,171
By Lehigh and Mahanoy	287,669	470,163
Pinegrove west	30,413	.....
	3,867,351	5,196,918
Less reported d'ble	146,948	72,138
	3,720,403	5,124,780
		3,720,403
Increase in 1871		1,404,377
Lehigh Region:		
Lehigh Valley Railroad	3,099,161	†2,488,704
Lehigh and Susquehanna Railroad	1,120,360	‡1,360,921
Lehigh Canal	789,112	740,636
	5,008,633	4,590,261
Less Wyoming & Schuyl	2,017,755	2,340,905
	2,990,878	2,249,356
	2,249,356	
Decrease in 1871	741,522	
Wyoming Region:		
Pennsylvania Canal Co.	331,102	331,507
Canal, North	19,465	7,299
Pennsylvania Coal Co.	1,086,008	801,079
Lackawanna & W. R. North	669,843	559,978
" " South	1,678,254	1,356,513
Delaware and Hudson Co.	2,039,722	¶1,366,171
Lackawanna & Bloomsb'g.	295,720	187,487
By Lehigh	1,434,695	1,871,142
	7,554,909	6,481,171
	6,481,171	
Decrease in 1871	1,073,738	
Shamokin Region	486,174	§828,866
		486,174
Increase in 1871		142,692
Lykens Valley:		
Williams Valley Colliery	296,424	239,760
Lykens Valley	67,775	94,183
Big Lick Colliery	89,619	147,385
Treverton	67,847	¶¶
	521,665	481,328
	481,328	
Decrease in 1871	40,337	
Total Anthracite	15,274,029	14,965,501
	14,965,501	
Decrease in 1871	308,528	
Bituminous:		
Broad Top	313,425	319,625
Pa. C. and Phila. and Erie.	1,889,089	1,787,181
Chesapeake & Ohio Canal.	604,137	850,339
Baltimore & Ohio Railroad	1,112,938	1,494,814
	3,919,589	4,451,959
Imported	420,683	443,955
	4,340,272	4,895,914
	15,274,029	14,965,501
	19,614,301	19,861,415
		19,614,301
Total increase in 1871		247,114

* The whole coal tonnage of the Reading Railroad in 1871 on the main lines, was 4,584,450 tons. The balance was received from other regions, and reported in the tonnage of other companies, including 558,234 tons of Bituminous coal received at Harrisburg. There is also included in the tonnage 251,291 tons consumed by the company. Including the tonnage of the laterals for shipment by Canal and via Northern Central Railroad, and quantity consumed on the laterals, the total coal tonnage of main, branches and laterals, was 6,002 573 tons for the fiscal year ending November 30, 1871.

† The total tonnage of the Lehigh Valley Railroad in 1871, was 2,889,074 tons Anthracite, and 355,096 tons of Bituminous coal, making the total tonnage 3,244,170 of all kinds. The balance is reported by other companies.

‡ The total tonnage of the Lehigh and Susquehanna Railroad in 1871 was 1,033 587 tons. The balance is reported elsewhere.

¶ Of this quantity 967,656 tons were sent by Canal and 398,515 by Rail.

§ The whole product of Northumberland County in 1871 was 1,213,093 tons. The balance is reported elsewhere.

¶ ¶ Reported in Northumberland Coal Trade via Philadelphia and Reading Railroad. The tonnage in 1871 was only 80,616 tons, as they only worked about three months.

The supply of Anthracite sent to market in 1870 and 1871 was furnished as follows:

	1870. Tons.	1871. Tons.
Schuylkill, Columbia, &c.	3,720,403	5,124,780
Northumberland	486,174	628,866
Wyoming Region	7,554,909	6,481,171
Lehigh	2,990,878	2,249,356
Lykens Valley Semi-Anth.	521,665	481,328
	15,274,029	14,965,501
	14,965,501	
Decrease in 1871	308,528	

Since 1860 we give below the quantities of coal sent to market from the three principal Regions—the Schuykil, the Wyoming, and the Lehigh:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,607,489	3,055,140	1,738,377
1862	2,890,598	3,145,770	1,351,054
1863	3,448,265	3,759,610	1,984,718
1864	3,642 218	3 960,836	2 054,669
1865	3,735,802	3,256 658	1,822,585
1866	4,633,487	3 736,616	2,128 807
1867	4,331,820	5,328 322	2,062,446
1868	4,414,356	5,990,813	2,507,582
1869	4,748,960	6,068,395	1 929 583
1870	3,720,403	7,599,902	3,040,803
1871	5,124,780	6,481,171	2 249,356

It will be observed that the Schuylkill Region recovered last year what she lost the previous year, and it is believed that she will hereafter hold her proportion of the trade. With present facilities all the different Coal Regions can increase their product beyond the wants of the markets this year, and therefore we presume the increase this year, which may run up as high as 3,500,000 tons, will be divided among all, as we do not apprehend much, if any, difficulty this year, the basis system having been adopted in all the Regions, and provision having also been made for arbitration and conciliation to adjust any that are likely to occur, without resorting to a strike when the parties themselves cannot adjust them, —*Pottsville Miner's Journal.*

The First Railroad Cars.

A correspondent of the *New York Times* recently fell into an error in saying that Messrs. Gilbert & Bush, distinguished car builders of Troy, made, at their shops on Green Island, the first cars drawn by steam in the United States. The six cars, photographs of which are in the Rooms of the Historical Society at Hartford, Conn., were built at Albany, in 1831, by JAMES GOOLD, who was then, and for many years previously, engaged in the business of carriage making. As Mr. Goold was making the heavy post coaches used at that time for passenger and mail transportation, as

well for the south and west, as for this section of country, it was natural that he should be entrusted with the construction of the first cars, as of course there were no car shops in a country where cars had never before been used. The cars were ordered by Asa Whitney, Esq., the then Superintendent of the Mohawk and Hudson Railroad. This statement is made by the builder "to vindicate the truth of history," rather than as a matter of special interest to the public.—*Albany Journal.*

The Advance in the Prices of Iron.

There has been, within the past few weeks, an important and somewhat remarkable advance, in the price of pig, railroad, and other leading descriptions of iron, which demands more than a passing notice. The extent of this advance is exhibited in the annexed statement, which has been compiled from reliable authorities:

Prices per ton of Leading Descriptions of Iron in the New York Market, at dates given.

	Jan. 5, 1872.	Mar. 8, 1872.
American Pig Iron, No. 2	$34@$35	$44@$45
American Pig Iron, No. 1	35@ 36	45@ 46
Scotch Pig, Eglinton	33@ 34	43@ 44
Scotch Pig, Glengarnoch	34@ 35	46@ 47
Wrought Scrap	41@ 42	42@ 44
Rails, American	70@ 71	75@ 80
Rails, English, (gold prices)	60@ 62	66@ 68

Here is an advance in pig iron, of about 30 per cent., while rails show an average advance of about 10 per cent. It is seldom that in any staple article so great an appreciation of values has taken place in so brief a period of time. Of course speculation has had a great deal to do with it, but speculation must have some basis, and it is natural to inquire upon what grounds the higher prices rest. It is clear to all, that a prodigious increase has been made in the past few years, in the use to which iron has been applied. Great ocean steamships are now built almost exclusively of iron. The construction of vessels for the navies of the world, other than iron-clads, has nearly ceased. The use of iron in buildings has made great progress. And in all the various departments of mechanics, iron is constantly being applied to new uses. But above and beyond all, is the use of iron for the building of railroads. The work of railroad extension has made rapid progress in all parts of the civilized world; and in building and operating a comparatively short line of railroad, more iron is used than in building many steamships, and many iron clads, and many public buildings. The following is an exhibit of the progress of railroad building in the United States in ten years:

Miles of Railroad in the United States at the end of two decades.

	1861.	1871.
Six New England States	3,699	3,758
Five Middle States	6,599	10,601
Ten Western States	11,322	18,545
Thirteen Southern States	8,707	12,844
Pacific States and the Territories	26	2,904
Total miles	30,351	48,652

Here we have a statement showing that in the ten years ending 1871, during a portion of which period an exhaustive civil war raged, there were put in operation no less than 18,301 miles of railroad, within the boundaries of the United States. We built in the same time, an extensive iron-clad navy, and Great Britain replaced nearly all her wooden sea going steamers, with those constructed of iron. The consumption of iron in the United States has for a number of years increased at the rate of 10 to 15 per cent. per annum; and latterly the demand from the Continent, to make good the deficient importation during the late Franco-German war, has been excessive, and prices have there advanced more than with us.

The next question which arises is, how far has the production of iron kept pace with its increased consumption? In answer thereto, we have compiled a few statistics.

Production of Pig Iron in the United States for a series of years.

Year.	Tons.
1865	931,382
1866	1,350,943
1867	1,461,626
1868	1,603,000
1869	1,916,641

This is as late as official figures come down to; but for 1870 and 1871, an estimate by a reliable authority places the production at little if any increase over that of 1869. The "strike" of the coal miners in 1870-'71 no doubt reduced the production of pig iron for those years at least 200,000 tons, and, with other causes, prevented many furnaces being set up, which are now needed to maintain the supply of iron. There is also no doubt that difficulties with miners at the English mines have curtailed the production of pig iron in the last few months, and threaten to effect a still greater reduction in the early future. With reference to the production and importation of railroad iron, we have the following statistics:

Export of Railroad Iron from Great Britain for a series of years.

Years.	Total export. Tons of 2,000 lbs.	Of which to U.S. Tons of 2,000 lbs.
1865	486,427	Not stated.
1866	557,783	"
1867	650,239	"
1868	653,507	"
1869	1,003,350	336,500
1870	1,187,330	472,403

Production of Railroad Iron in the United States for a series of years.

Year.	Tons.
1865	356,892
1866	430,738
1867	462,108
1868	506,714
1869	593,420
1870	620,000

We find by these figures that the United States produced and imported during the years 1869 and 1870, more than two millions tons of railroad iron, or nearly double the quantity imported and produced in 1865 and 1866. It were hardly possible that the consumption of iron should continue to increase in this ratio. It may be safely assumed, therefore, that by the late advance in prices, a serious check has been imposed upon the increase in the consumption of iron. The production will no doubt be greatly stimulated, but other materials for ship-building and house-building will again come into successful competition with it.

The late advance in iron is unfortunate to projected railroads. It will greatly enhance their cost, and cause many to be postponed for indefinite periods. But the development of our railroad system must go on, at whatever cost, and we can only hope that in the course of a short time the various interests involved will so adjust themselves to each other, that the increased cost will cease to be felt as a serious obstacle to the work.

Important Railway Legal Proceedings.

The case of Owston & Sowers vs. Allegheny Valley Railroad Company, decided in the court below of Pittsburgh district, a few days ago, has excited unusual interest, in legal and civil circles, and more especially among railroad men. The plaintiffs were an oil firm, who during the "bulling" business of 1869 failed to get to the Pittsburgh market all the oil which they assumed they had sold. They failed because the defendants could not supply them with transportation, and alleging that they had a contract with defendants which bound them to carry all the oil the plaintiffs might offer they brought suit in damages, claiming $50,000 as the amount they had suffered from not being supplied the transportation which they demanded of defendants.

The facts and the evidence and the charge of the Court showed, that the only contract existing between the parties was, that the railroad company agreed to carry the oil of these parties at a certain price, provided they would give it to the road to haul in a certain amount or quantity. The road did not bind itself to haul the oil at all, or any portion of it, or to furnish facilities for having it done, but simply to carry it at a certain price if at all. The rate was a favorable one for the shippers, and could have been taken advantage of at any time, but when by means of the operations of a ring movement a great amount of oil was demanded in Pittsburgh within a few days, the plaintiffs, together with many other parties, crowded their product upon the road much faster than the road could move it, and hence many of them failed to deliver what they claimed they had sold, and for this reason the claim of damages in this case.

The figure at which they had placed their damages was excessive, and no one supposed that, though they might obtain a favorable verdict, they would be awarded more than enough to about pay the costs of suit. They did not themselves, it seems, expect much more. Nor was it presumed that an imaginary cause could be set up upon which a jury would pronounce favorable, when contrary to the facts, the evidence and the charge of the Court. Yet it was done in this case.

The defendants do not propose to submit to this decision without having given it a test in a higher court. They feel as though the case was an important one, which, if taken as a precedent in law upon such points, would prevent railroad companies from making special contracts with shippers; for in every such case any amount of imaginary business could be trumped up and damages collected on it whether it had ever been offered for transportation or not. And besides, if railroad companies are legally bound to accomplish all they want or expect to, suit, by this verdict, can be brought against them every time a train is a minute behind time, and their time schedule can be offered in evidence as sufficient proof of their failure to comply with their contract.

It is well, we think, the Allegheny Valley road proposes to resist the decision of this jury. It—when it comes to this—will be cheaper to make or buy a jury to have this decision reversed, than to allow other people to employ one to decide against them.—*Am. Manuf., Feb.* 29.

Upper Hudson River Railroad.

Articles of association of the above named company have been filed with the Secretary of State. The length of the proposed road is from some convenient point in Schuylerville, Saratoga county, to some point in Fort Edward, Washington county, a distance of about twelve miles, of which one and a half miles are in the county of Saratoga and ten and a half in the county of Washington. Nelson Davenport, John M. Landon, George H. Taylor, David C. Brisban, Alex. G. Patton, E. F. Bullard and Lewis E. Smith, of Mechanicville, are named as first executors. The capital stock is $130,000.

☞ The Rondout and Oswego Railroad property seized the other day has been released by the collector, the company giving security to produce the same on the day of sale. Trains are running as usual.

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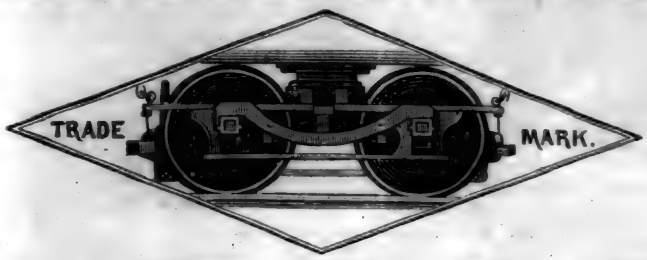
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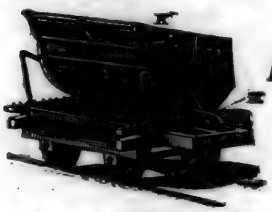
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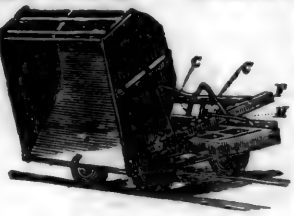


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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American Railroad Journal.

New York Saturday, March 23, 1872.

Toledo, Peoria and Warsaw Railway.

The receipts of this road for the month of January, 1872, were $108,188 01, against $79,968 68 in January, 1871—an increase of $28,219 33. In February, 1872, the receipts were $100,438 70, against $71,743 32 in February, 1871—an increase of $28,695 38. The following is a comparative statement of receipts, monthly, for the years 1870 and 1871:

	1870.	1871.
January.....	$65,837 71	$79,968 68
February.....	71,756 92	71,743 32
March.....	69,344 66	76,957 52
April.....	69,764 22	74,717 52
May.....	76,784 60	94,709 23
June.....	79,748 65	86,859 82
July.....	70,344 22	93,267 76
August.....	87,453 03	94,637 49
September.....	83,498 39	104,544 65
October.....	93,973 27	94,906 88
November.....	92,431 24	100,831 24
December.....	90,021 27	99,803 84
	$950,958 18	$1,027,947 90

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Sodus Point and Southern Railroad.

The full development of the immense trade that seeks intercourse between Canada, the North West and the Atlantic States has been seriously impeded by the want of sufficient harbor accommodations on Lake Ontario, and direct routes of railroads reaching to it shores. The fact is well known that the existing harbors are far from meeting the demands made on them, by the shipping interest for anchorage or wharf accommodations. Nothing could more strikingly illustrate the necessity for an additional port on the South Shore of Lake Ontario than the following extract from the report of the Chief of Engineers, U. S. Army for 1871, (page 228). In the report on Oswego harbor he remarks: "this is the point from which four of the most important products of the country are distributed—grain, lumber, coal and salt; and the trade in the last three of these is seriously embarassed by the want of sufficient wharf room for their accommodation. Lumber especially suffers from this cause, and I have been informed that during the last season 60,000,000 feet, board measure, of lumber from one point alone, was diverted from this port for that reason"—to say nothing of the other imports from the British provinces, and the constantly increasing trade of the North West. As indicated in the foregoing report, the shipments of coal via Lake Ontario have hitherto been circumscribed, the existing harbors offering but few inducements to shippers. These disadvantages are, however, entirely overcome in opening up Sodus Bay, which is unquestionably the finest harbor on the South shore of the lake. Is is entirely land locked, except at the entrance—four miles wide at its greatest measurement, five miles long, with an average depth of forty feet. It is at all times easily accessible to vessels, larger than any employed on the lakes, even in the worst of weather, and at times when other harbors cannot be safely entered.

This splendid harbor is the terminal point of the Sodus Point and Southern Railroad. The company is building an extensive system of wharves, piers, pockets, shutes, &c., to accommodate the heavy coal business and general shipping which must naturally be drawn here from its advantage

of distance and approach from the coal and iron regions of Pennsylvania, and its great superiority as a point of distribution. The Sodus Point and Southern Railroad which is now rapidly approaching completion, connects with the Northern Central Railway of Pennsylvania, at Stanleys Corners New York, and runs thence almost due North, reaching its terminus on Sodus Bay, traversing in its course one of the most populous and highly cultivated sections of the state. This route will form the shortest outlet to the lakes from the principal coal fields of Pennsylvania, and be an additional distributing line for the agricultural productions of Western New York, the products of Canada, and the trade of the North West. Connection will also be made with the Philadelphia and Reading Railroad by the line now in progress from the Southern terminus of the Sodus Point and Southern to the Blossburg coal fields, thence to Williamsport, there reaching the Catawissa road, while the Lehigh Valley connection will be made by the Pennsylvania and Sodus Bay railroad now being built from Waverly north to a point onthe S. P. &. S. R. R. At Newark, the road crosses the Erie Canal, which is an important feature in the enterprise. As this point the company will also provide facilities for the shipment of coal and other freights to be distributed on the line of the canal.

Laurens Railway.

The Laurensville (S. C.) *Herald* of a late date states that Mr. H. T. Peake, Superintendent of the South Carolina Railroad, accompanied by Mr. J. O. Meredith, recently made an inspection of the line of the Laurens Railway, and that the first named gentleman spoke favorably as to the prospects of the early rebuilding and completion of it, with a probability of its being in operation as early as July. It was understood that Superintendent Peake would make a report to this effect to the president, Mr. Magrath. As Mr. Peake is himself a practical machinist and engineer, as well as a very successful superintendent, his opinion and report will doubtless have great weight.

Laurens is only about twenty-five miles south of Greenville, S. C, through which the Atlanta and Richmond Air-Line will pass, presenting a surface favorable to the building of a railway; hence, we doubt not, this contemplated re construction originates in a determination to extend the Laurens Railway to Greenville, and form a junction with the Air-Line. The Laurens Railway is an extension of the Columbia branch of the South Carolina Railroad.

Lehigh Valley Railroad.

The directors of the Lehigh Valley Railroad Company have determined to increase its capital stock 33⅓ per cent., by permitting all who were stockholders in the company on the 15th inst. to subscribe at par for one share of new stock for every three then held—those entitled to a fraction of a share being permitted to subscribe to a full share. The payments for the new stock are called in twelve quarterly payments of $3 75 per share, payable between the 1st and 30th days of April next, and in the same limit of time quarterly thereafter, the said twelve payments aggregating $45, after which the thirteenth and last payment will be $5 per share, thus completing in April, 1875, the full sum of $50, the par price of the stock. The instalments will be received only on the dates specified, and they will be entitled to a proportionate share of the dividends subsequently divided; or, if desired, the new stock may be paid for in full at the time of subscription, and will be entitled to dividends as full paid stock. The privilege of taking new stock can be sold by any stockholder, as "allotments" are now selling by stockholders of the Pennsylvania Railroad Company, and blank forms for that purpose can be procured at the Lehigh Valley Railroad Office. The present capital of the company is a little rising $18,000,000. consequently the proposed increase of one-third will swell it to over $24,000,000. The instalments of $3 75 per share, as called, it will be seen, is just equal to the usual quarterly dividends of the company of 2½ per cent., or $1 25 per share. Any stockholder can, therefore, take the new stock and pay for it entirely from dividends.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1870 and 1871, compare as follows:

	1870.	1871.
From passengers...	$843,830 25	$797,917 49
" freight.....	2,269,038 86	2,873,585 74
" express.....	72,993 67	73,669 58
" mail.....	61,993 00	61,993 00
" rents.....	56,218 75	58,960 12
" interest and dividends..	19,481 63	52 708 12
" miscellaneous	4,725 29	....
	$3,328,281 05	$3,918,784 05
Expenses viz:		
Freight and passenger transportation.	$758 232 35	$860,931 88
General expenses....	64,598 07	71,816 77
Repairs of locomotiv's	189,224 54	179,413 66
Repairs of pass. cars.	54,062 61	37,889 53
Repairs of freight cars.....	117,817 46	161,584 43
Repairs of track....	514,281 28	682,290 07
Repairs of buildings.	47,550 59	52 516 48
Repairs of fences....	12 473 95	23,122 48
Repairs of bridges...	24.110 26	24.828 67
Oil, tallow and waste.	36.951 78	36,687 06
Fuel account..... ...	309.503 87	372 450 36
Damage to stock....	5,630 20	9,141 89
Loss and damage to freight.	18,978 34	18,599 32
Gratuities & personal damages.	17,666 85	17,324 61
Telegraph expenses and repairs..... ...	34.420 53	31,990 97
Balance car service.	80,736 33	57,358 54
	$2,285,738 96	$2,587 896 12
Net earnings..... ...$	1,042,542 09	$1,330 887 93
Interest and taxes...	357,772 08	325,350 63
Balance applicable to dividends.....	$684,770 01	$1,005,537 30
Dividends—two of 3½ per cent. each.		812,602 00
Surplus for the year 1871.....		$192,935 30
Add Surplus December 31, 1870....		94,588 91
		$287,524 21
Less interest to Feb. 1, 1872, on first payments account subscriptions to new stock.....		16 760 89
Surplus December 31, 1871..... ...		$270,763 82

Compared with the previous year the gross earnings of 1871 show an increase of $590,503; with an increase in working expenses of $302,157 16—making an increase in net earnings of $288,345 84. Deducting interest and taxes, the net income shows an increase of $320 767 29. The President in his report says:

During the early part of the year the Board of Directors ordered the sale of 8,400 shares of the capital stock owned and held by this company, which was sold at the rate of 88 41-100 cents on the dollar; and by circular dated Sept. 30th, 1871, the capital stock was increased by offering to each stockholder of this company the privilege of subscribing for new stock, in the proportion of one share for every five, and one share for every fraction of five shares greater than one-half, as registered in their name October 20th, 1871, to be paid for at the rate of seventy-five cents on the dollar. Stockholders responded by subscribing for 21,180 shares, from which the company will realize $1,588 500. At the time of subscription there was paid in $1,180,075, and the remainder will be due and payable February 1st, 1872, at which time certificates of stock will be issued. Stock not subscribed for under the provisions of the notice has not been sold.

By reference to the reports of the General Superintendent and Chief Engineer, you will find much valuable information, and the details of the large increase of equipment and permanent improvements, showing a judicious expenditure of $1,150,466 10 charged to cost of road and equipment.

The advantages of the additional equipment will be more apparent in 1872 than during the year past.

Contracts have been made for five hundred coal cars and seven locomotives for this company, to be delivered early in the spring of 1872; also for equipment of the Cincinnati and Springfield Railway, in compliance with the contract for lease of that railway published in the annual report for 1870. The equipment for the Cincinnati and Springfield Railway is now being delivered, and will be in readiness for the opening of the through route between Cleveland and Cincinnati, by way of Dayton, which we now expect will occur in May next.

That part of your railway between Delaware and Springfield, and hitherto known as the "Springfield Branch," will come into use as trunk road on the completion of the Cincinnati and Springfield Railway. To prepare it thoroughly for the large traffic to be turned upon it, has involved considerable expenditure, a part of which has already been made, and the remainder will be as early in the spring as the weather will permit, and in time for the opening of the through route.

The Lake Shore and Tuscarawas Valley Railway, from Elyria, Ohio, to the Pan Handle Railroad in Tuscarawas county, Ohio, and thence to Wheeling, West Virginia, was located during the year to connect with your railway at Grafton Station, and its construction has been pushed with much vigor—forty miles being already completed, and its completion to the Pan Handle Railroad during the coming summer is now assured.

It will pass through the best coal fields of Ohio, and will command an immense traffic. To secure its business over twenty-five miles of your railway between Grafton and Cleveland was considered of very great importance, and to promote its early construction a contract was entered into between the Lake Shore and Tuscarawas Valley Railway Company, the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company, and the Lake Shore and Michigan Southern Railway Company, which it is believed will be of mutual benefit to all the parties. The contract is appended to this report, and your attention is called to its provisions.

The Indianapolis and St. Louis Railroad Company (of which this company owns one-half the capital stock) has passed through a very prosperous year for a new road with strong competition, having earned over $9,000 per mile, and not only proves self-sustaining, but carries a handsome surplus forward to 1872.

The policy of using steel rails in renewals of track is already showing results in reducing the expense of maintenance on such parts of your railway as are now laid with steel. There is over seventy miles of steel rail now in the track, and the renewals with steel already contracted for will exceed fifty miles in 1872. In addition it may be stated that the Cincinnati and Springfield Railway is being laid with solid steel rail.

The freight tonnage has been very heavy during the year, and compares with the three previous years as follows;

Increase over 1870, 25 8-10 per cent.
Increase over 1869, 42 7-10 per cent.
Increase over 1868, 87 4 10 per cent.

The tonnage and freight earnings for 1871 and 1870 compare as follows:

EASTWARD.

Tons.		Earnings.	
1870.....	603,729	1870.....	$1,347,583 95
1871.....	815,516	1871.....	$1,983,731 33

Increase in tonnage, 35 1-10 per cent; increase in earnings, 47 2-10 per cent.

WESTWARD.

Tons.		Earnings.	
1870.....	332,111	1870.....	$921,454 41
1871.....	362,141	1871.....	$889,904 51

Increase in tonnage, 9 per cent; decrease in earnings, 3 4-10 per cent.

Total increase freight tonnage 25 8 10 per cent. or 241,817 tons. Increase freight earnings 26 6-10 per cent. or $604,497 38.

Thirty per cent of the above increase in freight earnings was derived from local business, while the local tariff has not been advanced, and in many instances has been reduced.

The tonnage handled at Cleveland has greatly increased, owing to the growth of manufacturing interests in the city, which, together with the large amount of through freight has rendered the grounds of the Company inadequate for the proper transaction of its business. To provide additional room already demanded, and soon to be needed for the handling of coal from the Tuscarawas Valley, your Board have purchased a large piece of land, (about 36 acres) in "Central Tract," located within half a mile of the business center of the city, and having a frontage of two thousand feet on the Cuyahoga River. It is believed that the grounds thus obtained will afford ample room in the future, at least for many years.

The purchase has just been completed for five hundred thousand dollars, and a payment of sixty-five thousand dollars made thereon. The remainder is payable, thirty-five thousand dollars, in January, 1872, and the balance in eight annual payments with interest at six per cent per annum.

The Board of Directors are confident from present and prospective earnings that your property will produce regular dividends for the future and look for a greater degree of prosperity than in years past.

The business relations between the officers of your railway and connecting railway companies are entirely harmonious and pleasant.

The officers and agents in charge of the various departments have been faithful and efficient in the discharge of their respective duties.

The company have 98 locomotives, 42 first class passenger, 5 sleeping, 1 directors', 14 baggage and express, 6 U. S. postal, 1 U .S. mail, 1 paymaster's, 1,690 box, 248 stock, 377 flat, and 80 coal cars.

Five locomotives were built in the shops of the company and six purchased. One engine was destroyed by explosion, and one old one broken up in shops, leaving the number in service at the close of year as above stated. The number of coal burning engines was increased from eight at the commencement to 39 at the close of the year, and have worked satisfactorily. The change from wood burning to coal is being made as fast as the engines can be spared from service. The amount paid for new engines was $131,980 48.

The total mileage made was as follows: passenger trains, 650,191; freight trains, 2,401,940; gravel and repair trains, 107,964; fuel trains, 110,232—total, 3,270,327, against 2,609,033 in 1870, an increase of 661,294, or 25 per cent. Cost per mile run for repairs, 5.47 cents. The demand on the locomotive power was constant during the year, and the power not sufficient for the satisfactory movement of business offered, or good economy in maintaining repairs. As immediate increase in the number of freight engines is imperative.

The entire passenger equipment including locomotives, was supplied with the "Westinghouse Air Brake," and has worked with satisfaction and economy. The general repairs to passenger cars (except running gear) was not fully maintained, owing to the constant service required. An increase in the number should at once be provided. Cost for Air Brake, Miller Platform and new car work, $37,553 06.

The company built during the year, in their shops, 203 house cars, 60 stock cars, 25 flat cars, 26 coal cars, and built by contract, 600 house cars; total 914; broken up in the year 95; increase for the year 819, of all kinds. Cost for new equipment, $661,825 91.

The large increase of cars failed to meet the requirements of business. The increase reduced the amount paid for foreign car service from $80,736 79 in 1870 to $57,358 54 in 1871, being $23,377 79 decrease, or nearly 30 per cent. This service will be more nearly equalized the coming year, as the benefits of the increased equipment was not fully realized until the last half of 1871.

The total tonnage moved in 1871 was 1,177,657 tons, against 935,841 tons in 1870—an increase in 1871 of 241,816 tons, or 25.8 per cent.

The freight train mileage was increased over 1870, 626,611 miles, and the passenger train lessened 127 258 miles, being an increase of mileage in transportation for the year of 599,353 miles, or 25 per cent. over the year 1870.

The renewals of track embrace the following. 4,739.77 gross tons of Bessemer steel; 1,009.42 gross tons new iron rail; 1,923.92 gross tons of re-rolled iron rail; 330,182 pounds railroad spikes; 77,690 pounds railroad chairs; 397,348 pounds iron joint splices; 187,156 pounds track bolts and nuts; 14,411 repaired rails; 176,829 cross ties; frogs and switches $14,500; ballasting forty miles; labor and incidentals. There were eighty-one miles of track relaid with new rail 51¼ miles of Bessemer steel and 30¾ miles of new and re-rolled rail, forty miles were thoroughly ballasted and 176,829 cross ties renewed.

The increase in traffic (which was about 25 per cent. larger than in 1870) has required an increased expense for labor and rail; this will fully account for the increased cost in this item of repairs. There will be needed for the coming year to keep up the improvement of the road at least ten thousand tons of rails in 1872, and about one hundred and seventy-five thousand cross ties.

Construction account is charged with $319,106 65, and is made up as follows: cost of steel rail over and above that of iron, $153,446 95; for improvement of track, ballasting, &c., on Springfield branch, $46,015 17; new water works and materials for engine house and shop at Delaware $6,748 76; for enlargement of engine house and new boiler shop at Galion, and new pump house at Pendleton, $3,876 76; for additional sidings and other permanent improvements, $98,926 95; and for real estate for enlarging grounds at Indianapolis, for pump house at Delaware and gravel pit at Anderson, $10,092 06.

The year passed without accident to passenger trains, and with entire freedom from injury to passengers.

The assets and liabilities of the company as shown on the books are as follows:

ASSETS.

Cost of road, depots, shops and equipment		$13,774,883 07
Materials on hand:		
For repairs of track	$78,108 90	
For repairs of locomotives and cars	180,770 10	
Fuel, oil and waste	144,537 90	
		403,416 90
Cash and cash assets:		
Cash in hand of treasurer	1,071,269 47	
Due from other companies	215.475 70	
Due from agents	84,807 23	
Due from Post Office Department	14,884 58	
		1,386,436 98
Other assets:		
Indianapolis and St. Louis R. R. stock	$300,000 00	
Indianapolis and St. Louis bonds	609,950 00	
Indianapolis and St. Louis Trustees	73,998 40	
Scioto and Hocking Valley R. R. bonds	2,000 00	
Real estate not used for road and depots	18 522 29	
Wood lands	37,634 92	
Pendleton stone quarry	4,915 46	
Merchants' Despatch Transfer Company	25,000 00	
Real estate, central track, Cleveland	65,000 00	
Equipment for Cincinnati and Springfield Railway	76,875 70	
		1 225,808 02
		$16,790,544 97

LIABILITIES.

Capital stock	$11,620,000 00
Less amount owned and held by this company	8 725 00
	$11,611,275 00
C., C. and C. R. R. mortgage bonds ($25,000 falling due each year.)	323,000 00
I., P. and C. R. R. 1st mortgage bonds (past due)	2,000 00
I., P. and C. R. R. 2d mortgage bonds (past due)	1,000 00
B and I. R. R. old 1st mortgage bonds (past due)	2,000 00
B. and I. R. R. old 1st mortgage bonds ($3,000 00 past due)	616,000 00
C., C., C. and I. R. R. 1st mortgage Sinking Fund bonds	2,064,000 00
Increase of capital stock	1,180,075 00
Bills audited	291.950 26
Dividend No. 8, payable Feb. 1, 1872	406,315 00
Previous dividends (not called for)	5,405 50
Interest on increase of capital stock payable Feb. 1, 1872	16,760 39
Surplus	270,763 82
	$16,790,544 97

President.—OSCAR TOWNSEND.
Vice President.—H. B. HURLBUT.
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Master Car Builder.—WILLIAM F. SMITH.
Paymaster.—S. B. JACKSON.

Security of Railroad Bridges.

LEXINGTON, KY., March, 4,1872.

TO THE EDITOR OF THE RAILROAD JOURNAL:

In this most fruitful season of railroad accidents and attendant loss of life, the following letter from the late John A Roebling may not prove uninteresting to your readers. The letter is addressed to Mr. John McMurtry, of this place, who claims to have presented a railroad chair that obviates all jolting usually produced by cars in passing imperfect joints of the rails.

All observing persons travelling on railroads are fully impressed with the importance of obviating the nuisance of jolt and noise caused by the wheels of the cars passing over the imperfect joints, often going down from one to two inches, with the noise of a tilt-hammer in an iron forge. Added to this is the wear and tear of machinery consequent upon this continual "bumping" at the joints of the rails. It is claimed that the introduction of the rolled steel chair spoken of by Mr. Roebling obviates all these difficulties and makes the rails as strong at the joints as at any other point, and supersedes the necessity of steel rails. It is thought by many persons that the late bridge disaster on the Short-line Railroad was caused by imperfectly connected rails. Mr. Roebling, it will be remembered, was the engineer who erected the suspension bridge between Cincinnati and Covington:

[From John A. Roebling, the celebrated Engineer and Builder of Suspension Bridges.]

TRENTON, N. J., February 8, 1868.

Dear Sir—That the catalogue of railroad disasters is on the increase, rather than on the decrease, is no wonder, when we consider the increased speed and weight of rolling stock, while the track itself remains in the same imperfect condition in which it always was. With the exception of an addition to the weight of rail, nothing essential has been done toward perfecting the track itself. And while no part of the system requires more care than the track, this part is still in a most primitive condition. Every railroad man knows full well that the great source of wear and tear is to be found in the defective manner in which the ends of rails are jointed. The track of to day, the world over, is composed of a number of rails, connected by loose and open joints, like an articulated animal. Every joint, is a weak and yielding joint, not only inviting, but causing the concussions, produced by the ponderous weights which pass over it at high speed. In the name of common sense, how can railroad men expect to maintain a track in good order with such glaring defects?

If the problem was to devise a plan the most destructive in its operation, no system can be invented which will rival with the one in actual use. The diagram, which represents a vertical profile of the motion of a fast moving train, exhibits an undulating line, uniformly and abruptly depressed at every point. These sudden depressions are so many charges against common sense, as well as upon the purse of the railroad company. But these vertical motions are also productive of horizontal oscillations, and thus propelled the train moves on like a maddened snake, writhing and pitching in all directions.

If railroad managers could be convinced that more than one-half of all the wear and tear, and of the daily disasters, is owing to the imperfect condition of the track, and principally in consequence of its articulated features, would they not be found willing to expend a little more upon this most essential, but sorely neglected part of the system?

All the numberless devices of chairs and modes of jointing which so far have been attempted have proved failures, because they lack the most essential principles of success. "Fishing" is an acknowledged failure all over Europe, as well as here. The conditions on which success depends are—

1. Continuous and unbroken bearing.

2. More, or at least as much vertical and lateral stiffness and strength at the joint as at any other point.

So far as I know, the only successful attempt of a perfect splice, which ever was made, was made by myself, in the construction of the Niagara Bridge.

The original splicing plates, with their projecting steel lips which form the continuous bearing, after thirteen years of service, are still in use, while all the rails have been renewed once. It was there and then that I first conceived the very simple idea of the chair, which is the subject of the patent now in your exclusive possession. The opinions which I express here are not speculative or experimental, but the result of long experience and observation.

Before closing, I will add another remark. The cast-iron block which forms the chair in question, must have sufficient mass and weight to resist the great impact of locomotive drivers, with their four to five tons weight upon a single point. The perfect fit of the block to the rail, in connection with the opposite wrought iron splicing plate, must also produce a degree of vertical stiffness superior to any other point of the rail. To accomplish this a sufficient quantity of good material must be expended.

Railroad managers may object to this chair on account of its cost. But let them consider on the other side the rail saving in wear and tear generally, and the greater insurance against fearful and costly disasters. The introduction of this chair will do more for the safety of railroad travel than has been done by all the late improvements combined.

Wishing you success for your own sake, as well as on account of the intrinsic merit of the chair, I remain yours, truly,

JOHN A. ROEBLING.

To Mr. John McMurtry, Lexington, Kentucky.

Re-Organization of the Erie Railway Company.

When the last issue of the JOURNAL went to press, the re-organization of the Erie Railway Company was in progress. It has since been completed; and the following are the new officers and directors:

President.—John A. Dix.

Vice President.—O. H. P. Archer.

Treasurer.—W. W. Sherman.

Assistant Treasurer.—Justin D. White.

Superintendent.—Lewis D. Rucker.

Directors.—John A. Dix, O. H. P. Archer, W. W. Sherman, George B. McClellan, George C. Hall, F. N. Drake, H. G. Stebbins, W. R. Travers, S. L. M. Barlow, Charles Day, Homer Ramsdell, Dr. Edwin Eldridge, A. S. Diven, H. L. Lansing, John Ganson, Henry Sherwood, and one vacancy occasioned by the resignation of Jay Gould.

Counsellor.—S. L. M. Barlow.

Associate Counsel.—M. W. W. Macfarland.

General Superintendent.—L. D. Rucker.

Assistant Gen'l Superintendent.—J. W. Guppy.

General Freight Agent.—B. W. Blanchard.

Assistant Gen'l Freight Agent.—J. H. Rutter.

General Passenger Agent.—W. R. Barr.

Assistant Gen'l Passenger Agent.—J. N. Abbott.

Auditor.—G P. Morosini.

Engineer.—John Hilton.

These officers are men of such character, that they ought to be able to secure the confidence of all who desire the prosperity of the road. They have a difficult work before them, and have powerful and reputable rivals to compete with for the future control of the affairs of the company. We can only hope that they will succeed in meeting just expectations, and that whatever scandal that great work has, justly or unjustly, been to the management of American railways, has been brought to a close. At a time when so much depends upon the manner in which the finances of our public corporations are regarded in Europe, the appearance of evil, even, is to be carefully avoided. The Erie Company operates 845 miles of railway, and the importance of its traffic, and connections present and prospective, can hardly be over-estimated. Very properly, following the re-organization of its management, a statement of its financial condition has been put forth.

Common capital		$78,000,000
General mortgage	$30,000,000	
Preferred stock	8,500,000	
Leases, if capitalized	15,500,000	
		54,000,000
Grand total		$132,000,000

The floating debt amounts to $5 693,674, against which the company holds collaterals valued at $6,174,100. It is also semi-officially announced that the earnings of the road in the past six months, have been at the rate of 22 million dollars per annum. The direct or preference liens of the company aggregate 54 million dollars, upon which the interest at 7 per cent. is $3,780,000 per annum. If the railway can be operated at 70 per cent. of its earnings, and they should aggregate 22 millions per annum, there would be a balance of $2,820,000 applicable to a dividend on the common stock, or equal to nearly 3⅝ per cent. on the total amount of 78 millions. But it is thought that the cost of operating the road may be so far reduced as to permit the resumption of a five per cent. dividend on the common stock. Much, however, depends upon contingencies beyond the control of any board of directors. For example, it does not seem probable that the quantity of grain to come forward from the West, will be as great for the coming six months as in the corresponding periods of the two previous years. The future does not, therefore, seem quite secure. There are, however, so many reasons for congratulation, that it may appear ungracious to suggest difficulties and dangers which, after all, may not be incurred.

The "Erie Classification Bill" was the subject of final action on Saturday last, in the popular branch of the State Legislature. A correspondent states that when the bill came up for a third reading, a motion was made, "in obedience to the promptings of counsel acting in behalf of the foreign stockholders, to recommit the bill, with instructions to strike out the provision declaring the directors of the Atlantic and Great Western Railroad ineligible to the position of directors of the Erie Railway. This motion was lost."

A scene of much excitement ensued, and a very active effort was made to effect a reconsideration of the vote on this motion; but it failed, and the bill passed as it came from the Senate. If it receive the approval of Gov. Hoffman, as is highly probable, it will become a law. The bill as it passed, is known as the "Southmayd Bill," and provides for the repeal of the law under which the directors of the Erie Railway were divided into three classes, and that a new election shall be

held for a full board of directors at an early day. The adoption of the proviso making the directors of the Atlantic and Great Western Railway ineligible to election as directors of the Erie Railway, is understood to be adverse to the new direction of the latter company. Such is the position and such the prospects of the Erie Railway Company. The struggles to control its management during the past few years have been such as even those engaged in them must have deprecated. Physical violence, evasion and defiance of the mandates of courts, and tampering with legislatures, are expedients which honorable men would gladly avoid. Let us hope that they are now at an end; that a spirit of justice and fair dealing will prevail; that a broad mantle of charity will be thrown over past errors; and that the future will redeem the past.

Chesapeake and Ohio Railroad.—Prosperity of Richmond.

A correspondent of the Louisville *Journal*, writing from Richmond under date March 2, speaks as follows of this enterprise:

This road is now in rapid process of completion, and ere many months the whistle of the iron horse will resound along the banks of the Ohio. The road from this city to the White Sulphur Springs has been put in thorough order; new ties, rails, and all the modern improvements in the railroad line. The company have just issued proposals for the building of a large depot at Huntington, the western terminus of the line, and a large and magnificent hotel is in course of construction at the same point.

Huntington is destined to be a large city, and ere many years the smoke arising from its many manufactories may rival that of far famed Pittsburgh itself. It is situated in a region abounding in iron, copper and coal, that only requires the blast of the miner and the hammer of the artisan to turn it to wealth and prosperity. The railroad company at this end of the line have already commenced the process of tunneling under a portion of this city, in order to reach the James river. The tunnel will underrun that part of the city known as Church Hill, and, with the exception of the Big Bend Tunnel (on the same road), which leads through the Blue Ridge mountains, will be the biggest hole in the State. The object of the tunnel is to place the terminus of the road immediately on the river bank. Real estate in the immediate vicinity of this terminus has recently gone up from $5 to $400 per acre. Sea-going steamers will be able to take freight immediately from the road, and Western produce will have an opening to the markets of the world over a line that is never obstructed by the rigors of winter. The rolling stock of the road is being constantly increased, many of the cars being made in our own workshops—the Tredegar Company of this city. The cars are made after the most approved modern improvements, and in beauty and construction vie with any in the world.

Our city has begun to look up from the late stagnation which she fell into after the war and is beginning to reach a level with her more prosperous sisters. Real estate has increased in value, new and magnificent buildings are being put up in the business and resident part of the city, and everything assumes an air of prosperity and determination on the part of her citizens to retrieve their broken fortunes, and turn their attention once more to a full development of her natural resources. She has a water power sufficient to turn the spindles of the world. Her granite quarries, the best in the world, are inexhaustible, and are now being worked by Col. Albert Ordway & Co., who have the contract for supplying the granite for the building of the new public edifices of Washington. This contract involves the sum of $10,000,000, and will take several years to fill. Her coal mines are prolific and prosperous and are worked to great advantage. All that is wanted to make her one of the largest manufacturing cities of the world is a little time.

Patent Office Statistics.

The following is a statement of the business of the Patent Office for thirty-four years, from 1837 to 1871, inclusive.

Years.	Applications filed.	Caveats filed.	Patents issued.	Cash received.
1837	....	....	435	$29,289 08
1838	....	....	520	42 123 54
1839	....	....	425	37,260 00
1840	765	228	473	38,056 51
1841	847	312	495	40 413 01
1842	761	391	517	36,505 68
1843	819	315	531	35,315 81
1844	1,045	380	502	42,509 26
1845	1,246	452	502	51 076 14
1846	1 272	448	619	50 264 16
1847	1,531	553	572	63,111 19
1848	1,628	607	660	67 576 69
1849	1,955	595	1 070	80,752 78
1850	2,193	602	995	86 927 05
1851	2,258	760	869	95,738 61
1852	2 639	996	1,620	112,656 84
1853	2 673	901	952	121 527 45
1854	3,324	868	1,902	163 789 84
1855	4,435	906	2,024	216 459 35
1856	4,960	1,024	2,502	192 588 02
1857	4,771	1,010	2,910	196,132 01
1858	6,364	948	3,710	203,716 16
1859	6,225	1 097	4.538	245,942 15
1860	7 658	1,084	4,819	256,352 59
1861	4,643	700	3,340	137 354 44
1862	5,048	824	3.521	215 754 99
1863	6,014	787	4,170	195 593 29
1864	6 932	1,063	5,020	240 919 98
1865	10,664	1,931	6,616	348,791 84
1866	15,269	2 723	8,450	495,665 38
1867	21 276	3 567	13,015	645,581 92
1868	24,420	3,705	13,378	681,565 86
1869	19,271	3,624	13,986	693,145 81
1870	19 171	3,273	13,321	669 456 76
1871	19,472	3,366	13,033	678,716 46

Value of the Air Brake.

The great value of the air brake on railroad trains was demonstrated on the occasion of the late accident near Springfield. The engineer perceived that something was wrong on striking the broken rail, and at once put on the brake. The locomotive and tender and one car went over the broken rail safely, four cars rolled down the embankment, breaking off the connection with four sleeping cars in the rear, but the latter was checked and saved from wreck, probably saving many lives. Many persons suppose that when the connection between parts of a train is broken the air brake loses its efficiency. This is not so. Attached to the cylinder which conveys the air are valves between each car, which shut down and hold the air, continuing the pressure of the brake whether the connection is broken or not. This is one of the chief merits of the invention. Many lives, as well as a vast amount of property, would be saved annually if the air brake should be adopted universally on railroads.—*Pittsburg Chronicle.*

☞ At a meeting of the Directors of the Michigan Central Railroad Company, held on the 13th inst., the subject of providing funds to defray the cost of a double track was considered, and it was decided not to increase the capital stock, but to issue sufficient bonds for that purpose, which, it is believed, can be negotiated in Europe on very favorable terms.

☞ The Kellogg Bridge Company of Buffalo has been awarded a contract, amounting to nearly one hundred and sixty thousand dollars, for building a viaduct bridge for the Wisconsin Central Railroad, near Lake Superior. The length of the bridge is 2,105 feet.

Statistics of Commerce.

The following exhibit of our exports and imports for the calendar year 1871 is furnished by the Bureau of Statistics. The values are all expressed in specie:

Imports of Merchandise		$572,509,314
Imports of specie and bullion		17,399,415
Total imports		$589,908,729
Exports domestic merchandise	$445,542,607	
Exports foreign merchandise	14,789,007	
Exports domestic bullion and specie	65,632,342	
Exports foreign bullion and specie	12,009,128	
		537,973,084
Excess of imports		$51 935.645

If we leave out of view our imports and exports of foreign specie and bullion, and regard our exports of domestic specie and bullion as we would grain, cotton or any other product of our domestic industry, the account will stand as follows:

Total imports of merchandise		$572,509,314
Total exports of merchandise	$460,331,614	
Exports domestic specie and bullion	65,632.342	
		525,963,956
Adverse balance		$46,545,358

The foreign specie and bullion accounts stand as follows:

Imports	$17,399 415
Exports	12,009,128
Excess of imports	$5,390,287

Baltimore and Ohio Railroad Extension.

Articles of association of the Baltimore, Pittsburg and Chicago Railway Company, Indiana division, were filed on the 18th instant in the office of the Secretary of State, Indianapolis; capital stock $2,000,000. Wm. Keyser, Walter C. Quincy, George R. Dennis, John Gardiner, T. Harrison Garrett, Wm. W. Taylor and John R. Cowen constitute the present board of directors. It is proposed to extend the line from a point on the eastern boundary of Indiana, opposite Defiance county, Ohio, through the counties of De Kalb, Noble, Kosciusko, Elkhart, Marshall, St. Joseph, Laporte, Porter and Lake, to a point in the northwest corner of Lake county a distance of about 145 miles. Most of the corporators are residents of Baltimore. This is the Chicago extension of the Baltimore and Ohio road.

☞ The Madison *Advertiser* of 8th inst., says that Col. Boynton, acting President of the Griffin, Monticello and Madison Railroad, is actively pushing his road through, as the grading for twenty miles will be completed within two weeks, and the cross-ties are laid along the entire route, and everything is now ready for the iron, and that the Colonel will leave within the next ten days to visit New York, where he proposes to purchase the iron.

☞ The Port Deposit and Columbia (Md.,) Railroad is now graded and ready for the rails as far as the State line.

☞ The railroad between Gloversville and Northville, in Fulton Co., N. Y., will shortly be commenced.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,328	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	582,657	511,854	509,788	579,642	535,360	487,659	5,670,882
1870	413,104	394,176	488,333	693,758	768.719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485.490	580,340	756.250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	649,202	9,390,983
1872	634,480	545,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and A ton:													
1865	280,503	275,283	290,063	268,480	322.278	355,270	335,965	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,644	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,166	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343.182	315,099	388,727	328.390	345,833	402,854	351.045	493,232	506 623	488.212	397,515	340.851	4,681,563
1870	281.109	316.037	342.897	348.039	408,686	408.659	418.709	506,681	497,519	475.608	441,197	404,264	4,849.405
1871	343.550	342,369	384,372	393,654	465,780	466,582	536,842	529,278	506,904	459,576	463,056	369,420	5,257,315
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	261.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	566,145	480,710	519,306	669.605	729,750	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976.490
1866	523,566	399,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1.570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268.444	1,251,951	1,157,056	1,037,974	1 306 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034.393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,944	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293.615	271,555	242,021	3,095,965
1870	203,069	226.897	244,182	24 ,046	2 0,169	274,021	249,355	319,012	317,887	339,239	319,578	284,156	3.273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,778	3,765,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.891	657.141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641.589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,703	697,751	8,678,958
1871	618.065	5 9,617	606,845	588,661	695,446	732,989	714,854	834,208	885,845	761,964	719,909	.....	.....
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	113,173	119,650	115,116	113,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236.453	206,221	193,328	215,449	308,168	375,488	339,794	305,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,039	405,283	363,187	326 891	378,880	467,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,823	5,683,609
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396.171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529.758	7,420,421
1871	396.760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412.553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	334,599	243,650	222,263	189,241	211,352	2 8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341.373	321,659	236.108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	236,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,175	936,188	711,457	1,170,241	1,125,635	754,551	1.032.149	812,173	9,555,519
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.956	702 686	10.033 026
1866	738,061	725,967	779,196	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436,990	10.687,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159.726	1,113,393	589,924	8.735.083
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232.903	1,454,026	1,294,621	1,235.366	1,476.405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9.489	1,241,003	1.199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,600	162,532	166.015	222 953	198.884	244.834	212.227	177.364	2,250,142
1867	149,658	149,342	174,158	188,162	171,736	156,066	172.933	220.788	219,160	230.340	205.095	180.971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140.408	143,987	204,597	196.910	210,473	174.500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205.750	189,351	160.085	2,008,295
1870	152,393	158,788	172,216	172.347	155.081	150.719	129,567	167.305	158,627	163.285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126.775	124.988	123.943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	400,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	484,209	450,203	429,808	323,270	399,439	4,015,208
1869	284.193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,869	323,377	434,284	4,252,343
1870	312,133	293.645	295,278	318,499	340,892	348,632	322,756	466.431	508,042	451,296	425,687	386,254	4,489,765
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	568,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 189	539,238	706.608	802,586	746,450	643.068	664 061	728.521	719,698	570 168	506.053	7,654,094
1871	479,573	373,925	499,599	584,540	724,463	728,174	675,692	681,865	800,402	777,362	708,142	542,908	7,574,949

Consolidation of the Central Railroad of New Jersey with the Delaware, Lackawanna and Western.

The consolidation of the Central Railroad Company of New Jersey with the Delaware, Lackawanna and Western Railroad Company is estimated to bring under one control property of an aggregate value of about $120,000,000. The Delaware, Lackawanna and Western Railroad is a double-tracked road, running from The Junction, near Washington, N. J., through Scranton, Pa., to Binghamton, N. Y., and includes the roads formerly known as the Warren Railroad andthe Valley road. Its length is 145 miles; its capital, $20,000,000; its outstanding bonds, $11,000,000. It owns the newly built Boonton branch, 32 miles in length; the Syracuse and Binghamton Railroad, 80 miles long, and the Lackawanna and Bloomsburg Railroad, also 80 miles in length. It controls, by lease, the Morris and Essex Railroad, from Hoboken to Easton, Pa., 84 miles, 71 of which is double-tracked with the Newark and Bloomfield and Chester Railroad. The Utica division—leased and purchased lines—extends from Binghamton to Utica, 98 miles; the Oswego and Syracuse Railroad, 35 miles, and the Cayuga and Susquehanna road, from Owego to Ithaca, 33 miles, are also operated by the Delaware, Lackawanna and Western Company. The cost of these several roads is represented as follows:

	miles.	
Delaware, Lacka. and Western	145	$31,000 000
Morris and Essex and branches	131	26.000.000
Syracuse and Binghamton	80	4,000.000
Lackawanna and Bloomsburg	80	4,000.000
Oswego and Syracuse	35	1 500,000
Utica Division	98	4 000.000
Cayuga and Susquehanna	33	1,500,000
Total	602	$72,000,000

The Delaware, Lackawanna and Western Railroad Company also owns about 25,000 acres of valuable coal lands, from the products of which a large amount of the business of the road is derived.

The Central Railroad of New Jersey is double-tracked, and extends from Communipaw to Phillipsburg, N. J., branching out to Flemington on the south and Newark on the north, and connected at its western terminus with the Lehigh and Susquehanna Railroad. The latter road, which was leased last year by the Central Railroad Company, is 105 miles in length, extending from Phillipsburg through the Lehigh Valley and across the mountains into the Great Wyoming Valley coal region.

The two companies have joined their fortunes together upon equal terms—the capital stock of each being the same, $20,000,000; each shares alike in the profits. By carrying through passengers over one line instead of two, by avoiding as far as possible the delays incident to passing the Bergen Tunnel, and by uniformity of tariffs, the companies hope to save largely. The roads will be under the direction, as before, of their presidents. Mr. Samuel Sloan and Mr. John Taylor Johnston, while a joint board, to be composed of these gentlemen with five directors from each company, with General John Brisbin as chairman, will control the general policy of the companies.

☞ Articles of association were filed in the office of the Secretary of State, at Albany, on the 16th inst., providing for the construction of a railroad from Whitehall to Rouse's Point, a distance of 128 miles, and to run along the west shore of Lake Champlain. The road is to cost four million dollars. The directors are John A. Griswold of Troy, C. F. Norton and Andrew Williams of Plattsburgh, I. V. Baker of Comstock's Landing, Samuel Ames of Keeseville, W. W. Cooke of Whitehall, Abiel A. Lord and L. G. B. Cannon of New York, George B. Warren, G. H. Cramer and W. A. Shepard of Troy, Thomas Dixon of Scranton, Pa., and Geo. Talbot Olyphant of New York.

Erie Railway.

OFFICES ERIE RAILWAY COMPANY,
NEW YORK, March 15, 1872.

To the Stockholders of the Erie Railway Company:

The Undersigned, the Executive Committee of this company, to whom was referred by the Board of Directors the report of J. D. WHITE, Assistant Treasurer, have to report that the following appears from the books of said company to be a correct statement of the financial condition of this company at this date.

(signed) JOHN A. DIX,
HOMER RAMSDELL,
O. H. P. ARCHER,
W. R. TRAVERS,
SAMUEL S. M. BARLOW,
Executive Committee.

LIABILITIES.

Capital stock, common		$78,000,000
Capital stock, preferred		8,536,900
Total		$86,536,900
FUNDED DEBT.		
First mortgage	$3,000 000	
Second mortgage	4 000 000	
Third mortgage	6.000,000	
Fourth mortgage	4,441.000	
Fifth mortgage	926,500	
Buffalo Branch	186,400	
Serling	4,844,400	
Consolidated	3,060.000	
		26,458,300
Total capital stock and funded debt		$112,995,210
Consolidated Mortgage issued but not sold		3,386,000
Total		$116 381.210
Loans, &c., secured by collateral		$2,267,674 56
Floating debt, (bills payable chiefly for supplies and labor)		1,846,000 00
Supplies and labor to March 1, including interest on fourth mortgage bonds due April 1		1,580,000 00
Total		$5,693,674 56

LEASES.

Union Railroad of New Jersey, 32 miles	$78 400
Long Dock property	250,000
Hawley Branch, 15 miles	35,000
Buffalo, New York and Erie Railroad, 140 miles	233,100
Jefferson Railroad, Carbondale Branch, 40 miles	140,000
Jefferson Railroad, Honesdale Branch, 12 miles	21,000
Newburg and New York Railroad, 18 miles	17,500
Chemung Railroad, 68 miles	70,000
Pavonia Horse Railroad	5,600
Buffalo, Bradford and Pittsburg Railroad, 26 miles	25,500
Avon, Genesee and Mount Morris Railroad, 18 miles	15,000
Montgomery and Erie Railroad, 10 miles	25,000
Erie and Genesee Valley Railroad, 15 miles	8,400
Suspension Bridge and Erie Junction Railroad, 23 miles	105,000
Goshen and Deckertown Railroad, 12 miles	21,500
Weehawken Branch & Fort Lee, 5 miles	80,000
Paterson and Newark, 12 miles	85,000
Total rents of leased lines	$1,117,000

—income from which is greater than annual payments,

SECURITIES IN TREASURY, INCLUDING THOSE HELD AS COLLATERAL TO LOANS ABOVE MENTIONED.

Jefferson Railroad Bonds	$790,000
Long Dock Company	10,000
National Stock Yard Company	655,000
Suspension Bridge and Erie Junction Railroad	35,000
Newburg and New York Railroad	166 000
Paterson and Newark Railroad	250,000
Pavonia Horse Railroad	20,000
New York and Boston Express	170,000
Nyack and Northern Railroad	3,000
Buffalo, Bradford & Pittsburg Railroad.	185 000
Newark and Hudson Railroad	150.000
Boston, Hartford and Erie Railroad	689.000
Consolidated mortgage (Erie)	3,386.000
Avon and Genesee Valley Railroad	30,700
Monticello and Port Jervis Railroad	10,000
National Stock Yard Company	50,000
Erie preferred	5,000
Suspension Bridge and Erie Junction Railroad	61,500
Rochester and Genesee Valley Railroad.	149 400
Union Steam-boat Company	778,800
Total	$7,594,400

—estimated worth $6.174,100.

The company owns also the following bonds and stocks, the market value of which the committee have been unable to ascertain:

Glenwood Coal Company bonds	875,000
Towanda Coal Company bonds	208,000
Towanda Coal Company stock	446.000
Erie and Atlantic Sleeping Coach Co.	109.000
Union Dry Dock Company	75,000
Total assets	$8,806,400

Grindstones.

BY J. E. MITCHELL, PHILA.

Probably the oldest grindstone establishment in the United States is located in Philadelphia where this business is followed as a specality, and consequently the greatest attention is paid to the selection of grists suited to the various purposes of the machine shop and factory, and it is only of late years that this tool has been considered of any importance, whereas without it, our Machinists and Manufacturers would be compelled to stop. The use of the grindstone is not now merely confined to the sharpening of edge tools of various kinds, but is extensively used for finishing of wrought and cast iron work of all kinds, especially in the manufacture of locomotives, thereby saving the heavy expense of files, and leaving the surface in a better condition for receiving the finishing touches of paint, varnish, &c. They are also used for grinding off the faces of cast iron pulleys, and shafting, and doing the work better and cheaper than with the turning tool—in fact there is no limit to the uses of this valuable article, and the following hints may be of use in guiding those who make use of them, to do so in the best and most economical manner.

1st. Don't waste the stone by running it in water, but if so, don't allow it to stand in water when not in use, as this will cause a soft place.

2nd. Wet the stone by dropping water on it from a pot suspended above the stone, and stop off the water when not in use.

3rd. Don't allow the stone to get out of order, but keep it perfectly round by the use of a piece of gas pipe, or a hacker.

4th. Clean off all greasy tools before sharpening, as grease or oil destroys the grit.

5th. OBSERVE—When you get a stone that suits your purpose, send a sample of the grit to the dealer to select by, a half ounce sample is enough, and can be sent in a letter by mail.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*..... 100	$3 067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2 [illegible] 6 350	— & —	.....
Atlanta and West Point. 100	1 2[illegible],200	J. & J.	July '71 4
Atlantic and Gulf 100	3 691 [illegible]00	— & —	.....
" " pref. 100	821 664	J. & J.	July '71 3½
Atlantic and St. Law*.. 100	2,[illegible]4,900	M. & S.	Sept. '71 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesee & Mt M.*100	194,250	A. & O.	Oct '71 1½
Baltimore and Ohio..... 100	13,151,962	A. & O	Oct. '71 4
Washington Br..... 100	1 650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*..... 100	600,000	J. A. J. & O	Jan. '72 1½
Bloomsburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref. 100	[illegible]33 2[illegible]0	— & —	.....
Agricultural Br guar... 100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref. 0	800,000	M. & N.	Nov. '71 3
Boston and Lowell..... 500	2,215,0[illegible]	J. & J.	Jan. '72 4
Boston and Maine..... 100	4,471,275	M. & N	Nov. '71 5
Boston and Providence.. 100	3,700,000	M. & N	Nov. '71 5
Buffalo, N. Y. and Erie* 100	50,000	J. & D	Dec. '71 3½
Burlington and Mo. Riv. 100	1 38[illegible],000	J. & J.	Jan. '72 4
" " pref. 100	1, 83 400	J. & J.	Jan. '72 4
Camden and Amboy*.. 100	6,847,8[illegible]0	J. A. J. O	Apl. '72 2½
Camden and Atlantic.... 50	377.100	— & —	.....
" " pref. 50	752,[illegible]0	— & —	.....
Cape Cod	915,57[illegible]	J. & J.	Jan. '72 $2½
Cape May and Millvil e* 50	447,000	J. & D	Dec. '71 3
Catasauqua & Fogelsv... 50	428,900	Novemb.	Nov. '71 6
Catawiss*..... 50	1,[illegible] 9 600	— & —	.....
" pref..... 50	2,200,000	M. & N.	Nov. '71 [illegible]
Cayuga and Susq*..... 50	689,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R *100	6,[illegible]50 4 00	F. & A.	Aug '71 1½
" " pref. 100	769,800	F. & A.	Aug. '71 3½
Central of Georgia..... 100	4,[illegible]600 8[illegible]0	J. & D	Dec. '71 5
Central of New Jersey. 100	15.000 0[illegible]0	J. A. J. & O	Jan. '72 3½
Central Ohio*..... 50	2[illegible],500	J. & D.	Dec. '71 3
" pref..... 50	400,[illegible]00	J. & D.	Dec. '71 3
Chemung*..... 10	380 000	J. A. J. & O	Jan '72 1½
Cheshire, preferred 100	2 100,0[illegible]0	J. & J.	Jan. '72 2
Chicago and Alton..... 100	8,925 500	M. & S	Mar. '72 3
" " pref... 100	2,425,4[illegible]0	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy. 100	40,000,000	M. & S	Mar. '72 5
Chicago, Iowa & Nebras* 100	3,9[illegible]6 3 00	J. & J.	Jan. '72 5
Chicago & N. Western.. 100	4,72[illegible],959	J. & D.	June '71 5
" " pref. 100	20,415 0[illegible]8	J. & D.	D e. '71 3½
Chicago, R. I. & Pacific. 100	19 000.000	A. & O.	Oct. '71 4
Cin., Ham. & Dayton*.... 100	4,000,000	A. & O.	Oct. '71 4
Cin., Sand. and Clev.* .. 50	2,9[illegible]7 8 [illegible]	— & —	.....
" " pref.. 50	428,646	M. & N	Nov. '71 3
Clev., Col., Cin. & Ind... 100	[illegible],9[illegible],000	F. & A.	Feb. '72 [illegible]
Cleveland & Mahoning*. 5	[illegible]0,7[illegible]5	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494 588	F. M. A. N	Feb. '72 2½
Col., Chic. & Ind. Con.*.100	13,000,000	J. A. J. O	Jan. '72 4
Columbus and Xenia*.... 50	[illegible]0[illegible],[illegible]80	M. J. S. D.	Mar. '72 2
Colum. & Hocking Val* 100	[illegible]8[illegible],[illegible]8[illegible]	— & —	.....
Concord	1,[illegible]00 0 0	M. & N.	Nov. '71 5
Concord and Ports.*..... 100	350,000	J. & J.	Jan. '72 3½
Conn. & Pass. R. iv..I 0	2,084,200	F. & A	Feb. '72 3
Connecticut [illegible]...	1,[illegible]00 0 0	J. & J.	Jan. '72 5
Cooperstown and Susq 100	207. 83	— & —	.....
Cumberland Val. v.....	1,325,0[illegible]	A. & O	Oct '71 4
Danbury and Norwalk.. 5	400 000	M. J. S. D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw & Westn. 0	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee*.. 5	[illegible]24,[illegible]00	— & —	.....
" " pref. 50	2[illegible],[illegible]00	J. & J	Jan. '72 2
Dubuque & Sioux City*.100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	[illegible]3 [illegible]...	J. & J.	Jan. '72 4
East Maine*..... 5	392.950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 00	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....	[illegible]92,000	J. & J.	July '71 4
Elmira, Jef & Canand*.. 0	500,000	F. & A.	Feb. '72 [illegible]
Elmira & Williamsport* 5	50[illegible],000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	8,000,00	F. & A.	Feb. '66 4
" pref..... 100	8,533,91[illegible]	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,000,250	M. J. S. D.	Dec. '71 1½
Fitchburg 100	3, 40,000	J. & J.	Jan. '72 4
Georgia	[illegible],[illegible]00,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1 000,000	— & —	.....
Grand Trunk, (Ca.) .. 100	4,367,[illegible]46	— & —	.....
Great Western, (Ca.) 100	19,237 4[illegible]	A. & O	Oct. '71 2½
Hannibal & St Joseph.. 10	4,151,700	F. & A	Aug '70 3½
" " pref 100	5,[illegible]78 224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,[illegible]50	M. & N	Nov. '71 5
Harlem Extension 100	4,000 000	— & —	.....
Harrisburg Lancaster* 50	1,182,500	J. & J	Jan. '72 23
Hartford & New Haven 100	3.3 [illegible],000	J. A. J. O.	Jan. '72 3
" " scrip. 50	1,000,000	J. A. J. O.	Jan. '72 3
Housatonic, pref. 1 0	1,[illegible]50,00	J. & J	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	[illegible]218,350	[illegible] & J	July '68 3½
Illinois Central 100	25 28[illegible]24	F. & A	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,[illegible]87	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., and. & Ind.. 100	2,000 0 0	J. & J	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	Jan. '72 1½
Joliet & North. Indiana* 1 0	800,000	J. & J	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	13,159,400	J. A. J. O.	Apl. '72 2½
Little Miami.*..... 50	$5 871,45[illegible]	J. A. J. O.	Jan. '72 2
Little Schuylkill*..... 50	2,64[illegible],100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000 000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville.. 100	8,680,912	F. & A.	Feb. 72 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200 000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '72 2½
Macon and Western..... 100	2.500.000	J. & D	Dec. '71 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnat .. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Mi[illegible]h* 50	323 3 5	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref..... 100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,45[illegible]	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell..... 100	[illegible]20,000	M. & N.	Nov. '71 5
Nantucket 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,4[illegible]0	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500. 00	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1.500.000	J. & J.	Aug 69 12
N Haven & Northamp..100	6[illegible]5 0[illegible]0	J. A. J. O.	Jan. '72 2½
New Jersey*..... 100	7.295.20[illegible]	J. A. J. O.	Apl. '72 2½
New London Northern*100	1.003.500	J. & J	Jan. '72 4
N. Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44.428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500 000	J. & J.	Jan. '72 4
" " pref.100	1,500.000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Ning Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*..... 100	4,000,00	irregular.	July '71 5
N. Eastern (N C.) pref..100	111,000	M. & N	May 67 4
North Pennsylvania..... 50	3 1[illegible],150	January.	Jan. '72 5s
Northern Central 50	5 000,000	M. & N	Nov. '71 4
Northern N. Hampsh....100	3 068,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2 364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3.051 800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Oct. '71 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D	Dec. '71 3½
Ohl Or. & Alleghony R... 50	[illegible],25[illegible],450	J. A. J. O.	Jan. '72 2½
Old Colony & Newport.100	4,959,020	J. & J	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri..... 100	3,635,750	— & —	.....
Panama..... 100	7,000, 00	J. A. J. O.	Jan. '72 3
Paterson and Hudson*.100	63[illegible],000	J. & J	Jan. '72 4
Paterson and Newark* 100	500,0[illegible]	J. & J.	.....
Peterson and Ramap.*..100	144 000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N	Nov. '71 5
Peoria & Bureau Val.*..100	1.2[illegible],000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1.626 250	M. J. S. D	Mar '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan '72 5
Phila. and Trenton*.....100	1 259,100	J. A. J. O	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J	Jan. '72 4
Pittsb., Ft. W & Chi.*...100	9,71[illegible],285	J. A. J. O.	Jan. '72 1½
" Special Imp 100	2,000 000	J. A. J. O.	Apr. '72 1½
Pittsfield & N Adams 10	0,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Port., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.... 100	1.500,000	J. & J.	July '71 6
Rensselaer & Saratoga * 100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesse Val*..110	557.500	— & —	.....
Rome, Watert. and Ogd..1 0	2,997,800	J. & J.	Jan '73 3
Rutland*..... 100	2,700,000	— & —	.....
" preferred.. 100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. aute..100	2,300 000	— & —	.....
" " " pref..100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300.000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151 100	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5s
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,919 275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,9[illegible],900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	444,700	J. & J	Jan. '72 3½
Stony Brook*..... 00	267 800	M. & N.	Nov. '71 3
Summit Branch*..... 50	250.000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,[illegible]89	— & —	.....
Taunton Branch 100	5[illegible]0.000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref. 100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass. 100	2,860,000	J. & J	July '71 3
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Oct. '71 2½
West Jersey. 100	1,20[illegible],000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,00[illegible]	J. & J.	Jan. '72 2½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800 000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	Oct '71 3
Broadw. & 7th Av. (N Y) 100	2,100,00[illegible]	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. A. M. N	Nov. 71 3
Brooklyn City & Newt..100	600,000	J & J.	July '70 3½
Brooklyn and Jamaica.... 100	[illegible]8 100	— & —	.....
Bushwick (Brooklyn).... 100	304,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,00[illegible]	M. & N	Nov. '71 7
Coney Island & Brookl.. 0	500,000	— & —	.....
D. Dock R. R'dw. & Bat.. 00	1,200,000	F. M. A. N	Nov. '71 2
Eighth Avenue (N Y.)...1 0	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ... 0	200,000	— & —	 3
42nd st. & G St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Fifth & Sixth Sts. (Ph.) 10	491 750	J. & J.	Jan. '72 3
Germantown (Ph 50	1,600.000	J. & J.	Jan. '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	Jan '72 4
Hoston, Mantau & Fairm. 50	2,050 000	J. & J	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	[illegible]05 000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston). 100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston) 100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)... 100	[illegible]97,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,0[illegible]	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,77[illegible]	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	July 71 2½
Second & Third St. (Ph.) 50	9[illegible]2, 00	J. & J	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J	July '71 2
Sixth Avenue (N. Y.)... 100	750.000	M & N	May '71 5
Third Avenue (N. Y.)... 100	1 170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75 000	A. & N.	Nov. '71 3
South Boston 100	400,000	J. A. J. O.	Jan. '72 3½
Union (Boston) 100	200,000	M. & N.	Nov. '71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,565	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229 [illegible]91	— & —	.....
Delaware Division..... 50	1,633,350	F. & A	Feb. '72 4
Delaware and Hudson... 100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Apl. '72 2½
Lake of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739 800	M. & N	May '6 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (co solidated).... 100	1,020,000	F. & A.	Feb '72 2
" (preferred)..... 100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,[illegible]08,20[illegible]	F. & A	Feb '72 25c
" " (pref.) 50	4,888,977	F. & A	Feb '72 50c
Susq. and Tide Water... 50	4,004,7[illegible]	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D	Mar. '72 2
American Coal..... 25	1,500,000	M. & F	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 2
Ashburton Coal 50	5,000,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship 10	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D	Dec '69 85c
Canton..... 100	731,4[illegible]0	— & —	.....
Consolidation (Md.) Coal. 10	10,200,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron. 10	500,0 0	— & —	.....
Maryland Coal. 100	4,4[illegible]0,000	J. & D	Dec. '70 3
Mariposa Gold..... 100	2,836,000	— & —	.....
" pref..... 100	8,093,400	— & —	.....
" certif..... 100	324,000	J. & J.	.....
Pacific Mail Steamsh p.. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	[illegible],000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Feb. '72 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ... 100	[illegible],7[illegible]0,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	[illegible],250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express... 100	6,000,000	F. M. A. N	Nov. '692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35.000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Prices.
National Securities Mar. 1, 1872.					
Loan of June 14, 1858 ....registered	$8,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,731,000	6	Jan. & July.	1880	114¾
.. ..coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861....registered	125,137,100	6	Jan. & July	1881	114¾
.. ..coupon	64,184,100	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s)....registered	41,678,800	6	May & Nov.	1882	111½
(5-20s)....coupon	305,838,350	6	" "	1882	111½
Loan of March 3, 1863....registered	53,383,100	6	Jan. & July.	1881	114¾
.. ..coupon	21,616,900	6	" "	1881	115½
Loan of March 3, 1864 (5-20s)....registered	2,476,500	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s)....registered	40,682,350	6	May & Nov.	1884	111½
.. .. .. (5-20s)....coupon	40,646,150	6	" "	1884	111½
Loan of March 3, 1865 (5-20s)....registered	42,677,350	6	May & Nov.	1885	111½
.. .. .. (5-20s)....coupon	120 192,350	6	" "	1885	112¾
.. .. .. 2d series (5-20s)....registered	63,844,100	6	Jan. & July.	1885	111
.. .. .. (5-20s)....coupon	165,792,100	6	" "	1885	111
.. .. .. 3d series (5-20s)....registered	91,679,800	6	Jan. & July.	1887	111¾
.. .. .. (5-20s)....coupon	229,295,450	6	" "	1887	111½
.. .. .. 4th series (5-20s)....registered	12,914,000	6	Jan. & July.	1888	111½
.. .. .. (5-20s)....coupon	26,352,000	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)....registered	138,691,900	5	Mar. & Sept.	1904	107¾
.. .. .. (10-40s)....coupon	56,475,400	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	117,480,950	5	F. M. A. & N.	1881	107¾
.. .. coupon	50,351,450	5	" "	1881	109½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	19,140 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	399,082,402	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	66
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	92,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	93
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	18•4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1895	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100¾
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300.000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	85½
.. —Bonds (Act March 12, 1866).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100¾
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100.675	6	" "	83-'84	....
.. —	1,059,500	7	" "	76-'86	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-'72	99¾
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2.052.000	6	Various.	'93-'96	60
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62¾
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525.000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2.832.500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	102½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448.500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,856,335	5	" "	1890	....
.. — .. .. converted	1,687.345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,922	5	" "	1865	....
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	2,651,396	6	" "	1883	105½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	93½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	94½
.. — .. .. (stg).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,506,000	6	Mar. & Sept.	1888	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,598,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'72-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	...
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93
Nebraska—(No Debt).....	.....	...	.....	.....	...
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- 74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107¾
.. — .. Bonds.....	21,089,000	7	" "	1877	107¾
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	38
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,7 9,000	6	April & Oct.	'92-'98	24
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1890	27
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	9,,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	100½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	94½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	98
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	101
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,342	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	52
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,421,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	38
.. —Funding & Special Bonds '68	1,692.150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	6	April & Oct.	Var.	....
.. —*	239.166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	67
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	67
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'76	....
.. — .. Certificates	201,000	6	" "	'71-'75	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,866,000	5	" "	"	....
.. —Funding Stock of 1866.....registered	1,872,966	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	58½
.. — .. .. (sterling).....	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	49,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres). gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific). gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	95½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870. sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	582,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	90
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	41½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	49½
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1890	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,680,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	103
1st Mortgage land grant inconv.	5,000,000	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	85
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	96½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	86½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ").	186,500	6	" "	" "	1872	....
3d Mort. (" ").	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1895	1 4½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (46½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Kookuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	94
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1863	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort. (Mad.Exten.)120 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Belt. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	93½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	75
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,245,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1866	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	89
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky. Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1880	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	842,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111.000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,890,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	80½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	170,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1846, (secnd).	1,916 6:9	6	" "	NY.& Detroit	1886	....
Bonds of Sept. 8, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.).	150,867	6*	May & Nov	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	824,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100.000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1880	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97
3d Mortgage	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'd-($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,708,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,010,284	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	---	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W & W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1886	95½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1895	90½
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1, 09,500	8	March & Sept.	.	1885	93
1st Mort. (Q. and Palmyra R.R.	1 00,000	8	Feb. & Aug.	" "	1892	97½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	105
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1883	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1863	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolida ed Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
James't'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1862	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	108
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.op 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,0 0,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1901	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,800,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	99
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.86m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	96
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	350,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	100½
1st Mort. (Hazleton R.R.)of 1862	182,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1863	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18·0	....
1st Mortgage (Col. & Xenia)...	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1899	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1880	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1309.....	775,000	8	" "	" "	1909	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ").....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)....	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	8	April & Oct.	Boston.	1878	....
Macon and Branswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'00	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1899	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1900	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1845	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,464,528	7	" "	Baltimore.	1891	97
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	.5½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1883	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1899	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	109
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,480	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	6	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1862	119
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	109
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1896	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
3d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	98½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund.....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,098,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	87½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9:0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (S.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	320,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Con-ols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	800,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1:0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3.000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3:0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1888	93½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1888	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1,'69	195.000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200.000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1897	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(N.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	102½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1500	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (R. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	5	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	95½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,387	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	87
Income Mort. (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	500,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71 000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	81½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	103
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	98
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574.000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70–'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(OF&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	*	Jan. & July.	" "	1880	99½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71–'77	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19 350 at 4.85	93.847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Peki", Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	101
2d M. stg. }	2,282,840	6*	" "	London.	1875	94
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71–'90	....
Debentures or Short Bonds	1,109,234	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$315,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.).						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	8	" "	" "	78-'9	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89
3d Mortgage	3,598,000	6	" "	"	1890	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort. conv.(Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.)						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	....	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	168,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	700,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sk'g f'd conv. .....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& t-x free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	600,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	106½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	81½
Consolidated, Mort	1,722,000	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,000	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1893	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equ p. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	97½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	389,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.)						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1878.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg	780,000	7*	" "	"	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	London.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	New York.	....	....
St. Paul and Sioux City:				" "	....	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1890	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'75-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1890	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	561,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1890	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,580	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov	New York.	1896	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	85
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	84½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	84
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	83½
2d Mortgage	1,500,000	7	" "	"	1891	88
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'da	500,000	7	Jan. & July.	"	1887	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	736,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	75
Bonds endorsed by Balt.	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1890	103½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	250,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	282,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	91
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,089,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	89½
Mortgage Loan	2,000,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	92½
Convertible Loan	1,996,879	6	" "	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	635,650	7	—— & ——	"	1890	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	....
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	99,500	7*	Jan. & July.	"	1878	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	95	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6 8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,282,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	184,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	43.0	—	324	104	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,680	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	376,984	—	1,650,000	20,000	—	356,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.....Illinois.	—	—	—	—	—	1,100,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	—	—	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass	1,205,983	395,035	100,000	65,790	872,600	800.500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	128,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	6½
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	166 879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	142½
Sept. 30, 1870	51.8	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	2,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,182	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041 042	—	100	110½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	—	3,360.000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River	.)	.....	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	.....	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6.000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,882	328,543	80,580	209.162	1,130,795	980,100	159.473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	20
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos	212,924	92,011	5	100	78½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	—	—	—	447,000	200,000	211,273	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742.157	*	.....	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	837,491	.....	.....	655,212	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,000	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	113
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,486	68,323	—	100	30
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950.217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,249	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,372	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,058	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	136

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recent	ly brough	t into oper	ation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	30,624,595	.....	.....	1,377.0	6,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased	& oper. by	Tol. Wab.	&Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	44½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)	.....	7	50	100
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	18	684	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. &R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	122.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*		284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*				2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*				834,350	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*				5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*				7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	—	—	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*		390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	—	4,625,000	2,960,000	—	—	....	(Leased | & oper. by | Ill. Cen.)		140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992		129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....		400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*				330,000				—	(Recent	ly comple	ted.)	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*		22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*				6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003		2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)		8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*				3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	124,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*				306,000	400,000			42.0	(Recen	tly comple	ted.)		.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	—	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	—	250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)		—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*				2,776,000	5,776,500			....	499,493	.....	.....	.....	.....	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	—	—	—	—	—	(Under	constructi	on.)		.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1871	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)		.....	.....	—	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under	constructi	on.)		.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)		.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)		.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under	constructi	on.)		.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under	constructi	on.)		.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	93
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	—	4,000,000	—	—	—	(Under	constructi	on at $33,0	00 p. m.)			—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*				5,000,000	4,500,000			—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	—	260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	& Chi.)	49,507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,585	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)		—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	78	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. o.	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	3,995	Lehigh Valley.....Pennsylvania.	18,338,237	*				18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	115
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*				900,000	900,000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391				5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	78.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	—	—	6,000,000	5,000,000	—	—	—	(No retu	rns -Is ne	ar comple	tion.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	—	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	—	—	—	750,000	—	—	—	(Under	cons. to be	comp.to P.	Bl.70 m.i	n 1871.)	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.6	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	92½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W.Indiana. Ind.	3,000,000	*				1,500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)		—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*				3,000,000	775,000			15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63½
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	—	15,000pm	16,000pm			—	(Leased	to Chicago	& Alton.)			—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*		164,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,004	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*		2,164,956	2,579,694	8,680,912	8,478,000	805,466	748,977	381.6	1,500,949	27,380,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*				3,000,000				289.0	(No retu	rns of ope	rations pu	blished.)		—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)		954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	232,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc	$	$
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			.....	(Under	construct	ion.)			—	100	.....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,894,334	420,357	370,669	8,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	.....	.....	.....	.....	.....	12	100	91
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.& W'in.)	.....	26,500	5½	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	.Jersey So	uthern.)		—	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Dec. 31, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	.....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	.....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581			.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295.094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326.690		58.1	155,390	.....	.....	251,576	6,001	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	53½
Nov. 30, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....		1,626,200	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	173
Nov. 30, 1870	98.4	55.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	113
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9,562,650	2.359.500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10.027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., L & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	41,259	28,943	—	100	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,193	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construct	ion.)			—	100	.....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200.000			26.0	.....	.....	.....	88,144	31,755	—	100	101
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)		—	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	2ul.689	56,200	—	50	.....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	161.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	103½
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285.392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97.618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68.245	—	100	.....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*			650,000	712,178	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)			6	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,606.175	1,324,943	476.270	10	100	99
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*			1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	17
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construct	ion.)			—	100	.....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	1,990,376	580,474	—	100	28
Dec. 31, 1870	—	—	200.0	2	—	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	construct	ion—80 m.i	n oper. Ju	n. 1, '71.)		100	.....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	80
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	.....
Dec. 31, 1870	158.9	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	.....
Jun. 30, 1871	60.0	—	50.0	—	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	176,529	—	100	.....
Dec. 31, 1870	16.6	—	—	—	2	—	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			116.8	433,006	.....	.....	480,173	130,245	—	100	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684				300,000	40,000			—	(Leas.&	oper. by Re	nsselaer &	Saratog.)		8	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston....S. Car. & Ga.	2,040,106	*		179.048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	140,901			—	(Oper.te	mporarily	by Mac. &	West'n.)		—	100	.....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....		—	(Under	construct	ion.)			—	100	.....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—			576,050				—	(Leas. &	oper. by Ph	ila.& Read	ing.)	23,803	5	50	.....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*	—	—	1,269,150	97,000	118,988	—	54.0	202,478			207,264	72,103	5	50	....
Feb. 28, 1871	80.0	—	6.0	—	18	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*	—	—	1,000,000	640,000	.....	—	40.0	(Under	construction.)		—	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*	—	—	.....	800,000	.....	—	50.0	(Under	construction.)		—	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	18	8	2	100	Selma and Meridian	Alabama.	.....	.....	—	.....	969052	796,830	.....	—	—	(Recent	ly sold under foreclosure. No returns.)		—	—	—	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	—	.....	8,000,000	11,000,000	.....	—	—	(In a bad	condition No returns.)		—	—	—	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	—	.....	869,450	700,000	.....	—	28.0	173,491	.....	.....	278,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*	—	—	1,243,000	750,000	.....	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945	—	.....	157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800	—	—	.....	995,800	200,000	.....	—	—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	....				
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*	—	.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694	—	—	.....	438,300	—	—	—	—	(Leas. &	oper. by Central of New Jer.)		—	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	358,009	243.0	840,910	.....	.....	1,486,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....	—	.....	.....	4,926,000	.....	—	—	(Only p	artially in operati'n.)		.....	.....	—	—	100	....
Sept. 30, 1870	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070	62,189	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,131	*	—	.....	1,000,000	2,250,000	.....	—	72.8	254,938	10,319,774	1,377,540	353,168	162,982	—	100	75½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*	—	—	3,000,000	1,500,000	.....	—	....	61,760	1,083,135	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.	.....	....	—	—	2,500,000	1,500,000	.....	—	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota	32,426 pm	1,	—	—	.....	20,000 p m	.....	—	100.0	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.	.....	.....	—	—	.....	.....	.....	—	....	(Under	construction.)		.....	.....	—	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*	—	—	686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000	.....	2,000,000	—	577,408	651,500	95,000	—	—	(Under	construction.)		.....	.....	—	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081.048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	81	Spartanburg and Union ¶	South Carolina.	1,340,882	*	—	—	751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.	.....	.....	—	—	.....	15,000 p m	.....	—	—	(Under	ons. to be finished by Dec. 1,		—	—	—	—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,884	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	—	—	—	448,700	445,700	—	—	—	(Leased	& oper. by Housat'c.)		—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,382	—	—	—	287,300	—	684	—	—	(Leased	& oper. by Nash. & Lowell.)		.....	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	New Hamp.	1,250,000	—	—	—	500,000	750,000	.....	—	—	(Leased	& oper. by Ver. Cen.)		.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	.....	—	—	—	1,200,000	1,000,000	.....	—	—	(Under	construction.)		.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	89	Sussex	New Jersey.	517,850	*	—	—	317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	5 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	—	—	—	92,925	171,000	29,284	—	—	(Leased	& oper. by W. N. Jer.)		—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N. Y.	3,707,684	*	—	.....	1,670,130	1,695,825	13,785	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,253	400 000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	....
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,207,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)		—	—	—	—	53	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	6	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*	—	—	5,700,000	5,106,000	.....	—	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,830	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	75½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	—	—	—	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	—	—	—	274,400	—	—	—	—	Leased	& oper. by N. Y. Cen.	& H. Riv.)	—	—	6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by Pennsylvania.)		—	—	—	50	....
Dec. 31, 1870	1,088	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*	—	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,336	71,779,106	7,625,277	2,947,862	—	100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*	—	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,583	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*	—	.....	500,000	1,000,000	.....	.....	—	(Recen'l	y opened for traffic.)		—	—	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,836,31	*	—	.....	1,666,990	150,000	.....	.....	59.0	85,360	3,102,078	1,403,923	250,426	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*	—	—	1,900,000	—	.....	.....	....	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	—	—	—	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.8	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—	—	—	2,500,000	—	.....	.....	—	(Leased	& oper. by Ver. Cen.)		.....	.....	8	100	18
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,610	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	65,732,302	2,034,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	2.8	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	80
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by Ver. Cen.)		.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*	—	—	1,000,000	750,000	.....	.....	—	(Recent	ly completed.)		—	—	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,455	—	—	—	499,600	350,000	.....	.....	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18.677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	175,583	216,037	.....	684,046	957,500	107,000	.....	35.5	204,506	.....	.....	288,568	101,693	—	100	....
Sept. 30, 1870	200.0	49.7	289.0	—	168	118	40	3,045	Western	Mass. & New York.	21,938 629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4.13 ', 76	268.9	2,877,540	.....	(10 mos.	3,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*	—	—	.....	.....	.....	.....	—	(Leas. for	20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*	—	—	650,000	1,400,000	.....	.....	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	87.0	5	6	2	24	Western North Carolina	North Carolina.	.....	*	—	—	6,500,000	1,400,000	.....	.....	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	.....	.....	—	(Leased	& oper. by Pennsylvania.)		—	—	—	50	....
Dec. 31, 1870	59.7	—	4.1	—	15	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	110 207	1,209,000	2,379 000	20,000	44,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464	—	—	—	526,700	676,300	7,427	—	—	(Under	ons. —New	burg to	Albany.)	—	—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*	—	—	4,000,000	4,000,000	—	—	—	(Under	ons. —open to Menomence.)		.....	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	—	—	—	500,000	350,000	.....	.....	—	(Operat	ed by Wil. & Wel.)		.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N. C.	5,200,000	*	—	—	1,200,000	4,000,000	.....	.....	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	Late Wi	lming. &	Manch.)	—	5,000,000	—	.....	.....	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,666	130,021	154,67	181.0	436,316	.....	.....	594,222	250,725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by Balt. & Ohio.)		.....	27.000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	[illegible]	533	Winona and St. Peter	Minnesota.	4,754,837	427,10	—	—	.....	4,750 000	.....	.....	142.0	.....	2,861,440	6,131,866	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland	.....	.....	—	—	100,000	300,000	.....	.....	—	(Under	construction.)		—	—	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,720	4,701,816	7,193,226	452,547	156,860	10	100	138
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	8	50	99
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by Lehigh N		—	—	25	100	....
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N. Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	.....	107,947	.....	10	100	11½
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64,000	836,750	6 9,446	—	161.0	(Leased	1870 by Pennsylvani		67,252	lo s.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,45	—	—	—	1,003 500	110,000	—	—	83.0	.....	.....	.....	220,216	130,187	10	100	83
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108 0	.....	.....	.....	344.308	181.042	—	100	...
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3 391,214	—	—	110,570	2,2 0,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,07	—	50	50
Dec. 31, 1870	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	4,337,950	2,232,000	.....	.....	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	Leased	to Phila. & Read. Co.)		.....	655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634 367	284,873	—	45.0	.....	.....	.....	135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,963	4,203	—	50	1
Oct. 31, 1870	122.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Penns	lvania.)	.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	69
Catawissa,* pref. and guar.	2,200,000	7	7	93
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	81
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	..	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	80
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	64
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	22
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	857,500	...	7	....
Rutland, preferred	.....	7	7	66
St. Louis, Alton and T. H., pref.	2,040,000	7	7	64
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,660	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	6	33
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	1½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, ¼; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	46 — @ 50 —
Pig, American, No. 1		— — @ 50 —
Pig, American, No. 2		— — @ 49 —
Pig, American, Forge		— — @ 48 —
Bar, Refined, English and American		— 95 @ 81 —
Bar, Swedes, assorted sizes	(gold)	.85 — @100 —
Store Prices.		
Bar, Swedes		117 50 @127 50
Bar, Refined, ¼ to 2 in. rd. & sq.–1 to 6 in. x ¼ to 1 in		100 — @ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 & 2½ to 2½ rud. & sq		105 — @ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16		107 50 @ — —
Scroll		117 50 @147 50
Ovals and Half-round		115 — @135 —
Band		— — @112 50
Horse Shoe		112 50 @122 50
Rods, ⅜@3-16 inch		105 — @150 —
Hoop		120 — @167 50
Nail Rod	per lb.	— 7½@ — —
Sheet, Russia, as to assortment	(gold)	— 16½@ — 17
Sheet, Single D. and T. Common		— 6 @ — 7
Sheet, Doubles and Trebles, Charcoal		— 7 @ — 8
Sheet, Galtanized, No.'s 10 to 27		— 10 @ — 18
Sheet, Galvanized, No.'s 28 and 29		— 15 @ — 19
Rails, English	(gold) per ton.	69 — @ 70 —
Rails, American, at Works in Penns...c'y.		76 — @ 80 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 16 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 9 @ — 10
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @	5 25
Cut, 8d. and 9d	— — @	5 50
Cut, 6d. and 7d	— — @	5 75
Cut, 4d. and 5d	— — @	6 —
Cut, 3d	— — @	6 75
Cut, 2d and 3d. Fine	— — @	7 50
Cut Spikes, all sizes	— — @	5 50
Cut, Finishing, Casing, Box, &c., 10d to 3d.	5 75 @	7 25
Clinch, Kegs	6 75 @	7 25
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 20 @	— 33
Copper	— — @	— 40
Yellow Metal	— — @	— 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 46
Straits	(gold).	— 40 @ — —
English	(gold).	— 39½@ — —

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	12 — @12 25	13 25 @ 13 75
I. C. Coke	10 50 @10 75	11 75 @ 12 25
Coke Terne	9 25 @ 9 75	10 50 @ 11 —
Charcoal Terne	10 25 @10 50	11 50 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½@ — 13
Crude, 40 @ 47 gravity (in shipping order)	— 16½@ — 17
Refined, Standard White (in ship'g order)	— 22 @ — 22½
Refined, S. W. (in jobbing lots)	— — @ — 23
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)	— 10 @ — 10½
Residuum	per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 36
Copper, Bolts	— — @— 33
Copper, Braziers' (over 16 oz.)	— — @— 38
Copper, Nails	— — @— 42
Copper, Old Sheathing, &c., mixed lots	— 25½@— 26
Copper, Chile Pig	— 30½@— 31
Copper, American Ingot	— — @— 29
Yellow Metal, New Sheathing and Bronze	— — @— 26
Yellow Metal, Bolts	— — @— 28
Yellow Metal, Nails	— — @— 28

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90 @ 6 —
German	(gold)	5 90 @ 6 —
English	(gold)	5 95 @ 6 70
Bar		9 25 @— —
Pipe		— — @10 —
Sheet		— — @10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @12 —
Liverpool House Cannel		— — @17 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Canton Co.	91	93½	91	91½	92	92½
Central Pacific 6s	102½	102½	102½	102½	102½	102
Central of N. Jersey	....	113	113	113	113	....
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	95½	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	78½	79½	78½	78½	78½	78½
" pref.	92½	92½	....	92½	92½	91½
" 1st M.	100	....	....	99	99	....
" S. F.	....	....	....	....	....	....
" Consol.	94½	....	95	....	....	95
Chic., Rock Isl. & Pac.	113½	113½	113½	113½	113½	113
Chi., R. I. & Pa. 7s, 1896	....	....	102	....	101½	101
Clev., Col., C. and Ind.	....	89	....	....	....	....
Clev. & Pittsburg guar.	91½	91	91	91	90½	90½
" 2 M.	99	....	....	....	....	99½
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100	....	....	....	....	....
Col., Chi., & Ind. C.	24½	24½	24	24½	24½	....
" 1 M.	93	93	....	93½	93½	93½
" 2 M.	....	....	72½	....	75	....
Del. & Hudson Canal	....	....	120	119	....	....
Del. Lack. & Western	108½	108½	111½	113½	111½	111
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	96	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	74
Erie Railway	39	42½	45½	47	51½	49½
" pref.	75	77	80	80	80	....
" 1 M. 7s, 1897	....	....	103	....	103	103
" 2 M. 7s, 1879	....	....	97½	....	....	97
" 3 M. 7s, 1883	....	....	94	94½	....	95
" 4 M. 7s, 1880	91½	92	....	93½	....	....
" 5 M. 7s, 1888	....	88	....	....	91	....
Great Western 2d mort.	....	....	....	90	....	....
Hannibal & St. Joseph	40½	42	45½	44½	42	43
" pref.	....	62	65	....	....	64
" 8s, conv.	....	92½	92½	93	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	105½	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	93	93½	92½	93½	93
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116	115½	....	115	114	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	½	....	....	....	½
" pref.	½	....	1½	1½	....	1½
Milw. and St. Paul	59½	59½	59½	59½	....	59½
" pref.	79½	79½	79½	79½	....	....
" 1st mort.	92½	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	107
" 7 3-10s con.	94	....	....	....	....	....
Missouri 6s	95	....	95	95½	95½	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	....	....	93½	96	95½	....
" 1st mort.	104½	....	....	....	104½	....
" 2d mort.	....	97½	97½	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	102
" 6s, S. F. 1883	93½	....	93	93½	....	93½
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	99½	99½	95½a	95½	94½
" certificates	94½	94½	94½	90½a	89½	....
N. York and Harlem	111	112	112	111½	111	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	102½
N. Carolina 6s, old	....	....	....	....	....	38½
" new	....	....	....	....	....	....
Ohio and Miss.	45½	45½	46	45½	45½	45
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	61½	62½	62½	62	62	61½
Panama	97	100	91	....	....	....
Phila. and Reading	113	113½	114½	113½	113½	113½
Pitts., Ft. W. & Chi.	gtd	....	98½	99	98½	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	102½	....	....	103	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	36½	36½	38	36½	36½	....
St. L., Alton & T. H.	....	....	25	....	....	....
" pref.	....	....	60	61	....	64
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	87½	87½	....	....	87½	88
" Income bds.	....	....	....	80½	81	....
Tennessee 6s, old	66½	....	66½	66½	67	67
" new	....	66½	....	....	67	67
Tol., Wab. & Western	76½	76½	75½	75½	....	75½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	98	98	98	....
" 2 M.	....	....	....	94½	94½	....
" Equipment	....	....	....	....	....	86½
" St. Lou. Div.	90	90	90	90½	....	90
Union Pacific	36½	37½	36½	36½	37½	38½
" 1st mort.	91½	91½	91½	92	92	91½
" L. Gt. 7s	83½	83½	83½	83½	84½	84½
" Inc. 10s	83½	83½	84	83½	84	83½
Virginia 6s, 1	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	56½	56½	....	....	57	57½
" deferred	17	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	107⅛	107⅛	....	107⅛	107⅛	....
U. S. 5s, 10-40s, coup.	107⅛	107⅛	107⅛	108⅛	....	....
U. S. 5s, 1881, reg.	107⅛	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	109⅛	109⅛	109⅛	....
U. S. 6s, 1881, reg.	114⅛	114⅛	114⅛	114⅛	114⅛	....
U. S. 6s, 1881, coup.	115⅛	115⅛	....	115⅛	....	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111⅛	111⅛	111⅛	112	111⅛	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	111⅛	111⅛	111⅛	....	....	111⅛
U. S. 6s, 5-20s, reg. '65.	111⅛	....	111⅛	....	....	....
U. S. 6s, 5-20s, c. 1865.	112⅛	....	....	112⅛	112⅛	....
U. S. 6s, 5-20s, r. n. '65.	110⅛	110⅛	110⅛	111	....	....
U. S. 6s, 5-20s, c. n '65.	110⅛	110⅛	110⅛	111⅛	111⅛	111
U. S. 6s, 5-20s, reg. '67.	111⅛	111⅛	111⅛	111⅛	....	111⅛
U. S. 6s, 5-20s, c. 1867.	112	....	112⅛	112⅛	112⅛	111⅛
U. S. 6s, 5-20s, reg. '68.	111⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	112⅛	112⅛	112⅛	112⅛	....	112⅛
U. S. 6s, Pac.R.R.issue.	114⅛	....	115	115	115⅛	115⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Jatawissa preferred	46⅛	....	....	....	....	....
Camden and Amboy	125⅛	125⅛	126	....	126⅛	
.. 6s, 1875	....	....	....	98	....	
.. 6s, 1883	....	91	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96	....	....	....	....	96⅛
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	42	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	38⅛	38⅛	39⅛	39⅛	41⅛	41⅛
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	92⅛	....	92⅛	....	....	
.. R. R. L.	....	....	....	....	....	93
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	63⅛	63	63⅛	....	....	57⅛a
.. 6s new coup	96	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	46	46⅛	....	46⅛	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	53	....	53	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	123	....	....
North Pennsylvania	50	....	50	....	50	
.. 6s, 1880	....	....	99⅛	....	....	....
.. 7s	96⅛	....	....	....	96⅛	96⅛
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37	36⅛	36⅛	36⅛	36⅛	36⅛
.. 7s	....	....	....	....	....	....
Pennsylvania R. R.	58⅛	58⅛	59⅛	59	59	59
.. 1st M.	99⅛	....	....	....	....	....
.. 2d M.	....	....	101	....	....	....
.. Gen. mort.	....	....	....	....	....	....
.. .. reg.	....	....	....	....	....	96
Penn. State, 6s.1st series	100⅛	....	100⅛	100⅛	....	101
.. 6s, 2d series	....	....	....	105	104⅛	104⅛
.. 6s, 3d series	107	....	....	....	....	108
Philadelphia City, 6s	97⅛	97⅛	....	....	97⅛	....
.. new	100⅛	101	101	101	100⅛	100⅛
Philad., Germ. & Nor.	86⅛	....	....	....	....	....
Phila. & Reading	56⅛	56⅛	56⅛	57	56⅛	56⅛
Philadelphia and Erie	....	....	26	26⅛	....	26⅛
.. 6s	....	....	....	90	90	....
.. 7s	....	....	89	89⅛	89	89
Phila., Wilm. & Balt.	56	....	....	56⅛	....	56⅛
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	16⅛	....	....
.. 6s, 1882	....	....	78	....	79	79
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	21	21	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	21	....	21	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

	W.13.	Th.15.	F.14	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	....	....	100⅛	100⅛	....	....
.. 1886	....	....	....	....	....	....
.. 1890	98	....	98	97⅛	97⅛	98
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	149	....	....	....	....	....
.. bonds, 1875	....	....	95⅛	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	96⅛	96⅛	....
Marietta & Cin. 1st M.	....	....	....	....	....	....
.. 2d M.	89	....	....	....	....	....
.. 3d M. 8s	75⅛	75⅛	75⅛	75⅛	....	75⅛
Northern Central	39	39	....	....	38⅛	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	91⅛	....	92	92	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	56⅛
.. Defer. Certif.	....	17	....	....	....	....
City Passenger R R.	24	....	24	24⅛		24⅛

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 20.

	Th.14.	F 15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	150	150⅛	150⅛	150	151	151
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	142½	....	142⅛
Boston and Providence	....	....	151⅛	....	....	151
Boston, Hartford & Erie	3⅛	....	3⅛	4⅛	3⅛	3⅛
.. 7s, new	39⅛	39⅛	40⅛	42⅛	42⅛	42⅛
Cheshire, pref.	....	....	84⅛	....	....	83
Chl., Burl. & Quincy	....	136	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109⅛	109⅛	....	109⅛	109⅛	109⅛
Fitchburg	136⅛	....	....	....	137	....
Manchester & Lawr'ce	....	....	150	....	....	....
Michigan Central	117⅛	....	116⅛	....	115⅛	115
Northern, N. H.	....	....	114⅛	....	....	114
Ogdens. & Lake Champ	86	....	86⅛	86⅛	....	86⅛
.. pref.	106⅛	106⅛	106⅛	....	....	106⅛
Old Colony & Newport	109	....	109⅛	109⅛	109⅛	109
Ph., Wil. & Baltimore	56⅛	56⅛	56⅛	57	56⅞	56⅛
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	36⅛	....	....	....	....
" 6s	90⅛	90⅛	....	90⅛	90⅛	91
" Land Grant 7s	80⅛	....	....	80⅛	81⅛	....
" Income 10s	83⅛	83⅛	83⅛	83⅛	....	83⅛
Vermont & Canada	98⅛	....	98⅛	....	98	98
Vermont & Mass.	....	80	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	105⅛	....	....	105⅛
Metropolitan ..	....	....	65⅛	....	66⅛	66
Middlesex ..	90	....	....	90	90	....
Central Mining Co.	....	....	26	....	....	....
Copper Falls ..	....	12⅛	12⅛	11⅛	12⅛	11⅛
Franklin ..	....	....	8⅛	9⅛	....	9⅛
National ..	....	....	....	4⅛	4⅛	....
Pewabic ..	9⅛	....	....	....	....	9⅛
Quincy ..	44	....	44	44	45	43

London Stock Exchange.

	Closing Prices.— Mar. 1.	Feb. 23.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	91 — 93	91 — 93
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	91 —93
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	36⅛ — 37⅛	34 — 35
Detroit and Milwaukee 1st mort. 7s	75 — 79	75 — 79
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	31⅛ — 32	27 — 27⅛
Do. sterlg. 6 p. c. convertible bonds	78 — 80	77 — 82
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108⅛—109⅛	108 —109
Marietta and Cincinnati 7s	78 — 83	78 — 83
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	85 — 87	85 — 87
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 96	95 — 96
Do. $50 shares	50 — 52	51 — 55
Philadelphia and Erie 1st mort. 1881.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday March, 23, 1872.

Stock Exchange and Money Market.

Money has been in quite brisk request throughout the week, and call loans have been quoted very firm at from 7 per cent. currency to the large Government houses, to 7 per cent. gold, and in several instances, an additional commission of $\frac{1}{32}$, $\frac{1}{16}$, and even $\frac{1}{8}$ of one per cent., to the Stock brokers, whose wants have been decidedly the most urgent, in view of the unusually rapid development of speculative dealings at the Stock Exchange. The banks have been reserved in their advances, in view of their contracted resources. Private lenders have met the requirements of street borrowers with a fair degree of promptness at the extreme rates current in the open market. The discount movement has been on a limited scale, with choice to fair grades of business paper rated at from 8@12 per cent. per annum. The city banks reduced their loan and discount average nearly 1⅛ millions during the week while again contracting their outstanding circulation a trifle. The U. S. Sub-Treasury reduced its currency balance about 1⅜ millions. It also made a moderate reduction in its coin reserve. Its currency balance at the close of business on Tuesday was $6,486,232 and its coin reserve, $73,193,455.

The city banks, in their latest return, show a reduction of $1,373,100 of legal tender notes, and an increase of $418,200 of specie, with a decrease of $79,800 of deposits; also a decrease of $1,473,500 in their loan and discount averages, and of $23,500 in their item of circulation. The city bank exchanges, last week, averaged $110,192,453 and thus far, this week, about 118⅛ millions daily. The banks now hold $4,255,100 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,604,400, against $22,668,745 same time last year. The city bank deposits are now $206,049,900, against $230,945,643 week ending March 18, 1871. The legal tender reserve amounts to $43,187,800, against $55,623,645 same time last year. The circulation now stands at $28,098,500 against $31,605,215 same time last year. The loans are now $279,868,900 against $292,576,404 at this date last year.

The coin reserve of the city banks is now about 19⅝ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 43⅛ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $1,311,760 and its coin reserve $148,942 as the result of the week's business. The receipts of the office were $3,913,743 in coin, and $2,806,705 in currency; payments, $4,062,685 in coin, and $3,618,465 in currency. The office received $3,674,000 in coin or its equivalent, from customs; and disbursed $402,730 of coin interest.

The cash balance at the Treasury Department at the opening of business on Tuesday were: Coin, $117,000,000; currency, $9,500,000. Coin certificates were outstanding for $30,000,000.

Government revenues have been yielding fairly since our last. The excises yielded about two millions, and thus far since July 1, 1871, $92,284,793. The customs at the port of New York, last week were $3,594,066; at the outports, equal to about $1,200,000 more, all in coin, or coin certificates.

The specie shipments by rail, and steam from San Francisco, from Jan. 1, to March 7, were $2,845,446, against $3,270,783 same time last year.

Gold has been quite moderately dealt in and has been quoted weaker, particularly toward the close, influenced by the increased offerings of foreign exchanges, growing out of the extensive purchases of Erie shares for English and German account, which virtually place the Road in foreign ownership and control. The speculative call for Gold has been comparatively tame, and the customs and export drain moderate. The range of the price during the week has been from 109⅝ @110⅜ and the closing quotation on Wednesday was 109¾@109⅞ against 110@110⅛ the preceding Wednesday. The specie outflow, last week, was $730,640. The Gold Exchange Bank clearances have averages about 24 millions per day during the week.

The customs demand for Gold last week, averaged $612,334 a day; thus far, this week, it has averaged $460,000 a day, or equal to a weekly aggregate of $2,760,000. The arrivals of specie from Europe, Havana and other foreign ports

last week were $13,860, and since Jan. 1, 1872, $2,760,000 against $2,721,606 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $291,975, against $104,321,560 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 16, 1872, $61,858,664, against $66,003,646 same time in 1870-'71.

The export drain of specie was $730,640 last week, against $1,993,517, same week preceding year. The shipments since July 1, 1871, have been $26,294,054 against $53,475,702 same time in 1870-'71.

Foreign Exchange has been much more freely offered and quoted cheaper, closing weak, on a moderate movement. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 109⅞@110⅛.

The produce exports from this port, week ending with March, 19th were to the currency value of $3,120,767.

Government securities have been in fair demand and prices have been generally well supported.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¼@115½; U. S. Five-Twenties of 1862, (other than the bonds called in) 111¾@112; U. S. Five-Twenties of 1864 at 111¾@112; U. S. Five-Twenties of 1865, 112½ @112¾; U. S. Five-Twenties of 1865 consolidated, 110⅞@111⅛; U. S. Five-Twenties of 1867, 112⅜ @112½; U. S. Five-Twenties of 1868, 112⅜ 112⅝; U. S. Ten-forties at (ex March coupon) 108@108¼; U. S. Fives of 1881 (Funding Loan) 109¼@109½. Six per cent. currency bonds, 115 @115¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 6.	Mar. 13.	Mar. 20.
Consols.....	93	92⅝@92¾	92⅞
U.S. 5-20's of 1862..	92¼	92⅛	92⅜
U. S. 5-20s, 1865....	93⅝	93¼	93½
" 1867	92¾	92⅝	93½
" 10-40s	*88¾	89	89½
Erie.....	....	....	44⅛

* Ex March coupon.

State bonds have been in more general demand, as a rule, and quoted firmer in price. South Carolina Bonds have advanced sharply.

Railway bonds, have been in more confident demand and have been quoted strong and buoyant in price. Central Pacific Sixes have been in good request at 102@102⅛. Chesapeake and Ohio Sixes have been selling quite freely at 94 per cent. and accrued interest.

Notwithstanding the snow blockade on the Union Pacific Road, the Central Pacific Railroad made a handsome gain in its February earnings, as compared with the figures of February of last year. The increase in February was $59,997, making the gain in the first two months of the current year $157,978, over the corresponding period of last year. The earnings in February were $545,487, against $485,490 in February, 1871, and $394,176 in February 1870, and since January 1, $1,179,967 against $1,021,989 same time in 1871, and $807,280 same time in 1870. These figures clearly indicate the rapid growth of the traffic of the Central Pacific Road, particularly in its local or way business.

Railway and miscellaneous share property has been unusually active, and generally buoyant in price. The dealings in Erie shares have been remarkably extensive, largely on foreign (English and German) account, and the price has been more rapidly advanced, though closing irregularly. Boston, Hartford and Erie Shares have also been quite fairly purchased.

The transfer book of the Erie Railway Stock were to have been formally re-opened on Wednesday.

General business has been less active. Breadstuffs and Provisions favored buyers early in the week, but closed more firmly. Petroleum and Naval Stores were cheaper, Metals generally much heavier. Middling upland cotton closed on Wednesday at 22½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,356,372 bales, against 3,191,867 bales same time in the preceding year; exports 1,428,292 bales against 2,056,875 bales in the previous year; stock at the ports at latest dates, 482,061 bales against 692,692 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand at 10@14 cts.; Veals at 5@11 cts.; Sheep at 7¼@10½ cts. Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipt were 6,252 Beeves, 1,667 Veal Calves, 20,685 Sheep and Lambs; and 28,006 Swine.

Foreign merchandise has been less active, and rather weaker as to values. The week's imports of foreign goods reached the amount of $5,238,441 including $2,653,920 of dry goods.

Ocean freights have been moderately active, and quoted firm as to rates, in most instances.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie, 6⅜; do. 1st mort., 41¼; do. guar. bonds, 49¾; Albany and Susq. 1st mort., 105⅛; do. 2d mort., 100; Central of New Jersey 1st mort. new, 104½; do. scrip, 106½; Galena and Chicago 1st mort., 104½; Ohio and Miss. 2d mort., 87; do. consol., 94¾; North Missouri 1st mort., 91½; New Jersey Southern R. R., 18; do. 1st mort., 79; St. Louis and Iron Mt. R. R., 80; do. 1st mort., 95; New Jersey R. R., 126; Long Dock bonds, 94; Hannibal and Naples 1st mort., 90½; Joliet and Chicago R. R. 93; do. 1st mort., 108; Cleveland, Painesville and Ashtabula new bonds, 98; Detroit, Monroe and Toledo, 1st mort., 98; Great Western 1st mort., 1888, 95½; Toledo, Peoria and Warsaw 1st mort. E. D., 94; do. W. D., 91¾; do. 2d mort., 85; Illinois and Southern Iowa 1st mort., 90; Lake Shore and Michigan Southern Scrip., 90¾; Marietta and Cincinnati 1st pref., 22; Milwaukee and St. Paul 1st mort. Iowa Div., 87⅛; East Tenn., Va. and Ga. 1st mort., 93; Clev., Col., Cin. and Ind. 1st mort., 102; New York and New Haven R. R., 143; do. scrip., 138; North Carolina 6s, Special tax, 16½; do. Fund Act 1868, 24; do. 1866, 27; South Carolina 6s, old, 52; do. new, Jan. and July, 38; do. Apl. and Oct., 35; N. Y. State 7s, B. L., 107¾; do. 6s, 1874, 105½; Texas 10s, 1876, 88; Consols. Coal of Md., 38⅛; Am. Coal, 38¼; Maryland Coal, 20; Western Union Tel., 70⅞; Quicksilver pref., 40⅜; Adams Exp., 97½; Wells Fargo Exp., 76; U. S. Exp., 73¼; Am. Mer. Union Exp., 73; Brooklyn 6s, W. L., 96.

Philadelphia.—Pennsylvania allotments, 56¾; Lehigh Valley allotments, 57⅞; Harrisburg and Lancaster R. R., 50; Nesquehoning R. R., 55½; Susquehanna Canal, 8; Camden and Atlantic pref., 34½; East Pennsylvania R. R., 39½; Oil Creek and Allegheny River 1st mort., 86; Pennsylvania Canal 6s, 76; Penn. and N. Y. Canal 7s, 97; Sunbury and Erie 7s, 100; Chesapeake and Delaware Canal 6s, 94; West Jersey 7s, 103½; do., 6s, 93¼; Huntingdon and Broad Top Mountain pref., 13; do. 1st mort., 103; do. consol., 47; Philadelphia and Reading 6s, 1880, 94½; do. deben. bonds, 84; Catawissa 7s, new, 96¼; Morris Canal 7s, Boat Loan, 94; Pittsburg 5s, 74¼; Allegheny County 5s, 78; Clinton Coal, ¼. The latest quotations are: City 6s, 97½@98; do. free of tax, 100⅞@101; Pennsylvania State 6s, W. L. 100¼@101; do. 1st series, 100½@101; do. 2d series, 104@105; do. 3d series, 107⅞@108; Reading, 56⅝@56⅝; do. mort. 7s, 1893, 100½@ 100½; do. mort. 6s, 1880, 93@93; Camden and Amboy, 126½@127; do. mort. 6s, 1889, 96@96½; do. 1883, 92@—; do. 1889, 91½@92; Pennsylvania R. R., 58¾@58⅞; do., allotments, 56¾@57; do. 1st mort., 99¾@100; do. 2d mort., 100@ 100½; do. General mort. coupon, 93⅛@93⅛; do. reg., 95¾@96; Little Schuylkill R. R., 46¼@ 46¾; Morris Canal, 48@50; do. pref., 123@124; do. 6s, 93@94; Susquehanna Canal, 8@8; do. 6s, 75@75; Schuylkill Nav., 8@8½; do. pref., 16@ 17; do. 6s 1882, 78@79; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 94@95; do. 60@—; Lehigh Coal and Navigation, 44⅝@44⅞ do. 6s, 1884, 89@89½; do. R. R. Loan, 93@93; do. Gold Loan, 92@93; North Pennsylvania 50@ —; do. 6s, 99½@99⅞; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, 89½@90½; Minehill, 52¼@ 53¼; Catawissa, 15@16¼; do. pref., 45¾@46; Lehigh Valley, 57½@58; do. allotments, 57⅝@ 57¾; do. 6s, new coupon, 96@96; do. reg., 95½ @96; do. 7s, 101@101¾; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 65@68; Thirteenth and Fifteenth, 21@21¾; Spruce and Pine, 33@34; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 20½ @21½; Union, 72@—; Germantown, 38@40.

Boston.—Little Rock and Fort Smith 1st mort. 7s, 28¾; do. 6s, 30½; Vermont Central 1st mort., 83½; do. 8s., 1891, guar., 99¾; do. 2d mort., 88; Eastern R. R. 6s, 1874, 98; do. 1889, 95⅞; Boston, Clinton and Fitchburg 1st mort. 7s, 1889, 90; Michigan Central 8s, 1890, 109; Leavenworth, Lawrence and Galveston 10s, 1859, 95¾; Vermont Central and Vermont and Canada 8s, 1875, 99¾; Old Colony and Newport 6s, 1876, 98; Western R. R. 6s, 1875, 98; Burlington and Missouri River R. R. 7s, 1875, 101½; Ogdensburg and Lake Champlain 8s, 102½; Stanstead, Shefford and Chambly 7s, 84; Eastern (N. H.) R. R., 105; Granite Railway, 69½; Vermont Central old Stock, 1½; Rutland R. R., 17; do. pref., 66; do. 7s, 1880, 79¾; do. scrip., 85½; Cincinnati, Sandusky and Cleveland R. R., 24; do. pref., 88⅞; do. 7s, 1890, 83½; Conn. and Pass. Rivers R. R., pref., 90¾; do. 6s, 1876, 95; Cape Cod R. R., 78½; Norwich and Worcester R. R., 124¾; Troy and Greenbush R. R., 48⅞; Portsmouth, Gt. Falls and Conway R. R., 101; Summit Branch, 46¾; Brookline Land Co., 7¼; Boston Water Power, Co., 56¾; Cary Imp., 15¼; Waverly Land, 7; Essex Co., 137½; New Hampshire

6s, 1873@1874, 100; Massachusetts 6s, 1875, gold, 107; St. Louis 6s, 1886, 90; Chicago 7s, 98¼; Boston 5s, 1882, gold, 98¼; do. 1882, 99½; do. 1874, 102⅛; do. 6s, 1875, currency, 100¼; do. 1880, 101¼; Roxbury 6s, 1877, 99½; Cincinnati 7s, 1890, 104½; Cambridge 5s, 1893, gold, 97¾; Bath 6s, 1898, 90¾; Salem 6s, 1876, 100⅛; Allouez Mining Co., 10; Astor, 50c.; Calumet and Hecla, 131; Dawson, Silver, 4⅝; Dana, 1⅛; Eagle, 50c.; Humboldt, 1⅝; Mesnard, 75c.; New England, 25c.; Petherick, 3½; Phœnix 22; Rockland, 2; Ridge, 7; Shuniah, Silver, 9¼; Superior, 40c.; Star, 45c.; St. Clair, 50c.; Tremont, 50c.

Baltimore.—Maryland Defense 6s, 105⅛; Northern Central 6s, 1900, gold, 95½; Orange, Alex. and Manassas 7s, 84½; Western Maryland 2d mort. guar., 95½; do., 3d mort. guar., 96¼; do. 2d mort. pref., 75; Orange and Alexandria 4th mort., 8s, 85; do. 2d mort. 6s, 83⅛; Richmond and Danville 1st mort., 81½; Central Ohio R. R., 80; Memphis City 6s, 58½; George's Creek Coal, 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¼@93½; Baltimore and Ohio, 149@150; do., pref., 100@100; do., 6s, 1875, 96¼@96½; do., 1880, 95⅛@95¼; do., 1885, 96@97; Parkersburg Branch, 5@—; Northern Central, 38⅝@38¾; do. 6s, 1885, 92½@94; do., 1900, 89¾@90; do., 6s, 1900, gold, 93¼@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 98@99; do., 3d mort., 1885, 88@90; Marietta and Cincinnati 7s, 1892, 96½@97; do., 2d mort., 89@89½; do., 3d mort., 75¾@76; Central Ohio, 29¾@30¼; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@—; do., 3d mort., guar., 95@96½; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville bonds, 81@82; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84¼@86; Orange, Alex. and Manassas 7s, 84¼@85; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100¼@100⅜; do., 1884, 97½@98¼; do. 1886, 99½@—; do., 1890, 97¾@98; do., 1893, exempt, 98@—; do., 1900, exempt, —@98½; Memphis City 6s, 58@58¾; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 105@106; City Passenger R. R., 24@24¼; George's Creek Coal, 79@80½.

Columbus, Springfield and Cincinnati R.R.

The Columbus, Springfield and Cincinnati Railroad is now completed, extending from the city of Columbus, O., to the city of Springfield, O., a distance of forty-five miles.

The amount of first and only mortgage bonds on the road is One Million Dollars, payable Sept. 1st, 1901. Coupons, at seven per centum per annum, payable Sept. 1st and March 1st, at the office of the Union Trust Company, New York.

The amount of Common Stock, is One Million Dollars. No Preferred Stock; the above being *all* the Bonds and Stock on the Road.

☞ The contract for the completion of the Paducah and Memphis Railroad was closed on Thursday. It is to be completed to Covington, Tenn., by the 1st of October.

BANKING HOUSE OF FISK & HATCH,
5 NASSAU STREET, NEW YORK, March 1, 1872.

We sell the CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin.

Descriptive pamphlets, with full information, furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices.

We receive deposits and allow interest at the rate of four per cent. on balances; make collections in all parts of the country; issue certificates of deposit, and do a general banking business.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

☞ At a recent meeting of the corporators of the Chesapeake and Cincinnati Railroad, held in Cincinnati, Chief Engineer Pryor stated that the surveys from Cincinnati to Huntington, the present terminus of the road, had been completed, and that the people living along the route manifested the warmest interest in the prospect of a railroad, and in many cases, unsolicited, offer the right of way free of cost, the general remark being, "Go anywhere you please, so you give us a railroad." From Huntington to Cincinnati the distance is 149 miles, and to build the road that distance will cost $1,985,546 70.

☞ The public will be glad to learn that railroad communication with Walton and Delhi, N. Y., has been opened, via Sidney, by the New York and Oswego Midland Railroad. Passengers by the 7:40 A. M. train from Albany, on the Albany and Susquehanna Railroad, connect with the passenger train for the above mentioned places. This will be good news to those going on business or for pleasure to either of these hitherto sequestered places, as the tedious stage ride to reach the same is a thing of the past.

☞ The Charleston (West Virginia) *Journal* states that the directors of the Parkersburg, Ripley and Charleston railroad have authorized the president to contract for the construction of the road out of Charleston as far as the two-mile valley, with its deposits of coal, iron and limestone. It is proposed that Parkersburg and Wood and Jackson counties shall subscribe toward the completion of the work to Parkersburg.

☞ The keel for the first of the iron steamships which the Harlan & Hollingsworth Company, of Wilmington, Del., will build for the Pacific Mail Steamship Company, was laid on the 2d instant at their yard. The dimensions of this vessel will be: Length over all 280 feet, width of beam 40 feet, depth of hold from base line to top of spar deck 30 feet 6 inches.

☞ The Maysville *Eagle* says that the contract for building the Kentucky and Great Eastern railroad had been signed, and that the work will commence at Maysville on April 1st.

☞ THE 8 PER CENT. FIRST MORTGAGE SINKING FUND
LAND GRANT BONDS OF THE
ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

in denominations of $1,000, $500 and $100, Coupon or Registered, can now be obtained to a limited amount only from the undersigned, or through the principal Banks and Bankers throughout the United States.

The safety and reliability of these Bonds is evidenced in the continued and increasing demand for them by prudent and careful investors, who have invested in them after a most thorough and rigid examination of the security pledged for their payment, both interest and principal.

THEY ARE SECURED by a *first* and *only mortgage* on the Company's *railroad* (*which will soon connect the Union Pacific Road at Fort Kearney with the City of St. Joseph, Mo., already an important railroad centre*)—upon the *Franchises* of the same—upon the *Equipment* and *personal property* of every description—upon the *Land Grant* of the Company granted by Special Act of Congress, approved July 23d, 1866, *amounting to* 1,700,000 *acres, which has been officially Certified to the Company by the Commissioner of the General Land Office in his official report to Congress, transmitted through the Secretary of the Interior on January 10th*, 1872.

The Bonds are issued only as they represent a completed and equipped Road; all proceeds of Bonds beyond this are held by the Trustees in trust until the necessary completion entitle the Company to these proceeds.

The Road is built first-class in every particular, and has been so received and accepted by the Department of the Interior.

The Mortgage Deed of Trust prohibits the sale of any of the Company's Lands at less than four ($4) dollars per acre, payable to the Trustees and applied to the payment of the Bonds, through the operation of the Sinking Fund. The payment of the Bonds before maturity is not compulsory upon the holders.

The Bonds are therefore secured by two classes of property *combined in one mortgage*, the value of either largely exceeding the amount of bonds which can be issued under the mortgage.

Trustees—Farmers' Loan and Trust Company of New York.

The Bonds have thirty years to run, with both principal and interest payable in Gold. The principal payable in New York, the interest at eight (8 p.c.) per cent., payable in February and August either in New York, London or Frankfort on-the-Main, free of tax.

Price 97½ and accrued interest in Currency. The Bonds are receivable at par and accrued interest in payment for the Company's Land Sales. Maps, circulars, documents and full information furnished on application.

The Bonds of this Company have always been received with favor by investors and capitalists, have always commanded a ready market, and we unhesitatingly recommend them—believing this loan will rank equally with that of the Eastern Division issues, which are now selling at a premium above par.

TANNER & CO.,
Bankers, No. 11 Wall Street.

Journal of Railroad Law.

RAILROAD COMPANIES—WHETHER NEGLIGENCE IS A QUESTION OF LAW OR FACT—EVIDENCE AS TO SPEED OF ENGINE, RINGING OF BELL, REMARKS OF BY-STANDERS.

The facts in the recent case of the Detroit and Milwaukee Railroad Company *vs.* Jacob Van Steinburg (17 Mich. 99) are fully and clearly stated in the following opinion by

COOLEY, CH. J.—The action in the court below was brought by Van Steinburgh to recover of the railroad company for injury done him by one of their engines at Holly station, on September 15, 1865. The plaintiff, it appears, was a hotel-keeper at that place. The track passed between his house and the depot; and only about thirty feet therefrom. He heard the whistle of an approaching train when it called the station; started to cross over the track to the depot; was caught by the engine as it came up, and had one foot taken off, and the toe of another. The defendants insisted that the injury was attributable to his own carelessness: while he, on his part, claimed that the defendants were negligent and he was not. The counsel for the defendants requested the court to charge the jury.

First. That the conduct of the plaintiff, by leaving the hotel, with the knowledge that a train was coming, and walking upon the track in front of the train, which could be seen for fifty or sixty rods, is negligence, and he cannot recover.

Second. If the jury believe that the plaintiff heard the whistle announcing the approach of the train, and knew that any train was arriving, and that it could be seen for fifty or sixty rods during his walk from the hotel, and he went upon the track, this is such negligence as will prohibit his recovery.

Third. That if the defendant's employees were negligent in omitting to ring the bell, and also in approaching the station too rapidly, if the plaintiff heard the whistle announcing the approach of the train, and from negligence and inattention walked upon the track, he cannot recover.

Fourth. That if the plaintiff heard the whistle, and knew the time when this train was due, it is absence of ordinary care for the plaintiff to walk upon the track in front of the engine, and cannot recover.

Before noticing these requests, the Circuit Judge instructed the jury, that the first proposition for them to consider, was, whether the defendant, in running its engine and train, upon the occasion in question, immediately preceding and at the time of the accident complained of, was exercising or dinary care and diligence, and if the jury should find that the defendant was not guilty of a want of ordinary care and diligence, the plaintiff could not recover under any circumstances whatever; but, that if the jury should find the defendant did not use ordinary care and diligence, under all the circumstances, then the next question for them to consider was the conduct of the plaintiff in the occurrences that immediately preceded the injury complained of, and at the time it happened, and that if they should find the plaintiff under all the circumstances, did not use reasonable and ordinary care and diligence, and such conduct contributed to the injury, he could not recover, however negligent the defendant might have been; hat to entitle the plaintiff to recover, the jury must find that the plaintiff was not, and the defendant was guilty of a want of ordinary care and diligence. After instructing the jury as to what constituted ordinary care and diligence, the judge further charged them, that, inasmuch as the question of negligence was based upon facts disclosed by the proofs, about which there was dispute, and concerning which there was conflicting evidence, it was the peculiar and exclusive province of the jury to determine those facts, and upon their finding of facts, to determine the question of negligence. And, coming to the particular requests above set forth, the judge told the jury that he could not instruct them as requested; that he thought the questions of fact involved in the case were proper for the consideration of the jury, and that the court could not assume what the facts were, nor that they were or were not correctly stated in those propositions, or that they were all the facts proven upon which the question of negligence depended; that these were all matters for the consideration of the jury, under the rules of law laid down for them by court.

But the judge did then state to the jury, in reference to the said four requests, that if the plaintiff walked upon the track, with notice of the approach of a train upon that track, whether by signals or by seeing the train approaching, it is such negligence on his part as will prevent his recovery. And, also, that if the jury shall find that the defendant's employees were negligent in omitting to ring the bell, and also in approaching the station too rapidly, yet if the plaintiff knew that the train was approaching, and to come upon that track, or had good reason to suppose that it was, and from negligence or inattention walked upon the track and was injured, it was negligence on his part and he could not recover; for the object in requiring signals to be given of an approaching train, is to bring home to the wayfarer notice of its approach, and if he have that notice or knowledge, and from negligence or inattention, walk upon the track, and is injured, he cannot, under the law, recover. From this statement of the instructions to the jury, it must be evident, I think, that if the question of the plaintiff's negligence was one to be left to the jury at all, it was very fairly submitted to them by the judge; or, at least, that there was nothing in his charge of which the defendants could justly complain. Without entering upon the debatable ground of the degree of negligence on the part of the plaintive which should exonerate the defendants from liability; or on the part of the defendants which might justly subject them to responsibility, notwithstanding the plaintiff's want of prudence, he gave them to understand that a want of reasonable and ordinary care and diligence on the part of the plaintiff should entirely excuse the defendants from liability for any degree of negligence, however great, of which they may have been guilty. The disputed point in the present case is, whether they had not been shown by the evidence such a case of negligence on the part of the plaintiff as left nothing to be passed upon by the jury, but required the court to instruct them, as matter of law, that the plaintiff could not recover. In determining this question, we must look at the case as it appears from the plaintiff's own testimony, unqualified by any which was offered on the part of the defendants, and must concede to him anything which he could fairly claim upon that evidence. He had a right to ask the jury to believe the case as he presented it; and, however improbable some portions of his testimony may appear to us, we cannot say that the jury might not have given it full credence. It is for them, and not for the court to compare and weigh the evidence. For the purposes of any positive instructions which one party may demand upon the evidence, he must concede all that his opponent may claim from it. He must, therefore, concede in the present case that the train came in without sounding any other signal than the whistle which called the station; that it approached the station with a velocity which was unusual, and which would have carried it considerably beyond the usual place of stopping; that consequently it must have reached the place of the injury sooner than, and, perhaps, within half the time the plaintiff had any reason to expect, and that, in fact, others besides himself were surprised by its sudden arrival, and came near being run over and injured by it. All these facts might have been, and doubtless were urged upon the jury, as made out by the evidence, and the defendants must, therefore, claim that, admitting all these facts, the plaintiff is still shown to be guilty of such a want of ordinary care, as the law pronounces a bar to any recovery by him. As a general rule, it cannot be doubted that the question of negligence is a question of fact and not of law. Lynch & Nurdin, 1 Q. B. 29, Cotton & Wood, 8 C. B. N. S. 568. Negligence, as I understand it, consists in a want of that reasonable care which would be exercised by a person of ordinary prudence under all the existing circumstances, in view of the probable danger of injury. The injury is, therefore, one which must take into consideration all these circumstances, and it must measure the prudence of the party's conduct by a standard of behavior likely to have been adopted by other persons of common prudence. Moreover, if the danger depends at all upon the action of any other person under a given set of circumstances, the prudence of the party injured must be estimated in view of what he had a right to expect from such other person, and he is not to be considered blamable if the injury has resulted from the action of another which he could not reasonably have anticipated. Thus the problem is complicated by the necessity of taking into account the two sets of circumstances affecting the conduct of different persons, and is only to be satisfactorily solved by the jury placing themselves in the position of the injured person, and examining those circumstances as they then presented themselves to him, and from that stand point judging whether he was guilty of negligence or not. It is evident that such a problem cannot usually be one upon which the law can pronounce a definite sentence, and that it must be left to the sifting and determination of a jury. There are nevertheless, cases in which it has been held proper for the court to take the question altogether away from the jury, and decide it as one of law. It is generally held, and is, I think, the correct doctrine that it is incumbent on the plaintiff to show that the injury of which he complains was caused by the negligence of the defendant, and that it did not arise from his own negligence or want of skill. He takes it upon himself to prove both; and he

does not recover if he was negligent; because it cannot be said that the defendants' negligence has caused an injury which would not have happened but for his own want of due care. Lane & Crombie, 2 Pick. 176; Carsley & White, 21 Id. 254: Lucas & Taunton and New Bedford R. R. 6 Gray 70. The case, however, must be a very clear one which would justify the court in taking upon itself this responsibility. For when the judge decides that a want of due care is not shown, he necessarily fixes in his own mind the standard of ordinary prudence, and, measuring the plaintiff's conduct by that, turns him out of court upon his opinion of what a reasonably prudent man ought to have done under the circumstances, He thus makes his own opinion of what would be generally regarded as prudence a definite rule of law. It is quite possible that if the same question of prudence were submitted to a jury collected from the different occupations of society, and perhaps better competent to judge of the common opinion, he might find them differing with him as to the ordinary standard of proper care. The next judge trying a similar case may also be of a different opinion, and because the case is not clear, hold that to be a question of fact which the first has ruled to be one of law. Indeed, I think the cases are not so numerous as has sometimes been supposed, in which a judge could feel at liberty to take the question of the plaintiff's negligence away from the jury. The judge, it is said in one case, is not bound to submit to a jury the propriety of a particular course, when it is perfectly notorious that all prudent men conduct their own affairs differently. The uniformity of the conduct of business men becomes a rule of law. But while there is any uncertainty, it remains a matter of fact for the consideration of the jury. Briggs & Taylor, 28 Vt. 183. The difficulty in these cases of negligent injuries are repeated under the same circumstances; and, therefore, no common standard of conduct by prudent men becomes fixed or known. In North Pennsylvania R. R. and Heileman, 49 Penn. 63, it is said: "That what constitutes negligence in a particular case is generally a question for jury and not for the court is undoubtedly true, because negligence is want of ordinary care. To determine whether there has been any, involves, therefore, two inquiries:

First. What would have been ordinary care under the circumstances; and

Second. Whether the conduct of the person charged with negligence came up to that standard. In most cases the standard is variable, and it must be found by a jury. But when the standard is fixed, when the measure of the duty is defined by the law, entire omission to perform it is negligence. In such a case the jury have but one of these inquiries to make. They have only to find whether he, upon whom the duty rests, has performed it. If he has not, the law fixes the character of his failure and pronounces it negligence."

In Meesel and Lynn and Boston R. R. 8 Allen, 234, the court declined to instruct the jury that riding upon the outside platform of a horse railroad car was such a want of ordinary care as would prevent a recovery for an injury sustained by being thrown therefrom. "There is no such general knowledge," says the judge delivering the opinion, "as enables the court to say that the plaintiff did not use due care. On the contrary, it is well known that the highest speed of a horse railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins and his brake. In turning around an angle, from one street to another, passengers are not required to expect that he will drive at a rapid rate; but, on the contrary, might reasonably expect a careful driver to slacken his speed." In other words, the passengers had a right to govern their action by what they might reasonably expect would be that of the driver; and this presented a proper question to be submitted to the jury. See also Isbell and N. Y. and N. H. R. R. 29 Conn. 393. This question was very fully and carefully considered by the Supreme Court of Connecticut in Beers and Housatonic R. R. 19 Conn. 566, and a rule was laid down, which has since been followed in that state, and is very succinctly stated in Park & O'brien, 22 Conn. 347, as follows: "The question as to the existence of negligence, or a want of ordinary care, is one of a complex character. The inquiry not only as to its existence, but whether it contributed with negligence on the part of another to produce a particular effect, is much more complicated. As to both, they present, from their very nature, a question, not of law but of fact, depending on the peculiar circumstances of each case, which circumstances are only evidential of the principal fact—that of negligence or its effects—and are to be compared and weighed by the jury, the tribunal whose province it is to find facts, not by any artificial rules, but by the ordinary principles of reasoning; and such principal fact must be found by them, before the court can take cognizance of it, and pronounce upon its legal effect." It is a mistake, therefore, to say, as is sometimes said that when the facts are undisputed the question of negligence is necessarily one of law. This is generally true only of that class of cases where a party has failed in the performance of a clear legal duty. When the question arises upon a state of facts on which reasonable men may fairly arrive at different conclusions, the fact of negligence can not be determined until one or the other of those conclusions has been drawn by the jury. The inference to be drawn from the evidence must either be certain and incontrovertible, or they cannot be decided upon by the court. Negligence cannot be exclusively established by a state of facts upon which fair minded men may well differ. In Ireland and Oswego R. R. Co. 13 N. Y. 533, Judge Johnson, speaking upon this subject, says: "The fact of negligence is very seldom established, by such direct and positive evidence that it can be taken from the consideration of the jury and pronounced upon as matter of law. On the contrary, it is almost always to be deduced as an inference of fact, from several facts and circumstances disclosed by the testimony, after their connection and relation to the matter in issue have been traced, and their force and weight considered. In such cases the inference cannot be made without the intervention of a jury, although all the witnesses agree in their statements which is consistent throughout. Presumptions of fact, from their very nature, are not strictly objects of legal science, like presumptions of law. That the care exercised by the plaintiff at the time of the injury, and the negligence of the defendant, were both questions for the jury to determine, cannot admit of any doubt." See also Oldfield and N. Y. and Harlem R. R. 14 N. Y. 310; Ernst and Hudson River R. R 35 Id., 38, 40, 47. Applying the principle of these cases to the one now before the court, I think the refusal of the judge to give the instructions prayed for was correct, and that the charge as given was just towards the defendants. It certainly cannot be said that the plaintiff, on any view of the evidence, observed the highest degree of prudence in his conduct. He stepped upon a track on which he knew a train was approaching, without turning to see how near it was, and the injury has resulted in consequence. Thus stated the fact would appear to be gross negligence, if not utter recklessness. But there are other circumstances to be taken into the account before definite judgment can be pronounced upon the character of the act. The plaintiff heard the whistle half a mile off. He knew he had the time which would be required for the train to pass over that distance in which to cross over to the depot a distance of less than a hundred feet. He also knew that all trains coming on this track stopped at the depot, and, that they checked their speed and approached it slowly. He also had some reason to expect the ringing of the bell. But whether a bell was rung or not, it may well be claimed that he had abundant reason to believe there was ample time to cross the track, before the train, in the ordinary course, could possibly arrive, even though he walked along leisurely, as he must have done. He looked for the train, indeed, as he came out of his hotel, but he had less that the usual occasion for looking, when he knew about how far off the train was, and that, relying upon the ordinary mode of management, as he had a right to, he could not be in danger from it in passing over. And if we are to believe his evidence, he was entirely correct in his calculations, and it was only because the train came up at a speed twice as great as he had any right to anticipate, that he found himself in danger. He may claim, therefore, that he was not guilty of a want of ordinary care and prudence, because the ordinary condition of things, which was what he was to look for, would not have made his position dangerous. The plaintiff's case is, that the extraordinary and unprecedented speed of the train was what put him in peril; and, if the case, as made by him should stand unshaken by other evidence, there would be in this position so much of plausibility, that I do not see how a judge could set aside a verdict in accordance, as without evidence to support it. If this be so, neither could he take the case away from the jury by directing them to find a verdict for the defendants. The errors in the record, which have been pointed out, make it necessary to revise the judgment and order a new trial. The plaintiff in error will recover costs in this court, and the costs in the court below will abide the result.

Judgment accordingly.

☞ The Galveston *News* announces that the Texas Central Railroad will be completed to Dallas in about three months. A third rail is to be laid between Galveston and Austin, so that trains of both gauges can be run.

Huntingdon and Broad Top Mt. R. R.

The Huntingdon and Broad Top Mountain Railroad Company have just issued their annual report for 1871, from which we gather the following interesting facts: Receipts from all sources, principally from coal, merchandise, ore, and passengers, $301,322, being $127,733 in excess of expenses and an increase in net earnings over those of 1870 of $6,751, notwithstanding there was a strike among the coal mines in the heart of the season that lasted nearly sixty days. The expenses of 1871 were 57.60 per cent. of the gross receipts, which is a small fraction less than in 1870. All the items enumerated in the traffic of the Company show an increase, and in pig metal and other ores the tonnage is nearly double that of 1870. This is a gratifying fact as showing all the material on the line of the road necessary to the cheap manufacture of iron, and is a happy augury of the establishment there of forges and furnaces on which much reliance is placed for the resuscitation of the business of the Company's works, and the complete and early restoration of the Company's credit. The net balance of receipts over expenses on the year's business (after deducting drawbacks, taxes and office and incidental expenses) is $89,449, that sum being applicable to interest on the bonded debt, which amounts to $2,035,500. It is a matter of complaint in the report that the Pennsylvania Railroad Company does not furnish anything like an adequate supply of coal cars, and until it does, it says, "the business of all its coal tributaries will be repressed and limited to a small annual increase." The Huntingdon and Broad Top connects with the Pennsylvania at Huntingdon, and extends southward 45 miles to Mount Dallas, where it connects with the Bedford and Bridgeport road, now under lease, extending to the Maryland State line, 31 miles, and thence by the Cumberland and Pennsylvania Railroad from the State line to Cumberland, 7 miles—whole length of road from Huntingdon to Cumberland, 83 miles. At Bridgeport connection is also made with the Pittsburg and Connellsville Railroad, affording outlet to both Pittsburg and Baltimore, and opens a new route to coal from the Cumberland coal mines.

The Valley Route to the Pacific.

THE SNOW PROBLEM.

The four principal routes that have been surveyed to the Pacific have the following mean elevation above the sea level: 1. The extreme southern or Texas Pacific route, skirting the border of Mexico, has an average altitude of 2,300 feet. 2. The 35th parallel route, 3,600 feet. 3. The middle route, extending 1,771 miles, from Omaha to Sacramento, 5,000 feet. 4. The northern route, from Lake Superior and St. Paul to Puget Sound 1,900 feet.

The middle route (now occupied by the Union and Central Pacific Road) scales four principal summits, having the following elevations: 6,169 feet, 7,042 feet, 7,463 feet, and 8,235 feet. The Northern route has on its main line but two summits, the highest of which has an altitude not much exceeding 5,000 feet. Nine hundred continuous miles on the middle route have a greater average elevation than the highest summit on the northern, and 450 continuous miles on the former line are 1,000 feet above the highest point on the latter.

The remarkably low altitude of the northern line fully entitles it to the designation it has received of the Valley Route to the Pacific. From Lake Superior, for a distance of eight hundred miles, on this line, the country is a vast plain, partly timbered, but mainly prairie, gradually rising from one thousand one hundred feet elevation above the sea near Lake Superior to two thousand seven hundred feet near the Rocky Mountains. This plain has a varied surface, and in its depressions flow the navigable waters of the Mississippi, the Red, the Upper Missouri, and the Yellowstone, and their many tributaries.

Crossing at right angles the valleys of the Mississippi and the Red River of the North, the northern route traverses the rolling prairies of Dakota to the broad and fertile valleys of the Missouri and Yellowstone. The latter it follows nearly the entire length of Montana to the foot of the mountains. Ascending the eastern slope by an almost imperceptible grade, and surmounting the divide by a pass so remarkable that it almost constitutes a gateway through the mountains, the Northern line enters the valley of a branch of the Columbia, and follows that noble river to tide-water on the Pacific. The leading advantages resulting to the Northern Pacific Railroad from the low altitude of the valley route along which it is building are: 1. A mild climate and a sheltered position. 2. Exemption from deep and drifting snows, and, hence, with ordinary precautions, entire freedom from winter obstructions. 3. A productive and verdure-covered country flanking the road, resulting in rapid settlement, a large tributary population and a profitable local traffic. 4. An abundance of good water. 5. A saving of many millions in cost of construction, with a proportionate reduction of interest burden. 6. A succession of natural and easy grades, which will greatly reduce the cost of operating the road, and enable the same motive power to accomplish far greater results, both in speed and traffic, than are possible on an elevated or mountain route.

The experience of the past winter, the severest since our territories were settled, and not likely to be repeated for many years, has thoroughly justified the claim that the Northern Pacific Road, when completed, will not be at any time obstructed by snow. Authentic reports—official, unofficial and incidental, from surveyors, engineers, United States military and signal officers, and settlers, representing all important sections of the route—agree that during the past hard winter there has not been a time when, with the precautions usually taken on roads in northern states, northern Pacific trains could not have made regular trips.

Chief-Engineer Roberts, of the Northern Pacific Road, who has no superior in his profession in this country, and has carefully studied the western snow-problem during the past three years, in a recent report, based on a very full data, sums up his conclusions in this sentence:

"With ordinary means of protection at exposed points, the Northern Pacific Railroad, when completed by the Yellowstone route, can unquestionably be kept open for regular traffic its entire length across the continent, even during winters as severe as the present, should they occur."

He further says, alluding to a mass of testimony from Montana:

"These very favorable reports, during a winter of unprecedented severity, cover the most elevated and mountainous portion of our line, where obstructions from snow would occur if anywhere on the route; and, when it is remembered that the obstructions on the Union Pacific have been virtually confined to a section of 180 miles, every part of which is at least 1,000 feet higher than the highest summit on the Northern route, and most of which is 2,500 to 3,000 feet higher than the mountain section of equal length on the Northern Pacific line, it becomes perfectly safe to predict for the latter as complete exemption from winter blockade as is enjoyed by railroads in New York and New England.

Intelligent judges believe that the Union Pacific Company, taught by experience, will be able hereafter to prevent any serious blockade on their line. Whether this shall prove true or not, it can be considered settled that the Northern Pacific Road, following as it will the channel-way of the great rivers of the continent, traversing the mild-winter belt and running at an elevation 2,500 to 3,500 feet lower than its neighbor, will, from the day of its completion, furnish a reliable means of transit between the Atlantic and the Pacific. It is particularly and vastly important that this fact be known and emphasised now that we have among us an important embassy from Japan, whose report on the efficiency of our trans-continental throughfares will do much to hasten or retard the increase of our direct trade with the Orient.

The past year's business on the Union and Central line, with its promise of rapid increase, establishes beyond doubt the success of the first trans-continental road; but it renders equally certain the profitableness of the Northern Pacific, which has radical advantages, with an ample field and future of its own. The two lines are so far apart as not to interfere with each other. As is the case with the present Pacific Road, the bulk of the earnings of each will doubtless come from local traffic; while the Asiatic and through carrying trade of both will be increased to an enormous volume by their joint efforts to turn the current of the world's commerce across the American Continent, and by their joint demonstration that the trans-continental route is equal to all commercial needs.—*Independent.*

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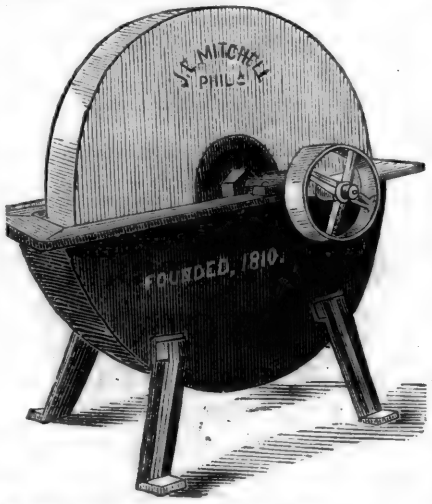
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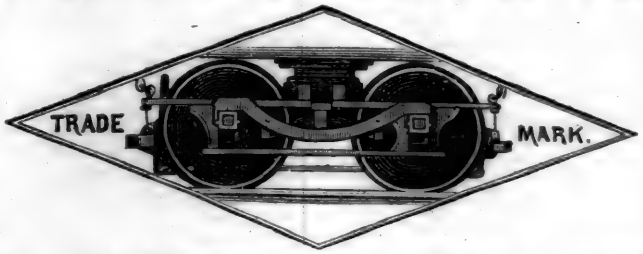
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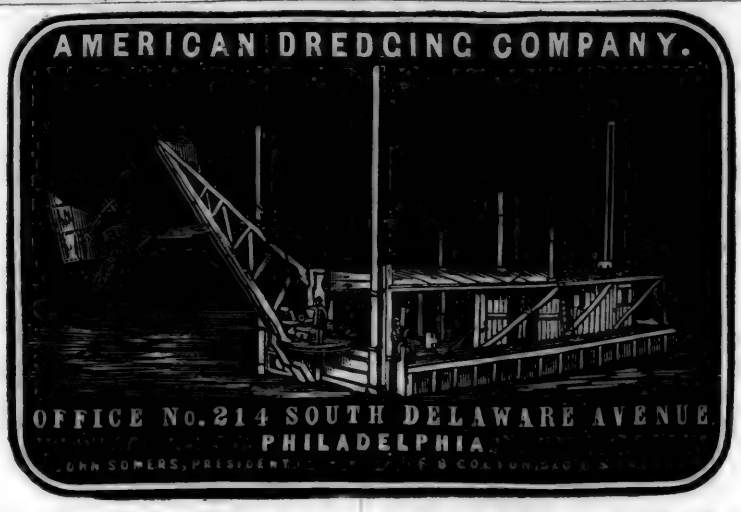
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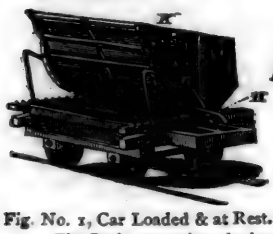
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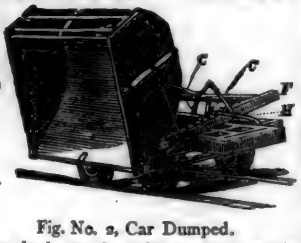


Fig. No. 1, Car Loaded & at Rest. Fig. No. 2, Car Dumped.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 13] SATURDAY, MARCH 30, 1872. [WHOLE No. 1,875, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, March 30, 1872.

York (Penn.) Car Works.

Messrs. Billmeyer & Small have just completed a contract with the Northern and Utah Railroad, running between Ogden city, Utah, and the Sulphur Springs, in Wyoming Territory. John Young, son of Brigham Young, of Mormon fame, is its president. The road is a narrow guage—three feet—and is but one of the many roads of like pattern now in contemplation, or in process of construction in the Southern and Western sections of our country. The cars for the Northern and Utah road are now being loaded at the above named gentlemen's works in York, to the West, via the Union Pacific Railroad. A lot of narrow gauge cars were shipped by the firm a few days since for Walla Walla, Washington Territory, a portion of which go by the way of the Union Pacific Railroad, and the balance by the ocean route around Cape Horn to their destination. Messrs. Billmeyer & Small are in the front rank of the narrow gauge movement, and are already reaping the reward which they so richly merit at the hands of all the friends of this new railroad idea.—*York Daily.*

☞ The Cameron (Pa.,) *Press* says that the rails are being furnished for Bennett's Branch Railroad. The track will be laid from the Driftwood terminus this Spring.

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The Erie Canal.—What Shall be Done With it?

This is a subject which does not attract any great degree of public interest, and yet may be reckoned as of the highest public importance. The maintenance, improvement and operation of the Erie Canal, and its lateral branches, have an important relation to the commerce of the United States, and influence the prices of staple products throughout the whole world.

One of the most erroneous ideas that can be entertained is, that the Erie Canal is an injurious rival to the great trunk railways. It is not more so than the great trucks are rivals to the Broadway stages. Cripple the Erie Canal and the Great West is crippled; and in the prosperity of the Great West the grand trunk railways find remunerative employment. The wealth which the Erie Canal carried to the West is returning not only to it, but to the railways which have been built parallel to it. When the Erie Canal ceases to maintain its pre-eminence as a means of water communication between the Great Lakes and the seaboard, the great trunk lines of railway may begin to fear a dangerous rivalry; not till then.

It becomes, then, a question of wide and varied interest how the Erie Canal may be increased in efficiency, and maintained and operated in a manner that will promote commerce, and meet in all respects the just expectations of the public. It is one of the misfortunes of our canal system, that from the very inception of these important works, they have been a foot ball for the leading political parties to play upon, and as a natural consequence they have suffered greatly. Their construction and enlargement have at one time ceased to be prosecuted, and at another time unnecessary work has been prosecuted with an extravagant outlay of money. And at length our canals, instead of being a source of revenue to the State, are in danger of becoming a burden upon the tax-payers. The rate of tolls has been greatly reduced within the last two years, and various circumstances have combined to prevent a corresponding increase of business. Consequently, the receipts from tolls last season were only $2,814,958, against $4,418,308 for the season of 1868, and the amount of taxation neces-

sary to meeting the deficiencies in the canal debt fund was increased last year to $3,880,035. No further exhibit is needed to demonstrate that the question of "What shall be done with our canals?" should at once be met with practical knowledge and a spirit of elevated regard for the public interest.

A proposition has been made in some quarters, that the canals be sold to private parties or corporations. This would free them in a measure from the embarrassing influences of party politics; but not entirely so, as the history of our great railways plainly indicate; and such a course would probably lead to the abandonment at no distant day, of some of the non-remunerative lateral canals; a proceeding that would excite much discontent in the districts affected.

There is another proposition, that the Erie Canal shall be further enlarged. This is wholly impracticable, so long as the present manner of construction shall be adhered to. With mere earthworks for its banks along the most of its course, water could not be procured to keep it in navigable order, if it were any larger than now. A body of water seventy feet wide at the top and seven feet deep, is capable of doing a vast amount of work, and we do not conceive that a further enlargement is necessary. But plans to promote its efficiency must be regarded as of the greatest present interest. Upon the dispositions made of these, depend the future usefulness of our canal systems. The partial or complete re-building of the Erie Canal in such a manner that its banks will hold water more effectively than now, and permit the passage of boats at a higher rate of speed, towed by steam tugs, seems to be the work now imperatively demanded, or at least most in favor. A commission appointed by the State authorities, to devise a method of introducing steam upon our State Canals, does not appear to have made much progress in the work assigned to it. Indeed, it is one of rare difficulty. The invention of steamboats whose wheels will not cause waves to wash the earth banks of the Canal; the re-building of the banks of material that will not be thus injured—or the introduction of barriers that will protect the present banks, seems to be the present necessity.

It is not improbable that the banks of the Canal as now constructed may be easily prepared to resist the petty waves raised by small steam tugs; and it is also not improbable that the danger of injury to them from that cause has been over estimated. When the Canal was but four feet deep and forty feet wide at the surface of the water, passenger packet boats passed its whole length in four days—towed by three horses at the rate of four miles an hour. Heavily laden boats now occupy twelve or fourteen days in passing from Buffalo to Troy, and nine or ten days in passing from Oswego to Troy. Is there not some mistake in the manner of constructing and loading these boats? would not the efficiency of the Canal be promoted if the boats were constructed with sharper bows, and not so heavily loaded but that they might be towed at a brisk walk if not at a slow trot? A boat towed three miles an hour would make the passage from Buffalo to Albany in five days, while a boat towed two and a half miles an hour—a speed which certainly ought to be attained—would occupy but six days in the passage. And surely a boat carrying six thousand bushels of wheat through in six days would make more money than a boat carrying seven thousand five hundred bushels and occupying twelve days in the passage.

We have not, however, any special plan to urge; but earnestly hope that something effective may be accomplished; repeating the invocation that our Canal system be considered the friend and adjunct, instead of the rival, of our railway system. The prosperity of the one depends to a large extent upon the prosperity of the other, and whatever tends to the development of our inland commerce, promotes the interest of both.

Who Made the first Anthracite Iron?

TRENTON, N. J., March 26th, 1872.

MR. EDITOR:—Some unknown person, (a friend, I suppose,) has sent me an article of about half a column in length, clipped from some newspaper; upon the margin of which I find written in pencil the question, "How about this?"

The article is headed as above, and begins thus—"For some time past there has been a discussion going on in regard to the credit of making the first anthracite iron in the United States. Mr. David Thomas, of the Thomas Iron Works, Mr. John Richards, deceased, once of the old Mauch Chunk furnace, and Mr. Lyman of Pottsville, each having their friends to advocate their separate claims to the honor."

Next follows a letter from Mr. David Thomas, relating his experience and knowledge of the matter in question, in the course of which he makes the following statement: "There was another [furnace] at Mauch Chunk, owned by three or four men—a Mr. Bauhm, a Mr. Gitto, and a Mr. Lathrop. (the latter, I think, still living at Trenton, N. J.) This furnace was chilled up in about one week after blowing in."

Mr. Thomas' memory must certainly have failed him, or else he was misinformed in regard to the Mauch Chunk Furnace, as will appear evident from the following extract from—

"Notes on the use of Anthracite in the Manufacture of Iron. With some remarks on its Evaporating power.

By Walter R. Johnson, A. M.,
Boston, 1841."

"The furnace at Mauch Chunk, which stands at the head of the preceding Table, is believed to have been the *first in this country*, at which any considerable success was attained in the smelting of iron with anthracite.* The iron produced was of various, but mostly inferior qualities, owing probably to a deficiency of blast. The blowing cylinders are of wood (single acting) and at the speed employed did not furnish over 700 cubic feet of air per minute.

Their apparatus for hot blast was at first defective, and was afterwards placed at the tunnel head, where it could not be so well regulated as if managed in separate ovens, with an independend fire. Hence even of the limited supply of air taken into the bellows, a considerable portion must have been lost by leakage, and by escapes at the open tuyeres there applied."

*Beaver Meadow, Pa.,
Nov. 9th, 1840.

SIR:—Agreeably to a request of Col. Henry High, of Reading, I send you the following hastily written statement of the experiments made by Baughman, Guiteau & Co., in the smelting of iron ore with anthracite coal as a fuel.

During the Fall and Winter of the year 1837, Messrs. Joseph Baughman, Julius Guiteau and Henry High, of Reading, made their first experiment in smelting iron ore with anthracite coal, in an old furnace at Mauch Chunk, temporarily fitted up for the purpose.

They used about 80 per cent of anthracite, and the result was such as to surprise those who witnessed it (for it was considered an impossibility even by iron masters); and to encourage the persons engaged in it to go on. In order, therefore, to test the matter more thoroughly, they built a furnace on a small scale near the Mauck Chunk Weigh Lock, which was completed during the month of July, 1838. *Dimensions:* Stack 21½ feet high, 22 feet square at base, Boshes 5½ feet across, Hearth 14 to 16 inches square, and 4 feet 9 inches from the dam stone to the back. The blowing apparatus consisted of two cylinders each 6 feet diameter; a receiver, same diameter and about 2½ feet deep; stroke eleven inches. Each piston making from 12 to 15 strokes per minute. An overshot water wheel, diameter 14 feet, length of buckets 3½ feet; number of buckets 36; revolutions per minute, from 12 to 15.

The blast was applied August 27th, and the furnace kept in blast until Sept. 10th, when they were obliged to stop in consequence of the apparatus for heating the blast proving to be too temporary. Several tons of iron were produced of Nos. 2 and 3 quality. I do not recollect the proportion of anthracite coal used. Temperature of the blast did not exceed 200° Fahrenheit.

A new and good apparatus for heating the blast was next procured, (it was at this time I became a partner in the firm of B., G. & Co.) consisting of 200 feet in length of cast iron pipes 1½ inches thick; it was placed in a brick chamber, at the tunnel head, and heated by a flame issuing thence. The blast was again applied about the last of November, 1838, and the furnace worked remarkably well for five weeks, exclusively with anthracite coal; we were obliged, however, for want of ore, to blow out on the 12th January, 1839. During this experiment, our doors were open to the public, and we were watched very closely both day and night, for men could hardly believe what they saw with their own eyes, so incredulous was the public in regard to the matter at that time: some iron masters expressed themselves astonished that a furnace could work whilst using *unburnt, unwashed, frozen* ore, such as was put into our furnace.

The amount of iron produced was about 1½ tons per day, when working best, of Nos. 1, 2 and 3 quality. The average temperature of the blast was 400° Fahrenheit.

The following season we enlarged the hearth to 19 by 21 inches, and 5 ft, 8 inches from the dam stone to the back of the hearth; and on July 26th the furnace was again put in blast and continued in blast until Nov. 2, 1839, a few days after the dissolution of our firm, when it was blown out in good order.

For about three months we used no other fuel than anthracite, and produced about 100 tons of

iron of good Nos. 1, 2 and 3 quality. When working best the furnace produced two tons a day.

Temperature of the blast was from 400 deg. to 600 deg. Fahrenheit. The following ores were used by us, viz: "Pipe ore," from Miller's mines, a few miles from Allentown; "brown hematite," commonly called "*top mine*," or surface ore; "rock ore" from Dickerson mine in New Jersey; and Williams township ore" in Northampton County. The last mentioned ore produced a very strong iron and most beautiful cinder.

The above experiments were prosecuted under the most discouraging circumstances, and if we gain anything by it, it can only be the credit of acting the part of pioneers in a praiseworthy undertaking.

Most respectfully, Sir,

Your obedient servant,

F. C. LOWTHORP.

Prof. Walter R. Johnson, Philadelphia."

Correct copy from the book:

JOHN WISE,
Librarian Franklin Institute,
Philadelphia, Pa.

As an evidence of the reliability of the work from which the above extracts were taken, I would remind your readers that its author, in 1844, published, by order of Congress, a "Report on the Different Varieties of Coal" in order to determine their evaporative powers.

Respectfully Yours,
F. C. LOWTHORP.

Pennsylvania Railroad.

We gave in our issue of March 2d, the Report of the President of the Pennsylvania Railroad Company. The following is the

GENERAL ACCOUNT.

To capital stock		$39,839,475 00
" in sinking fund		1,500,000 00
		$41,339,475 00
First mortgage bonds due 1880	$4,972,000 00	
Second mort. bonds due 1875	4,866,840 00	
General mort. bonds due 1910	18,604,500 00	
Lien of the State upon the Public Works between Philadelphia and Pittsburg, purchased by this Company, bearing 5 per cent. interest, payable in annual instalm'ts of $460,000, applicable first to the interest, and the remainder to principal—original amount of which was $7,500,000	5,758,905 40	
Mortgages & ground rents at 6 per cent. remaining on real estate purchased	215,959 32	
		34,418,204 72
Bills and accounts payable, including dividends due to stockholders unpaid		11,060,503 33
Contingent fund		2,000,000 00
Balance to credit of profit and loss		1,253,886 77
		$90,072,069 82

By balance standing on books of the Company for the construction of the railway between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg		$15,237,965 08
Balance standing on books of the Company for the purchase of the Philadelphia and Columbia Railroad		5,375,733 48
Balance standing to debit of equipment of road, consisting of 640 locomotives, 297 passenger cars, 129 baggage, mail and express cars, 10,871 freight cars, and 1,117 road cars		7,458,101 14
Cost of real estate of Company and telegraph line		5,258,642 55
Extension of Pennsylvania Railroad to the Delaware River, including wharves and grain elevator. The cost of the extension of the Pennsylvania Railroad to south bank of Monongahela River at Pittsburg, heretofore included in this item, having been transferred to the Pennsylvania Company, is represented below in the value of the capital stock of that Company received in payment thereof		1,279,718 55
Total amount charged to construction, equipment, and real estate accounts for the railroad between Philadelphia and Pittsburg		$34,610,160 70
Other Assets:		
By 16,185 shares Harrisburg and Lancaster Railroad stock		808,406 05
25,547 shares Connecting Railway stock		1,277,350 00
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 per cent. stock held by the sinking fund		779,637 26
160,000 shares of capital stock of the Pennsylvania Company, of $50 per share, the cost without interest being		6,317,902 55
70,231 shares of capital stock of the Pennsylvania Canal Company		1,101,156 00
Amount of bonds and stock of municipal and other railroad corporations and investments not otherwise enumerated		22,312,885 72
Cost of bonds and stock in sinking fund		2,433,433 35
Cost of bonds representing contingent fund		2,000,000 00
Amount of fuel and materials on hand for repairs to locomotives, cars and maintenance of way, &c., on the Pennsylvania Railroad		1,794,619 33
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way, &c., for the Philadelphia and Erie Railroad		884,513 69
Amount advanced to operate the Philadelphia and Erie Railroad		242,652 24
Amount of bills and accounts receivable, and amounts due from other roads		13,030,858 29
Balance in hands of agents		969,227 67
Balance in hands of treasurer		2,009,266 97
		$90,072,069 82

THOS. T. FIRTH, *Treasurer.*

PHILADELPHIA, *December* 31, 1871.

☞ W. W. Cryder has been elected a director of the Erie Railway vice F. N. Drake, resigned.

Petersburg Railroad.

The annual stockholders' meeting of the Petersburg Railroad was held at Petersburg, Va., on the 20th instant, Dr. Thomas Withers, acting a chairman. The directors' annual report, which was submitted, represents that the road and its property is in general excellent condition. A new bridge at Nottoway river is nearly complete, as is also that across the Roanoke at Welden, which will make the road independent in reaching that town. The business at Weldon and all other stations shows an increase. After reading the report, the salary of the president for the ensuing year was fixed at $4,000, and Mr. Reuben Ragland, the purchaser of the city's stock at the late sale, was elected to that position, and Messrs. T. T. Broocks, S. A. Plummer, J. C. Mabin and R. A. Young, directors. The president and directors were authorized by a two-thirds vote to issue $500,000 eight per cent. bonds, secured by second mortgage on the road and other company property, the proceeds to be used for the general purposes of the company and also for the construction of an extension of the road from Petersburg to City Point, near the junction of the Appomattox and James rivers.

Baltimore and Ohio Railroad Extension.

Articles of association of the Baltimore, Pittsburg and Chicago Railway Company, Ohio division, were filed with the Secretary of State at Columbus on the 13th inst. The termini are a point in the township of Poland, Mahoning county, on the boundary line between the States of Ohio and Pennsylvania, and a point either in the township of Hicksville or Milford, in the county of Defiance, on the boundary line between the States of Ohio and Indiana. The railroad will pass through the counties of Mahoning, Trumbull, Portage, Summit, Medina, Lorain, Huron, Seneca, Hancock, Wood, Henry and Defiance. The capital stock is $3,000,000. The corporators are William Keyser, Walter C. Quincy, George R. Dennis, John K. Cowen and John Gardiner.

☞ The Superintendent of the Erie Railway reports to the Directors that of the four hundred and ninety-five locomotives on the road four hundred and seventy-seven are available. Most of the freight and coal cars are in good condition. Thirty new passenger coaches and ten baggage cars are building. The shops, tools, &c., are in good condition. During the first five months of the fiscal year one thousand seven hundred tons per month of steel-top rails have been laid. Five hundred and fifty thousand cross-ties will be required for the track during the coming summer, a large proportion of which are on hand. The bridges are, with a few exceptions, in good condition and considered safe.

☞ At a special meeting of the stockholders of the Boston, Barre and Gardner Railroad, held at Worcester on the 20th inst., the act authorizing the extension of the road to Winchendon was accepted by a unanimous vote. The question of the choice of the most feasible route was referred to the board of directors with instructions to obtain definite information in regard to it, and also in relation to the procuring of means for the extension of the road and completion of the Worcester end, and to report to some future meeting of the stockholders.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1870-1.	1871-2.
Ohio	764,119	900,484
Illinois	1,234,528	1,630,725
Indiana	425,454	566,134
Kentucky	288,970	342,562
Wisconsin	251,400	334,410
Tennessee	41,270	42,680
Iowa	183,014	288,580
Minnesota	14,000	21,000
Missouri	459,155	693,949
Kansas	30,641	43,034
Nebraska	2,700	4,890
	3,695,251	4,868,448
		3,595,251
Increase in number		1,173,197

Our reports of the average weight of hogs and the yield of lard have been fuller and more satisfactory than usual, which enables us to give the averages on these points as nearly accurate as may be desired. The lard refers but to leaf and trimming, as heretofore, but we have the head and gut so fully and distinctly reported that we can say that for this 9¾ lbs. per hog may be added in order to find out the full aggregate yield of the entire packing.

The general averages for all are: Hogs 227⅝ lbs. net per hog, and lard 29 2-7 lbs. leaf and trimming per hog. The general average weight of hogs, and the yield of leaf and trimming lard per hog compare with those of six previous seasons as follows:

	Hogs, lbs.	Lard, lbs.
1866	231 3-10	31 1-7
1867	232 1-7	29¾
1868	201	21¾
1869	206¾	24¼
1870	205¾	23⅞
1871	230 1-7	30 1-7
1872	227⅝	29 2-7

From the returns made to us of the yield of head and gut lard, we feel authorized as already stated, to place it at 9¾ lbs. per hog, so that by adding this to the yield of leaf and trimming as given, it would make the total yield of all kinds a fraction over 39 lbs. per hog. The total yield of net hogs, in pounds, this season, is 1,108,180,476, and of leaf and trimming lard 142,575,977 lbs. These figures, compared with the crop of last year, make the increase in the crop of pork a fraction over 30 4-9 per cent., and in lard 28 1-20 per cent. These aggregates compare with the two previous seasons as follows:

	Meat, lbs.	Leaf & trimmi. g lard, lbs.
1869-70	542,215,444	62,918,074
1870-1	846,464,962	110,862,655
1871-2	1,108,180,476	142,575,977

In order to find the aggregate production of all kinds of lard add 9¾ lbs. per hog to the result above given, for head and gut, this season, and 10 lbs. last season.

☞ The following gentlemen have been elected directors of the Selma, Marion and Memphis Railroad: For Alabama—A. G. Mabry, Robert Crawford, S. H. Foulkes. For Mississippi—S. M. Meek, R. A. Murdock, B. S. Crum. For Tennessee—Jacob Thompson, R. A. Pinson, H. S. Jones. For president—N. B. Forrest. For secretary and treasurer—H. R. Pugh. For chief engineer and superintendent—Peter Fresenius.

☞ The Green Bay *Advocate* says that the track laying is now progressing rapidly on the Sheboygan and Fond du Lac road, and the construction train is near Dartford. The last of this month, or the first week in April will see the road completed to Princeton.

Pittsburg, Ft. Wayne and Chicago Railway.

At the annual meeting of the stockholders of this company, held in Pittsburg on the 20th inst., the following gentlemen were elected directors to serve in the place of those whose term of office had expired by law, viz: George W. Cass, J. F. D. Lanier, S. J. Tilden and J. E. Thomson. The Annual Report of the President, which was read by the Secretary, is as follows:

To the Stockholders and Bondholders of the Pittsburg, Ft. Wayne and Chicago Railway Co:

In the discharge of their duty, your board of directors now make to you a brief statement of the road during the past year, and the condition of the property. There was nothing in railway management during the year to mark an era in railway history, and nothing specially marked in the management of your property or of the railways connected thereto.

At the date of the last report the Cleveland, Mt. Vernon and Delaware Railroad was in process of construction towards Columbus, the seat of government of the State of Ohio, but has not as yet been completed as was anticipated. It is now believed that during the current year it will be finished so as to make a more direct connection with the counties on the line of your road in the eastern part of the State than now exists, and thereby add to the value of your property.

The Grand Rapids and Indiana Road is steadily progressing towards completion, and is developing a large business to be distributed along the line of your road, both east and west from Fort Wayne.

During the year the Cincinnati, Richmond and Ft. Wayne Road from Richmond to Ft. Wayne, Indiana, ninety miles in length, has been completed, and with the Cincinnati, Hamilton and Dayton Road, forms a very direct route from Ft. Wayne to Cincinnati.

Within the next four months it is expected that the Peninsular Road of Michigan will be completed to Valparaiso upon your road, forty-four miles east of Chicago, and that an arrangement will be made by which the business of the Peninsular Road will be carried over your road between Valparaiso and Chicago.

The grading of the Plymouth, Kankakee and Pacific Railway, from Plymouth (eighty-four miles east of Chicago) to Bureau Junction, on the Rock Island Road, a length of one hundred and sixty-seven miles, will be completed in the next few months, and the completion of this road will make the shortest line from Pittsburg to the eastern terminus of the Union Pacific.

During the year no railroad has been built in the territory which contributes to the traffic of your road calculated to withdraw business from your line. The recital of the progress of construction of the different roads above, is given for the purpose of showing the gradual development of the country by new lines of communication, which cannot but add to the business of your road and to its value.

Your board takes pleasure in stating the management of the business and the preservation and improvement of the property by the lessee has been entirely satisfactory.

The roadway, track, bridges, rolling stock and buildings have been kept in good condition, excepting as to a few station houses mostly of the second and third class, which require rebuilding on an enlarged scale. The lessee reports having expended during the year 1871, for the betterment and equipment, under the term of the sixteenth article of the lease $606,841 02. The principal items are as follows:

For equipment	$406,700 95
Additional side track	18,487 48
Engine house and shop machinery	38,324 10
Stations and warehouses	18 502 04
Stone and iron bridges	40,704 53
Real estate, principally in Chicago	62,760 67

This account has not been audited by your board of directors, but it is not likely that the amount allowed will vary materially from the above. A form of special guaranteed stock, to be issued under the provisions of the sixteenth article of the lease, with a guarantee thereon by the lessee, to pay the dividends, has been agreed upon between the board of directors and the lessee, and will be found appended to this report.

One million four hundred thousand dollars of stock has been issued to the lessee, to reimburse them for actual cost of expenditures in the permanent improvement of the road, and the addition of your equipment, from July 1, 1869, to December 31, 1871, a period of two years and a half. This is equivalent to adding $46,666 of new capital per month.

The lessee reports the earnings and expenditures of the main line and branches for the year as follows:

EARNINGS.

P., Ft. W. & C. R. R	$8,393,973 86
New Castle branch	288,976 53
Lawrence branch	139,055 36
	$8,822,005 75

EXPENSES.

P., Ft. W. & C. R. R	$4,347,329 55
New Castle branch	101,873 55
Lawrence branch	61,896 58
	$4,511,099 68

The increase of the earnings for the main line was $611,870 78, equal to eight per cent. The increase of expenses was $119,264 57, being an increase of 2¾ per cent. The increase of gross receipts on the two branch lines for the year was $58,226 52, being an increase of fourteen per cent. The increase of expenses for the year has been $19,937 58, or thirteen per cent.

The result to the lessee exhibits a large profit after paying all the working expenses, taxes, new construction and equipment, and the sums required to be paid to the lessors.

Of the eighty-five suits pending at the date of the last annual report, but few have reached a final decision in the courts. About as many new ones have been commenced as have been decided, leaving us as to numbers about where we were twelve months ago. The most important case decided during the year in favor of the company, was the one commenced in Philadelphia to compel the company to allow the holders of the bridge bonds, issued by the O. and P. R. R. Co., in 1856, to convert their bonds into the stock of this company. Although the number of suits has not diminished, yet it is believed very substantial progress has been make towards settling these old claims against the company, and we hope your board, in their next annual report, will be able to make a much more satisfactory exhibit in this particular.

Respectfully submitted.

GEO. W. CASS, President.

Northern Central Railway.

We gave in our issue of March 2d the Report of the President of this company for the year ending December 31, 1871, showing the receipts from operations of the road to have been $4,266,898 85, the operating expenses $2,989,737 86, and the net revenue $1,277,160 99. From the treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.

Main Line	$2,976,046 44
Shamokin Division	334,066 94
Elmira Division	541,297 63
Chemung Division	84,551 81
Canandaigua Division	330,936 03
Total earnings	$4,266,898 85
Capital Stock	601,700 00
Bonds issued	365,000 00
Total	$5,233,598 5

EXPENDITURES.

Main Line	$1,965,150 91
Shamokin Division	201,995 97
Elmira Division	481,608 48
Chemung Division	92 043 54
Canandaigua Division	248,938 96
Total operating expenses	$2,989,737 86
Interest, discount and gold premium	623,273 28
Dividends on capital stock	335,758 50
Taxes on capital stock, dividends and surplus	20,177 12
Rent of Shamokin Valley and Pottsville Railroad	103,843 63
Rent of Elmira & Williamsport R. R.	166,210 94
Rent of Elmira, Jefferson and Canandaigua Railroad	27,973 94
Sinking Funds	141,897 91
Construction	394,495 80
Real estate	9,601 35
Equipment	33,269 99
Floating debt decreased	287,358 53
Total	$5 233 598 85

From the Report of the Superintendent we learn that the company have 131 locomotives—80 on the Main Line, 41 on the Elmira and Canandaigua Division, and 10 on the Shamokin Division. The car equipment consists of: 64 first-class and 4 second-class passenger, 22 baggage, 16 express, 995 box, 544 gondola, 51 stock, 101 box and stock, 38 stone, 3,377 coal, 185 lime, 11 tool, and 60 freight cabooses. The mileage of locomotives was as follows:

	Main Line.	Shamokin Division.	E & C. Divisions.
Passenger	545,908	31,220	303,526
Ballast	45,067	.....	19,990
Freight	1,276,916	175,325	564,446
Total	1,867,891	206,545	887,962

—the total mileage being 2,962,398, against 2,541,535 in 1870, an increase of 420,863.

There were carried during the year 1,091,356 passengers an average distance of 25.2 miles, or 27,608,418 passengers carried one mile. The tonnage for the year aggregated 4,161,400 tons hauled an average distance of 42.10 miles, or 175,522,858 tons hauled one mile.

The tonnage on the Main Line and branches for the year compare with 1870 as follows:

	1870.	1871.
Main Line	1,736,447	1,964,013
Wrightsville branch	41,500	.....
Shamokin Division	573,860	750,445
Elmira Division	299,635	360,870
Chemung Division	261,776	311,127
Canandaigua Division	767,547	774,945
Total	3,680,765	4,161,400

—showing an increase in tonnage of 480,635 tons.

The financial condition of the company, December 31, 1871, was as follows:

ASSETS.

Railway and appurtenances		$10,362,933 48
Canton Extension		334,356 83
Real estate		787,454 94
Equipment		3,049,719 41
		$14,534,464 66
Cash	$297,962 07	
Passenger agents	2,923 98	
Freight agents	175,629 82	
Post Office Department	10,465 11	
Materials and supplies	301,143 67	
		788,124 15
		$15,322,588 81

LIABILITIES.

Capital stock—112,034 shares		$5,601,700 00
Third mortgage six per cent. coupon bonds of York and Cumberland R. R. Co. guaranteed by City of Baltimore, due January 1, 1877	$500,000	
Second mortgage six per cent. coupon bonds of Northern Central Railway Co., due July 1, 1885	2,500,000	
Third mortgage six per cent. coupon bonds of Northern Central Railway Co., due April 1, 1900	1,223,000	
	$4,223,000	
Deduct amount in sinking funds	863,227 91	
		3,359,602 09
First mortgage six per ct. annuity of Northern Central Railway Co., due State of Maryland—irredeemable		1,500,000 00
Consolidated mortgage six per cent. gold bonds of Northern Central Railway Co., due July 1, 1900—total (including $3,359,602 09, as above,) $6,000,000—issued:		
Dollar coupon bonds	$2,243,000	
Dollar registered bonds	55,000	
		2,298,000 00
Income convertible seven per cent. coupons bonds of Northern Central Railway Co., due April 1, 1880		561 000 00
Bills payable	$85,785 27	
Interest &c., accrued	226,430 41	
Interest coupons	20.745 00	
Pay roll and vouchers	558 941 47	
Foreign roads—passenger account	30,981 17	
Foreign roads—freight account	14,927 55	
Individuals and corporations	67,039 02	
		1,006,849 89
		$14,327.151 98
Profit and loss account		995,436 83
		$15,322,588 81

The officers of the company for 1872, are as follows:

President.—J. D. Cameron.

Vice President.—J. N. Dubarry.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Edmund Smith.

Secretary.—Robert S. Hollins.

Treasurer.—John S. Leib.

Auditor.—Stephen Little.

General Superintendent.—A. R. Fiske.

☞ From a careful calculation made by the Cumberland *News* of the tonnage upon the Chesapeake and Ohio canal, there are four hundred and thirty-five servicable boats upon that thorough fare employed in the coal-carrying trade, the average tonnage of which is 112 tons per boat—making a total tonnage of 48,720 tons. The average time for a "day and night boat" (and nearly all are such) to make a round trip to tide water and back, is nine days. The usual number of days the canal is open for navigation is about 244, but allowing 18 days for stoppage, from one cause or another, leaves 226 days of boating, or twenty-three trips for each boat, making a sum total of the coal-carrying capacity of all the boats on the canal of 1,120,480 tons for the season.

Commerce of New York.

The foreign imports at New York for the month of February, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$16,995,041	$21,083,566
Do. for warehousing	13 046 484	14 570,487
Free goods	2,951 198	2,424,389
Specie and bullion	2,498,601	177,701
Total entered at port	$35 491,324	$38 206,143
Withdrawn fr. wareh'use	9,685,252	11.734,891

The foreign imports at New York for the two months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$31,164,597	$38,974 078
Do: for warehousing	24,104 602	29,475,089
Free goods	6,806,900	5,158,449
Specie and bullion	2,707,287	283,023
Total entered at port	$64 283,386	$73,885,639
Withdrawn fr. wareh'se.	22,694,516	24,133,903

The foreign imports at New York for the eight months of the fiscal year, were:

	1871.	1878.
6 months ending Jan. 1.	$156 339,208	$183,028,276
January	28,792,062	35,679,496
February	35,491,324	38,206,143
Total	$220,622 594	$256,913,915

The duties received at New York for eight months ending with February, were:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74 078,181 75
In January	12,010,020 67	13,317 086 82
In February	12,258,147 69	14,710,928 08
Seven months	$91,997,353 11	$102,106,196 65

The exports from New York to foreign ports in the month of February, were:

	1871.	1872.
Domestic produce	$18,259,723	$16,746,878
Foreign free goods	29,805	272,341
Do. dutiable	450 214	895,950
Specie and bullion	4,022,066	972,657
Total exports	$22,761,808	$18,887,826
Do. exclusive of specie.	18,739,742	17,915,169

The exports from New York to foreign ports for two months from January 1, were:

	1871.	1872.
Domestic produce	$36,630,481	$34,926,866
Foreign free goods	73,217	358,983
Do. dutiable	873 920	1,580,824
Specie and bullion	6,171,277	2,513,019
Total exports	$43,748,895	$39,379,192
Do. exclusive of specie.	37,577,618	36,866,173

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1871.	1872.
6 months ending Jan. 1.	$107 654,919	$119,604,290
January	18,837,876	18,951,904
February	18,739,742	17,915,169
Total produce	$145,232,537	$156,470,468
Add specie	47,522,152	24,823,943
Total exports	$192,754,689	$181,294,406

☞ Mr. Gitt, engineer, has completed the preliminary survey of a line from Waynesboro' for the proposed branch to connect with the Western Maryland. The line connects about three miles north of Smithburg, and is only six miles in length. The route will be easy of construction

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670.882
1870	413,104	394,176	488,338	633,758	768.719	729.274	783,099	807,815	777,183	828,447	746,800	612,806	7,983.513
1871	536,498	485.490	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872	634,480	545,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,508	275,283	299,063	258,480	322.278	355.270	335,985	409.251	401.280	357.956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329.851	371,544	321,597	387,269	322.638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408.999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	480,196	503,746	409,569	361 701	4.508 643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493.232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408.659	418.709	506.681	497,519	475,608	441,197	404,264	4,849.405
1871	343.550	342,369	384,372	393,654	466,780	466,582	535,842	529,278	505,904	459,576	463,056	369,420	5,257,315
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421.363	466.830	565.145	480,710	519,306	669.605	729.759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	586.623	747.942	702.691	767,508	948,707	932.683	754.671	547.842	7,976,490
1866	623,566	399,917	523,845	537,519	858.948	925.983	808.524	797.475	1,000.086	1.200,216	1,010,892	712.359	9,299,430
1867	696,147	574.664	765,398	774,280	895.712	893.658	888.214	1,063.237	1,448,942	1.541,057	1,211.530	879,900	11,032 739
1868	724,890	807,478	850,192	1,094,697	1,211,150	1,180.933	1,076.674	1,251,940	1,507.479	1.570,687	1,107.084	1,001,987	13,381,171
1869	892.093	830,287	1,142,166	1,112,190	1,268.444	1,251.951	1,157,056	1,037.974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177.897	1,139.284	1,034,393	1,227,513	1,259,282	1,306.338	1,037,984	773,494	12,203.404
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242.509	236,435	193,969	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,861	241,456	259.408	253.367	341,783	320.026	293,615	271,555	242.621	3,095,965
1870	268,069	226,897	244,182	246,046	280,169	274.021	249,355	319.012	317,887	339.239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480.573	617,682	578,403	747,469	739,736	641,589	643,857	518,088	7,161,208
1866	603,053	505,266	605,465	411,605	569.250	567,679	480,626	578,253	571.348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738.530	823,901	727,810	613.329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889.967	931.530	685.401	681,041	7,817,629
1869	659,138	524,693	709,645	588,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823.482
1870	623,383	561,780	601,826	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	618.065	559,617	606,845	588,661	695,446	733,989	714,854	834,208	885,845	761,964	719,909	.....	.....
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104,866	113,504	112,962	123.802	1,201,239
1867	94,136	78,976	92.910	92,768	90.526	96.535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126.556	121,519	125.065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111.033	118,648	114.496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	106,246	110.213	111.117	111,127	118,407	132,998	163,531	144.023	141.356	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,458	172,567	169,820	1,690,714
1872	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271.553	265,780	263,244	346,781	408.445	410,802	405 510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365.663	329.105	413,501	476,661	490.694	447,670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493.640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333.952	284.977	313,021	398,993	464,778	506,296	412,934	330.373	4.371 073
1868	343,316	304,315	326,880	415,758	369.236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	368,187	326 891	378,880	467,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	360,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565.718	458.191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,565	7,250 069
1870	396,171	382.823	377,571	443.132	710,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,025	473,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223.242	268,177	302.596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313.914	271,527	290.916	304.463	349,285	344,700	350,348	372.618	412.553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283.130	253.925	247,262	305.454	278,701	310.762	302.426	281,613	3 330 583
1867	242,793	219,065	279.647	284,729	282.939	240,135	234.633	322,521	365,371	379.367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	204,620	217.082	194,455	287,557	307,122	283.329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214.409	218,639	223.236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.967	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,660	222,263	189,241	211,352	2?8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184.411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260.449	843,195	353 677	341,373	321,659	236,108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	264,319	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,384	757,178	936,168	711,457	1,170,241	1,125,635	754.551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,798	874,974	436.990	10,637,124
1867	500,488	534.561	703.618	836,603	965,358	903,974	864.637	693,104	873.153	956.658	837.351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	814.472	631,143	1,006.631	1,159,726	1,113,398	689,924	8.736.082
1869	479,236	525.490	755.433	904.834	499,463	630,680	1,232,903	1,454.026	1,294,621	1,235.366	1,476.405	828,447	11,316,904
1870	479,872	574.706	679,332	514.493	593.966	617,058	569,697	1,1?9.489	1,241,903	1,199,094	1,143.309	899,258	9,642,177
1871	506,367	426,045	644,505	688,578	1,063,002	1,510,088	1,213,803	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,592	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149.342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230.340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174.500	168.896	1,935,753
1869	132,628	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160.085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,027	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	341,789	233,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293.344	283,833	484.209	450,268	429,808	323,270	399,439	4,013,208
1869	284.193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434.284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466.431	508,042	451,296	425,687	386,254	4,469,769
1871	365.174	328.791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,902	823,560	617,585	758,467	999,065	837,388	716,829	5,709,183
1870	528,529	500 139	589,238	706.603	802.586	746,450	643.058	664 051	728.521	719,698	570.168	506.053	7,654,094
1871	479 573	373,925	499,599	584,540	724,466	728,174	679,698	681,805	500,402	777,362	708,142	542,908	7,574,949
1872	575,980	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.90	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	3,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,856	170,000	80,000	91	36,342	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	166,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Conej Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	.....	.....	9.0	100	100	105¼
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,735	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens' (10th&11th sts.)(Ph.)Pa.	207,284	192,750	—	—	251,773	76,780	38.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C.)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,906	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,146	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.)Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,161	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42.206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	14,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,128	285,307	6,500	—	116,645	26,109	—	50	25	34
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,030	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	208,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,998	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park.....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	38,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,678	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	less. t	oTroy &	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	43,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	8	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	5	Williamsport .....Pa.	38,580	15,000	5,000	41,482	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	62,900	—	—	.....	.....	—	100	100	....
Oct. 31,'70	3.55	40	16	Worcester.....Mass.	46,205	40,000	20,000	8,036	8 600	3,010	4	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Assented Title.
	$	pc.			
Albany: 1st Mortgage.....	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	894,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage sinking fund	379,000	7	M. & N.	1876	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J. & J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J. & J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1893	....
Central Park, N. & E.River. 1st Mortgage.....	638,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	306,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J. & J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J. & J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J. & J.	1877	....
2d mortgage	250,000	7	J. & J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J. & J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	138,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J. & J.	1874	....
Lombard and South st.(Ph.) 1st Mortgage.....	62,500	7	J. & J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A. & O.	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1894	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J. & J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M. & N.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	22,000	7	A. & O.	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J. & J.	1880	....
1st Mortgage.....	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J. & J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J. & J.	1877	....
2d Mortgage.....	15,000	7	A. & O.	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....1	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	100,000	7	J. & J.	1875	....
Real estate.....	100,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage.....	95,000	7	A. & O.	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1865	....
Utica, Clinton & Bingham. 1st Mortgage.....	100,000	7	J. & J.	1887	....
Watervliet. 1st Mortgage.....	30,000	7	J. & J.	1882	....
West Hoboken. 1st Mortgage.....	61,000	7	M. & N.	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1878	103½
Worcester: 1st Mortgage.....	20,000	6	A. & O.	1878	....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,787
1869	212,004	218,982	391,308	485,048	568,270	556 080	532.657	511,864	609,788	579,642	535,566	467,659	5,670.882
1870	413,104	394,176	488,333	633,758	768.719	729.274	783,099	807,815	777,183	828,447	746,800	612,805	7,983.513
1871	546,498	485.490	580,340	756,250	917,760	807,257	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355.270	335.985	409.251	401.283	357.956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329.851	371.544	321,597	387,289	322,638	360.223	329,030	271,247	3,695.153
1867	243.787	157,832	235,961	282.165	335.510	342,358	354.244	415.982	408.999	426,752	359,102	330,109	3,892.861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409.569	361 701	4.508 643
1869	343.182	315,099	388,727	328,390	345,833	402.854	351 045	493.232	506 623	468.212	397,515	340,851	4,681,563
1870	281.109	316.037	342.897	348.039	408,086	408.659	418.709	506.681	497,519	475,608	441,197	404,264	4,849.405
1871	343.550	342,369	384,372	393,654	466,780	466,582	535.842	529,278	505,904	459,576	463,056	369,420	5.257,315
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281.334	296.169	473.186	551,122	435.945	407.688	2,811,544
1864	273,876	317.859	390,355	421.363	466.330	565.145	480,710	519.306	669.605	729.759	716.578	563,400	6.114.566
1865	541,005	482,164	499.296	468,358	585.623	747.942	702.691	767.508	946,707	932.683	754.671	547.842	7.976.490
1866	523,566	399,917	523,845	537,519	858.948	925.983	808.524	797.475	1.000.086	1 200.216	1.010,892	712.359	9.299.430
1867	696,147	574.664	765,398	774.280	895.712	893.658	888.214	1,063.237	1.448,942	1.541,057	1.211.530	879.900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076.674	1,251,940	1,567.479	1.570,087	1,107.084	1,001,987	13,281,171
1869	892.093	830,287	1,142.166	1,112.190	1,268.444	1,251.951	1,157,056	1,037.974	1 305 673	1.371,780	1.140.145	845,708	13,355.467
1870	706.025	753.782	858,359	929.077	1,177.897	1,139.284	1,034,393	1,227.513	1,259,282	1,306.338	1.037,964	773,494	12,203.404
1871	655,428	602,482	774,934	787,041	1,034,101	952,899	851,846	1,099,537	1,281,574	1,047,318	1,006,235	842 012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1869	204.112	180,840	239.522	247,061	241,456	259.408	253.367	341,783	320.025	293.615	271,555	242.621	3,095,965
1870	265,069	226,897	244,182	248,046	270.169	274.021	249,355	319.012	317,887	339.239	319,573	284.156	3.274,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317.773	3,765,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459.762	423,797	406,373	510,100	423,578	640.179	799.236	661.391	657.141	603.402	6,329.447
1865	571,536	528,972	616.665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643.887	518.088	7.181,208
1866	603,053	505.266	505,465	411,605	569.250	567.679	480,626	578,253	571.348	661.971	588.219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525.242	709,327	738.530	823.901	727.810	613.329	7,160.992
1868	587,443	536.165	444,443	518,800	572,551	626.249	549,714	794.325	889.967	931.530	685.401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640.975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823.482
1870	623.383	661,789	601,226	555,087	684,589	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	618.065	5.9.617	606,845	588,661	695,446	739,989	714,854	834,208	885,845	761,964	719,909	.....	.....
1872	642,466	527.068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123.802	1.201,239
1867	94,136	78,976	92.910	92,768	90.526	96.535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81.599	98,482	108,461	95.416	95.924	108,413	126.556	121.519	125.065	119.169	121,408	1,294,095
1869	98,517	91,666	103.558	109,526	111.033	118,648	114.496	129 388	140,473	132,869	131,019	109.629	1,390,822
1870	90,177	98,275	101.379	106,246	110.213	111.117	111,127	118,407	132,998	153,531	144 023	141.336	1.418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,541	166,191	175,448	172,567	169,820	1,690,714
1872	152,577	142,408	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278.848	348,802	338,276	271.553	265,780	263,244	346.781	408.445	410,802	405 510	376 470	3,970.946
1865	306,324	279,137	344.228	337,241	401.456	365.663	329.105	413.501	476.661	490.694	447,670	328.870	4,520.550
1866	282.439	265.796	337,158	343.737	365.196	335.083	324.986	359.646	429.161	493.640	414 664	308.669	4,260,115
1867	304,095	283.661	375.210	362,783	333.952	284.977	313.021	398.993	464.778	506.296	412,934	330.373	4.371 0.3
1868	343.316	304.315	326.880	415,758	369.236	325,501	321.013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384.120	320,636	386.527	411,814	403,646	366,623	329.950	353 669	473,546	490.772	448,419	374.542	4.744,164
1870	337,992	329,128	384.431	412,030	408,283	363.187	326 891	378,880	467,990	511.447	453,873	367,827	4,755,958
1871	418.755	442.665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240.755	261,143	316,266	401.900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5.683,608
1868	369,228	321,203	333.508	436.412	565,718	458.191	423.398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330.400	420,951	460,288	630 844	678.923	586.531	525,547	724,732	1,040,102	801 195	496,565	7,250 069
1870	396,171	382.823	377.571	443.132	740.700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260.466	309,261	269,444	224.963	223.242	268,177	302.596	332,400	278.006	346,243	275.950	3.311,077
1865	259,223	239.139	313.914	271,527	290.916	304.463	349.285	344,700	350,348	372.618	412.553	284 319	3.793,005
1866	267,541	246.109	326,236	277,424	283.130	253.925	247,262	305 454	278.701	310.762	302.426	281,613	3 .30 583
1867	242.793	219,065	279.647	284,729	282.939	240,135	234.633	322.521	365,371	379.367	336.066	272,053	3,459,319
1868	211,973	231,351	265.905	252.149	204.620	217.082	194.455	287,557	307.122	283.329	274,637	233,861	2,964.041
1869	180.366	216.080	221,459	214.409	218,639	223.236	192,364	275,220	292,803	328.044	298.027	254.896	2.915,543
1870	196,787	218.234	253.065	270.934	246.266	249.987	211.219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2*8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294.302	278,247	264.273	249,349	184.411	262.515	350.613	329,243	298.708	271.207	3,184,282
1870	202,447	250.617	294.874	289,550	283.221	263,328	260.449	343,195	353 677	341,373	321,659	236,108	3,438,930
1871	212 005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385.103	299.552	3,630,696
1872	254,319	238.823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436.742	532.786	617.021	669.384	757,178	936.188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608.305	116,215	923.283	416 341	566.979	957.194	1,121.205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252.386	8.0,742	887,793	874.974	436.990	10.637,124
1867	500,488	534.561	703.618	836.603	965,358	903,974	864.637	693,104	873.153	936.658	837.351	586 779	9.256,284
1868	427,437	518,174	651.019	817,750	761 220	744.188	314.472	631,143	1,006.631	1,159,726	1,113,398	889.924	8.735.082
1869	479.236	526.490	755.433	904.834	999.463	630,680	1,232,903	1,454.026	1,294.621	1,225.366	1,476.405	825,447	11,316,904
1870	479.872	574.706	679,332	514.493	593.966	617,058	569,697	1,1.9.489	1,241.903	1.194.094	1,143.309	899,258	9.642.177
1871	506,367	428,045	644,506	688,578	1,063,002	1,610,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423 278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222 953	198.884	244,834	212.227	177.364	2,250,142
1867	149.658	149.342	174,153	168,162	171.736	156,066	172.933	220,788	219,160	230.340	205.095	180,971	2,216,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204.597	196,910	210,473	174.500	168.696	1,935,753
1869	132,623	127.817	175,950	171,868	157,398	154.133	144.164	186,889	202,238	205,750	189,351	160 085	2,008,265
1870	152,393	158,788	172,218	172 347	155,081	150.719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107.524	126,012	127,412	126,775	124,988	123,048	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317.052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3.809.353
1868	278,712	265,137	257,800	266,825	260.529	293.344	283,833	484.209	450,203	429,898	323,270	309,439	4,016,208
1869	284.193	240.395	242,705	311,833	312,530	348,891	310,800	450.246	430,729	422,369	323,577	434,284	4.252.343
1870	312,133	293.645	295,278	318,099	340,892	348,632	322,756	466.431	508,042	451,296	425,687	386,254	4,469,762
1871	365.174	328.791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	395,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716.829	5,709,183
1870	528.529	500 139	539,238	706.603	802.586	746,460	643.058	664 061	728.521	719,698	570.168	505.053	7,654,094
1871	479 573	373,925	499,590	584,540	724,466	728,174	673,608	681,805	800,402	777,362	708,142	642,908	7,574,949
1872	273,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.90	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,094	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,542	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,038	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,890	150,000	74	—	—	9.0	100	100	105½
Sept. 30,'70	3.26	20	4	Central City (Syracuse)....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens' (10th&11th sts.)(Ph.)Pa.	907,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.00	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	847,303	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.03	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	52,291	19,807	20 296	—	16,143	—	—	50	9½	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,364	42,500	12,700	—	13,505	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,1-6	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	17½
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	230	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31, '70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wimburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,535	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.60	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	17,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	34
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,611	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park.....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	25	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	215,078	62,061	5.5	50	50	41
Dec. 31, '70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,015	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	18	8	Williamsport .....Pa.	38,580	15,000	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	48,205	40,000	20,000	8,036	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding.	Int. Rate.	Int. Payable.	Principal Payable.	Market Price.
	$				
Albany.					
1st Mortgage	40,000	7	J. & J	18—	....
Bleecker st. & Fulton Ferry:					
1st Mortgage	694,000	7	J. & J	1872	....
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J. & J.	1851	....
Broadway and 7th Avenue					
1st Mortgage	500,000	7	J. & D	1884	....
Brooklyn, Bath & Coney I.					
1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City:					
1st Mortgage	300,000	7	J. & J.	1885	....
Bklyn City, Hun. P.& P.P.					
1st Mortgage	379,000	7	M. & N.	1876	....
Brooklyn and Jamaica:					
1st Mortgage	800,000	7	J. & J	1890	....
Brooklyn City & Newtown.					
1st Mortgage	300,000	7	J. & J	1870	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	84,500	7	J. & J.	18—	....
Buffalo street:					
1st Mortgage	341,500	7	J. & D	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J	1880	....
Central Park, N. & E.River.					
1st Mortgage	626,000	7	J. & J	1874	....
Citizens' (Pittsburg):					
1st Mortgage	50,000	7	J. & J	1879	....
Coney Island and Brooklyn:					
1st Mortgage	214,000	7	J. & J	1873	....
D. Dock, E. Bdw. & Battery					
1st Mortgage	700,000	7	J. & J	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J. & J	18—	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage	160,000	7	J. & J	1871	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	187,500	7	J. & J	1877	....
Germantown:					
1st Mortgage	250,000	7	J. & J	1877	....
2d mortgage	250,000	7	J. & J	1884	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J. & J	1878	....
Grand st. and Newtown:					
1st Mortgage	90,000	7	J. & J	18—	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage	136,000	7	J. & J	1877	....
Hestonv., Mantua & Fairm.					
1st Mortgage	25,900	7	J. & J	1874	....
Lombard and South st.(Ph.)					
1st Mortgage	62,500	7	J. & J	188—	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J. & J	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A. & O	1880	....
Middlesex (Boston					
1st Mortgage sinking func	100,000	6	J. & D	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J. & J	1876	....
Orange and Newark:					
1st Mort. Broad street	100,000	6	J. & J	1880	....
1st Mort. O. & N. R. R.	100,000	6	J. & J	1881	....
2d Mort. O. & N. R. R.	500,000	6	J. & J	188—	....
Philadelphia City:					
1st Mortgage	200,000	6	J. & J	1881	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M. & N	1887	....
Pittsb., Allegh'y & Manch.					
1st Mortgage	23,000	7	A. & O	1874	....
Quincy:					
Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J. & J	1880	....
1st Mortgage	15,000	6	J. & J	1880	....
Salem:					
1st Mortgage	55,600	7	J. & J	18—	....
Second Avenue (N. Y.).					
1st Mortgage	100,000	7	J. & J	1877	....
Second and Third st. (Ph.)					
1st Mortgage	83,700	7	J. & J.	1875	....
2d Mortgage	15,000	6	A. & O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J. & D	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J. & J	18—	....
Third Avenue (N. Y.):					
1st Mortgage	100,000	7	J. & J	1875	....
Real estate	100,000	7	J. & J	—	....
Troy and Lansingburg:					
1st Mortgage	85,000	7	A. & O	1879	....
Union (Boston):					
Real estate mortgages	05,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage	30,000	7	J. & J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage	200,000	7	J. & J	1887	....
Watervliet.					
1st Mortgage	30,000	7	J. & J	1892	....
West Hoboken.					
1st Mortgage	61,000	7	M. & N	1879	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & D.	1878	103½
Worcester:					
1st Mortgage	20,000	6	A. & O	1874	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,286 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	....
" " pref.100	821,684	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct. '71 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A J &O	Jan. '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....100	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	960,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '72 2½
Camden and Atlantic... 50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	789,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Apl. '72 3½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,559	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,961	— & —	....
Concord 50	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv..... 0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	207,383	— & —	....
Cumberland Valley..... ..	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 5	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. & J.	Jan. '72 5
Detroit & Milwaukee *.. 5	452,350	— & —	....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,636,910	.....	Jan. '72 3½
Erie and Pittsburg*.... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,350	M. & N.	Nov.'71 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Jan. '72 1½
Joliet & North. Indiana*100	300 000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	269,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5 871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3s
" " 2d pref. 50	4,400,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12
N Haven & Northamp...100	605,000	J.A. J.O.	Jan. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 350	A. & O.	Apl. '72 4
New York and Harlem....100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. & J	Jan. '72 4
Nag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	Irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051.800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	Jan. '72 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	389,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	297,300	M. & N.	Nov. '71 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 5
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	....
Taunton Branch 100	500.000	J & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,880,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley 100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	600,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '71 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct. '71 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '71 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock.R. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '71 3
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '72 3
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000.000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania..... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,004,746	— & —	....
Union.....50	2,007,880	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Mar. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,886,600	— & —	....
" pref.....100	3,698,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,731,000	6	Jan. & July.	1880	114½
.. .. coupon	4,684,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,137,100	6	Jan. & July	1881	114½
.. .. coupon	64,184,100	6	" "	1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	41,678,800	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon	305,838,350	6	" "	1882	112
Loan of March 3, 1863.....registered	53,383,100	6	Jan. & July.	1881	114½
.. .. coupon	21,616,900	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	40,682,350	6	May & Nov.	1884	112
.. .. (5-20s).....coupon	40,646,150	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	42,677,350	6	May & Nov.	1885	111½
.. .. (5-20s).....coupon	120 192,350	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	63,844,100	6	Jan. & July.	1885	110½
.. .. .. (5-20s).....coupon	165,792,100	6	" "	1885	112½
.. .. 3d series (5-20s).....registered	91,679,800	6	Jan. & July.	1887	112
.. .. .. (5-20s).....coupon	229,295,450	6	" "	1887	112½
.. .. 4th series (5-20s).....registered	12,914,000	6	Jan. & July.	1888	112½
.. .. .. (5-20s).....coupon	26,352,000	6	" "	1888	113
Loan of March 3, 1864, (10-40s).....registered	138,691,900	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	56,475,400	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	117,480,950	5	F. M. A. & N.	1881	107½
.. .. coupon	50,351,450	5	" "	1881	109½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	19,140 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	399,082,402	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	66
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	93
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860.	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10–20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10–20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6		1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	7	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,698	6	" "	1877	100½
.. — " Stock of 1857.	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	848,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — "	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841–'42.....	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'96	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	....
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	6	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	778,020	5	" "	1865	....
.. — .. .. .. converted	215,822	6	" "	1885	....

* Indicates that no interest is paid.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds.....	100,000	6	" "	1878	....
Massachusetts—State Scrip	324,000	6	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	92½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	109
.. —Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871	....
.. —T. & G. R. R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	...
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	75
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	93
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864.	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865.	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'98	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107½
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	36
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	23
.. — .. .. (new).	1,759,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	16½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	101
.. — .. (").....	4,695,399	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,158	7	Jan. & July.	'74-'84	96
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97
.. —	4,731,300	6	" "	1872	101
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	104½
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	103
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	6	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'98	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	38
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	67
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	67
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds.....coupon	11,108,000	6	" "	"	55
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	406,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,809	6	Jan. & July	77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.-gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq.(D. & H.Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1883	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	93½
1st Mortgage, Eastern Extension	49,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free-gold	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870-gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn.& Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,679,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)-gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)-gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870-sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co.-gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind.(C.C.C.&Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	55
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State-gold	4,000,000	7*	Jan. & July.	Charleston.	1895	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	45½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga.-gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund-gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv.& sk'g f'd.-gold	20,000pm	7*	May & Nov.	New York.	1919	58½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	100½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109½
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	98
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'18	83½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's P.)-gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free-gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage-gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char.& S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 35 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va.Cen.R.R.205 m.)gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	6	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75)-gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl.R.R.(30m)guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo.& Han.R.R.(45½m)guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR(44m)guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St.Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott.,Osw.& FoxRv.Vl.R.R.(70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib.RR(31½m)guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R.(40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	132,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.)	2,580,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi. & Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel. & Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)12½ m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	93½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1900	75½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	$21,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100.000	6	" "	"	1875	....
Exten. (Senf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628.525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1864, (cond).	1,916 6.9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxd. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95⅝
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga.e	3,000,000	7	May & Nov.	New York.	1877	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1880	....
Ft.W.,Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1852	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.& W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1873	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91½
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,500,500	8	March & Sept.	"	1885	92½
1st Mort. (Q. and Palmyra R.R.	600,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	80
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	65½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1892	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1878	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	108
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	96
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,800,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m	1,500,000	7	" "	" "	1899	99
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	100
1st Mort.of 1868(coup&reg.)free	3,343,000	6	June & Dec.	"	1898	95½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18'0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold.....		6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold.....		7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	19'0	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	.....	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	18.5	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,526	7	" "	Baltimore.	1891	98
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	99
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	75½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1880	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	109½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.).						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StL):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	67½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	94
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S. F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,900	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3.000,000. tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	78
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	300,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E...	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	131,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	81½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	9[illegible]
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1890	99
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,600	6	Feb. & Aug.	"	'71-'78	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (T W & W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. }	2,594,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	79-'9[illegible]	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	93½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863.	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. sk'g f'd conv. ...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown (R.W.& O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free ...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	600,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	106½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	82
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	New York.	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.E. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar	228,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,746	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	800,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1880	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	790,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort.	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	6	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1883	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1880	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,828	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	300,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	87½
Equipment sinking fund	94,000	8	Jan. & July	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	85
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	"	1891	38
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	99½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	101
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	84
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1846	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.)						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome(R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama.						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103½
West Shore Hudson River:						
1st Mortgage	676,800	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor by N. Car.	1,000,000	6	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1865	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	93
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1864	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1866	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	89½
Mortgage Loan	2,0 0,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	92½
Convertible Loan	1,996,879	6	" "	"	1877	94
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1837	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1883	79
Plain Bonds	171,354	6	— & —	"	1870	81
Improvement bonds	306,600	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1883	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1896	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	372,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	" "	1885	....
3d Mortgage	436,333	6	" "	London.	1870	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	93
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750 000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	506,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	94½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,168	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	—	.....	.....	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	63 0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,253,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	—	18,444,220	1,263,620	16,550,362	11,346,371	465,580	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	136
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,000	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	90,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	60	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600.000	—	—	—	—	.....	.....	.....	42.000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764.520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	150½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218 888	1,800,000	1,050,000	10,667	475,913	124.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,965	183,345	1,002,043	131,677	2,215,000	265,000	384,844	932,176	67.5	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	142½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	2,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	48.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,160	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	110½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo. River.)	.....	.....	—	100	52
Apr. 10, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago,	Burlington &	Quincy	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,627,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	125
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,862	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,580	209.162	1,120.795	996,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	78½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	—	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	85.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.0	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Chic. and N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	48.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	113
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,328	—	100	30½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	—	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	—	40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	—	—	(Leased	& oper. by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	260.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
ept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,867,041	322,266	44,000	198.490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila. and Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552.622	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	176	64	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,371,690	4,728,546	9,295,028	1 964,317	16,590,510	12,509,459	1,888,028	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	134
Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	—	73.0	Passengers of this Road to (Chic.)							

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	2d Track and	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...		*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought	it into operation.)		.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased	and oper. by	Mich gan Central.)	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773		Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846		Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69		Greenville and Columbia ¶...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased	& oper by	Tol. Wab. &	Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247		*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,600,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	...
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	49
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva nia.)	.....	—	—	100	...
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584		Hartford and New Haven....Connecticut.	3,657,115	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371		Hartford, Prov. and Fishkill ¶..Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14.447.202	5,051.366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21		*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa ul.)	.....	—	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285		Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700		Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49		Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224		*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	132
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under	construction	on at $35,0	00 p.m.)	—	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500		Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Comm	enced ope	rations Sept. 1870.)	.....	—	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020		Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260		Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018		Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva nia.)	.....	—	—	100	...
Apl. 30, 1871	53.0	—	2.0	—	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107		Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,531	187,379	13.0	.....	.....	.....	98,618	9,335	—	50	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)	.....	—	—	50	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10		Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)	.....	—	—	50	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152		*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136		Jacksonv., Pensacola and Mobile..Florida.	.....	.....	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549		Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244		Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033.000	1,061,985	.....	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....		Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	.....	.....	42.0	(Recent	ly comple	ted.)	.....	—	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	—	(Leased	& oper. by	M.chigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264		Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	—	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....		Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construction.)	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924		Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1 804,771	14.708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300		Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209.000	.....	.....	112.0	(Oper. by	bondhol	ders.)	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13		Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10		Knoxville and Kentucky ¶.....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801		Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,325,000	2 279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35		Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	—	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	60.686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007		Lake Shore & Mich. S..N.Y., P..O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833.666	13,457,541	5,088,720	8	100	95½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	—	Lake Ontario Shore Line.....New York.	—	—	—	—	4,000,000	—	—	—	—	(Under	construct	on at $33,0	00 p. m.)	—	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359		Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened	d for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	.....	.....	260,250	360.000	5,000	.....	—	(Leased	& oper. by	Pbg, Ft. W	& Chi.)	49.507	—	50	...
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250		Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4,000,000	.....	85,418	.....	.....	2,649,250	2,856,000	816,115	85,418	—	50	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	.....	.....	375,100	300,000	40,000	.....	—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)	—	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800		Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.,&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	6,995		Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	18,159,400	5.588,000	414.417	.....	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	117½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....		Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under	constr. to	be compl.i	n 1871.)	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710		Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	649,776	7½	100	...
Dec. 31, 1870	80.0	—	—	73 0	10	4	2	150		Little Rock and Ft. Smith.....Arkansas.	—	—	.....	.....	6,000,000	5,000,000	.....	.....	—	No retu	rns -Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....		Little Rock, Pine Bluff & N. O..Arkansas.	—	—	—	—	—	750,000	—	—	—	(Under	cons. to be	comp.to P.	Bl.70 m.i	n 1871.)	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,668	.....	2,646,100	783,000	.....	.....	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	93
Dec. 31, 1870	25.0	—	....	67 0	8	3	—	18		Logans., Crawfordsv. & S.W.Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244		Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,248	12,161,070	751,474	189,289	—	50	63½
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)	.....	—	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270		Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154.941	50.718	2,472 183	2 859.520	1,245,770	350,337	171.1	620,695	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177		Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,679,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372		Louisville, New Albany & Chicago...Ind.	3,000,000	—	.....	.....	3.000.000	—	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	—	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,845,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20		Lowell and Lawrence.....Massachusetts.	332,888	30,255		15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....

Dec. 31, 1870	19.6	—	2.5	—	—	—	—	—		Lykens Valley.....Pennsylvania.	600,000	.....			600,000												
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—		Macon and Augusta.....Georgia.	2,500,000	.....			1,631,900	770,000			35.0	(Leased	& oper. by	Summit B	ranch.)	63,500	10	20	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	150		Macon and Brunswick.....Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,122	90,175	195.0	ed by Geo	rgia.)		59,416	7,849	—	100	
Nov. 30, 1870	109.5	—	11.6	—	17	10	—	200																	498,400	148,000	—	100	

Dec. 31, 1870	19.6	—	9.8	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000					600,000														
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000					1,631,900	770,000			35.0	(Leased & oper. by	Summit Branch.)		62,500	10	20	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175		195.0	348 922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000		195,862		166.0	292,238	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045		106,897		3,483,900	44,511	12,367			180.8	(Leased & oper. by	Phila.& Reading.)		.....		50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400.500	2,895,320	149,349			123.8	229,572	6,581 531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699		26 0	76,227	1,716,229	942.664	196,610	102,629	10	100	150
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000				200,000					—	(Owned & oper. by	Concord.)	.....	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185		13,000	1,452	258,000	300,000	98,855			—	(Leased & oper. by	Bos., Clin. & Fitch.)	.....	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040		13,963,978	8,324,528	1,320,182			276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	889	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	.....		40.0	166,280	.....	11,098,783	745,291	326,750	...	100	1044
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*			500,000	1,000,000	.....	.....		54.0	(Recently compl. no statem't of oper.)					—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....				3,000,000					—	(Under construction.)					—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,782,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995		328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	181	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No balance sheet furnished. In hands of Receiver.)									82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	98	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	.....		84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*			1,074,288	2,528,000	590,810			130.3	457 576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	220.0	—	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000 p.m	*			20,000p.m	20,000p.m				—	(Under construction & now partly open.)					—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recently sold by bondholders.)				800,000	250.000	424,500			27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521		329.8	3,204,774	.....	.....	4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	—	—	—	—	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....		56.5	(Commenced operations Aug 29, 1870.)			.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514		8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,988				84,537	.....	10,151			—	(In progress. Leased to N. Y. & Oswego at 7 p. c.)					—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	351,883				110,050	225,000	56 350			13.0	27,720	331,102	137,282	46,800	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,600,000	1,100,000	—	—		—	(Road operated by contr'ct's.)			.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254.115				65,426	118,500				—	(Leased & oper. by	Pennsyl.)	.....	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375				323,375					3.8	(Leased & oper. by	Phila.& Re	.....	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404				95,700		17,654			6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091		960.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	63
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957				3,856,450					—	(Leased & oper. by	Phila.& Reading.)	.....	.....	.....	7	50	106
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*			1,200,000	320,000				41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	.....	*	.....	.....	20,000p.m	20,000p.m				—	(Under construction.)					—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980				237.0	(Oper. by S. R.R. associati'n.)			1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....				1,200,000	17,000p.m				—	(Under construction.)					—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....				.....	20,000p.m				—	(Under construction.)					—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*			10,007,500	7,750,000				—	(Under construction.)					—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*			4,000,000	6,400,000				160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*			1,278,272	610,000	169,197			87.0	100, .35	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181		495.5	1,198,630	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,585				150,315	177,000	4,550			—	(Operated by Erie.)			42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291		40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned by Charles Morgan of New York who bought it for $2,500,000.)									85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	37.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155				11,900,950	12,184,000	12,205			124.0	(Leas. by Del.Lac. & Wstn.)			2,858,453	957,521	7	100	96
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453		43.2	224,938	7,499,849	5,191,427	411,980	83.472	10	100	148
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333			173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806		132.5	378,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....		—	(Leas. & oper. by N. & C.) 10m.			416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732		62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624				1,000,000					—	(Leas. b oper. by L. Coal & Nav. Co.)			.....	.....	10	50	111
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793			23,824	977,400	600,000	726,217			—	(Leased & oper. by Central of N. Jer.)			.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*			500,000	800,000				—	(Will be compl. in Aug.1871.)			.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078		21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249				605,000	93,300	2,000			—	(Leas. & oper. by P bg Ft. W. & Chicago.)			.....	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000				400,000	150,000	35,000			—	(Oper. by N. Hav'n & New York.)			.....	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	.....	.....	.....	850.000	2,200,000	.....	.....		—	(Under construction.)			.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	.....	.....	1,800.000	1,400,000	186,205	.....		99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	83.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	880.000	.....	.....		—	(Oper.in cons. with Camd. & Amboy.)			.....	.....	10	100	126
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....		92.8	.....	.....	.....	295,823	118,536	—	100	24
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....		—	(Under construction.)					—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,228	*	22,116	220,161	1,003,500	651,500	72,500	.....		100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....		206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....		....	(Under construction.)					—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....				5,000,000					—	(Under construction.)					—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....				3,000.000	3,000,000				—	(Under construction.)					—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428.330	13.681,807	.....	.....		842.2	11,429.877	321,365,953	169 087,777	22,363,320	8,295,240	8	100	97
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	.....		132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	112
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	.....		5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	15	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,242	1,159,406	7,500,000	1,081,500	229,665	1,037,013		62.3	.....	.....	.....	2,313,959	1,063,342	10	100	143
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835		146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791		67.5	338,659	.....	.....	745,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000				1,000,000	—	—	—		—	(Leas. & oper. by N. Y. Cen. & H. Riv'r.)				60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	.....		38 0	.....	.....	.....	38,442	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320.200	360.738	4.000.000	553,413	292,030	753,241		223.0	.....	.....	.....	741,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813		102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....		72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500.000	13,000,000	.....	.....		424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90.000	.....		74.7	595,303	.....	.....	1,365,509	590,726	—	50	109
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080 648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995.518		317.0	2,541,585	27,334,821	151.521.712	2,81 .662	1,271,962	6	50	77
Mar. 31, 1870	69.2	13 4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.253	357,145	3,068.400	115,000	138,426	258,792		82.6	444.771	6,485,927	21.357,261	689,628	256,272	8	100	114
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—		—	(Leased & oper. by Erie.)			.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000.000	50,000p.m	.....	.....		—	(Under construction.)			.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925.242	157,787	2,384,400	776,000	14,888	541 439		66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88.729	288,524	5,051,800	529,800	101.464	271,239		122.0	(Leas. & oper. by V.	Central.)				6	100	88
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24.196,604	6,534,850	493,106	—		39.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	50
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	980.160	.....	.....	4,259,450	3,170,000	.....	.....		98.5	660.381	.....	.....	2,718,702	1,422,833	10	50	77
Sept 30, 1870	72 5	70 2	45.2	—	38	73	18	396	Old Colony and Newport	Massachusetts	7,202,163	676,816	231,249	253,660	4,959,020	2,879.000	107,660	418,289		142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	109
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,892,540	5 340.676	574,318	.....		292.6	555.226	8.827.750	13,450.793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.9	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	.....	.....	793,400	201,000	.....	.....		43.9	130,130	3,709,300	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky	400,000				450,000	200,000			.....	(Under	construct	ion.)					
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,180	*Pacific* † ..... Missouri.	12,038,714	1,394 3'4	420,357	370,669	8,635,750	9,219,389	1,657,413		355.0	4,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2 3	—	6	5	2	50	Padu ah and Gulf ..... Ken ucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6 0	—	15	23	—	151	Panama ..... New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	6,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson ..... New Jersey.	630,000				630,000				.....	(Leased	and oper. b	y Erie.)	.....	.....	12	100	85
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark ..... New Jersey.	1,000,000				500,000	500,000			.....	(Leased	and oper. b	y Erie)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo ..... New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper. b	y Erie.)	.....	26,500	5†	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur ..... Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			.....	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown.... N. Jersey.	638,691				342,150	140,000	36,542		.....	(Leas &	oper. by C	'm.&Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York... New Jersey.	875,000				500,000	375,000			.....	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania ..... Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760 090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	120½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal ..... Pennsylvania.	2,000,000	*	2,781,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*	.....	.....	1,811,700	3,000 000	.....		106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley ..... Illinois.	1,800,000				1,200,000	600 000			.....	(Leased	& oper. by	Chic., R. I.	& Pac.)	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville... Illinois.	3,000,000	*			1,000,000	2,000 000	.....		83.0	246,648	.....	.....	.....	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island ..... Illinois.	4,300,000	.....		.....	2,000,000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57.200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21.301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg † ..... Virginia.	1,650,166	*		62,580	1,324,200	295.094	93,442		92.3	.....	.....	.....	260.113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,406	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie † .... Pennsylvania.	21,601,865	.....	.....	.....	8,404,300	12,598,000	609,565		289.8	2,228,683	.....	.....	3,144.045	366.316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown.. Pa.	1,139,079	362,964	.....	.....	1,626,2 0	55,900	.....		33.6	405,605	.....	.....	700,465	303.186	10	50	174
Nov. 30, 1870	98.4	95.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading.. Pennsylvania.	29 994,328	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,178	41,508,247	457,787,779	9,571,367	3,062,582	10	50	114½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton.. Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1.389.328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	161	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9.562.650	2.359.500	530.471	434.578	101.7	995,234	.....	.....	2.577.147	929,288	8	50	114
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,748,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821.124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville † ..... Penn.	4,621,737	409,251	3,428,055	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655.736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic.. P., O., I. & I.	24,894,193	*	.....	.....	19,714,285	13,664,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams ..... Mass.	443,678				450,000				.....	(Leas.&	oper. by Bo	s.&Alb'y.)	.....	27.000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan..... Mich.	489,113	34,493		101,813	44,100	505 000	76,319		.....	.....	.....	.....	41.259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec ..... Maine.	2,871,2 4	*			933,10	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central ..... Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth.... Maine.	1,359,836	*	585.069	79,576	1,500,000				.....	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	80.0	—	—	80.0	—	—	—	—	Port Royal ..... South Carolina.	1,200.000	*	4,300,000		3,000.000	2,500,000			.....	(Under	construct	ion.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern.... New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,755	—	100	99½
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437.917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester.. R. I. & Mass.	1,618,575	509,711	114.275	56,137	2,000,000	46,000	135,000	117,098	48.3	345,465	.....	(10 mos.	661.717	193,811	10	100	144½
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Quincy and Warsaw ..... Illinois.	1,400,000				600,000	800.000			.....	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston † ..... North Carolina.	1,500.000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia ..... Pennsylvania.	2,022,541	220,853			507,268	1,000.000	1,050,405		48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga..... N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000.000	1,689,750	.....		181.0	600.87	16.481,419	22.373.357	1,656.169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville † ..... Virginia.	6,931,704	*	1,827,035	89.741	4,000.000	2,680,000	285,392	2,035,072	190.5	379,899	6,698,740	7,845,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg † ..... Virginia.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173.100	4.737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River † ..... Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170.693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley ..... Va. & N. Carolina.	1,440.321	*	.....	.....	650.000	712,178	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley.. N. York.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome ..... Georgia.	656,026	*			557,560	70,000			.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	235,285	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	8	3	1	25	Rondout and Oswego ..... New York.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593.514	15,296,580	19 605.175	1,324,943	475,270	10	100	99
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland ..... Vermont.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	2:6,724	123,606	20,642	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot ..... Maine.	8,000,000	*	.....	.....	7,000,000	1,000.000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	17
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City ..... Kansas.	609,000	*	23,351	8,516	100,000	242.700	4,000		22.0	45,657	.....	.....	.....	83,429	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10.000,000	6.000.000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	.....	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha.. Mo.& Io.	.....	*	.....	.....	4.840,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* † .. Missouri.	8,301,027	1,443,444	299,173	109,670	6 000.000	3,200,000	.....	.....	.....	(Under	construct	ion—80 m.l	n oper.Ju	n. 1, '71.)	—	100	28
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago... Ill.	5,348,850	*	.....	.....	10,000,000	4,000.000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	85
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern ..... Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph ..... Mo.	2,000,000	*	.....	.....	7,250.000	3,250,000	.....	.....	.....	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	316	St. Louis, Vandalia & Terre Haute.... Ill.	6,000,000	*	.....	.....	1,000.000	1,000,000	.....	.....	.....	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	50.0	—	—	—	—	—	St. Paul and Chicago ..... Minn.	.....	.....	.....	.....	1,500.000	4,500,000	.....	.....	.....	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City ..... Minn.	4,347,817	*	.....	.....	.....	11,020.000	.....	.....	180.0	273.250	5,745,728	5,941,575	477.465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	1	12		Salem ..... New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell ..... Massachusetts.	551,985	*	.....	.....	180.550	100,000	.....	.....	.....	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark .. Ohio.	3,218,100	*	.....	2,524	243.305	326,900	1,287	82,596	.....	(Leas. &	oper. by B.	&Lowell.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady ..... New York.	484,684	*	.....	.....	910.350	2,307,000	.....	.....	116.3	433,006	.....	.....	.....	.....	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston..... S. Car. & Ga.	2,040 106	*	.....	.....	300,000	40,000	.....	.....	.....	(Leas.&	oper. by Re	nsselaer &	Saratog.)	480.173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	997,100	1,157,245	49.267	15,532	104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis ..... Alabama.	.....	*	.....	.....	449,588		140,901		.....	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley ..... Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....		.....	(Under	construct	ion.)	.....	.....	—	100	....
														576,050				.....	(Leas. &	oper. by Ph	ila.& Read	ing.)	23,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	70	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	97,000	118,988	—	—	54.0	202,476			207,264	72,103	—	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000				80.0				470,328	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*			1,000,000	640,000				40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*				800,000				50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.					969052	796,830				—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.					8,000,000	11,000,000				—	(In a bad	condition	No return.)				100	
Dec. 31, 1870	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000				28.0	178,491			278,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac.	Wisconsin.	2,000,694	*			1,248,000	750,000				45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	55	Shenango and Allegheny	Penn.	625,500	79,945			157,837	520,000	35,000			21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—					Shore Line	Connecticut.	1,195,800				996,800	200,000				—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*			1,788,000	3,256,320				108.8				201,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—					South Branch	New Jersey	439,694				438,300					—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,966	5,819,275	4,434,249	452,080	358,009		243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala						4,926,000				—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162		11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*			1,000,000	2,250,000				72.8	254,938	1,319,774	1,377,540	358,168	162,982	—	100	75
Sept. 30, 1870	59.0	—	2.0	27.5	8	4	4	78	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000				....	61,760	1,083,183	642,124				100	
Dec. 31, 1870	—	—	—	87.0					Southern Iowa and Cedar Rapids	Iowa.					2,500,000	1,500,000				—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota	32,426 pm	1, ...				20,000 p m				100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*			686,100	222,000	209,270	—		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000		577,408	651,500	95,000	—		—	(Under	onstruction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538		3,939,900	699,500				287.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*			751,296	198,370	125,000	—		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.						15,000 p m				—	(Under	ons. to be finished by Dec. 1,		292,579	72,671	8	100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614		700,000	200,000	40,000	—		13.0	54,834	2,693,645						
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700				448,700	445,700				—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383				267,300			634		—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000				500,000	750,000				—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.					1,200,000	1,000,000				—	(Under	construction.)					50	
Dec. 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,874	—		—				95,253	31,251	5	100	
Dec. 31, 1870	5.3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200				92,925	171,000	29,284	—		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*			1,670,130	1,696,825	13,783	—		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971				400,000	—	23,557	45,843		11.7	65,346		(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	636,070	1,185,000	557,988	7,742		—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,286	42,464	1,988,150	800,000	284,849	1,095,523		72.0	578,258	9,988,392	35,490,358	1,087,526	459,466	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640			580,900	243,000				34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,106,000				228.0							100	
Dec. 31, 1870	454.5	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	38,590,000	*	1,094,830	572,619	16,000,000	18,387,000	81,710	858,744		631.0	3,473,960			4,544,641	1,308,376	—	100	78
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*			998,061	1,898,000	347,055	—		55.3	174,320	4,681,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	0.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908				274,400					—	Leased	& oper. by N.Y. Cen. & H.Riv.)				6	100	48
Dec. 31, 1870	37.5	8.0	10.1	—					Tyrone and Clearfield	Pennsylvania	1,000,000				510,000		404,069	—		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	108.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*			26,745,000	74,067,512				1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	38
Dec. 31, 1870	100.0	—	6.8	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*			1,000,000	3,200,000				100.0				182,568		—	100	
Dec. 31, 1870	25.0	—	1.6	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*			500,000	1,000,000				—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*			1,666,990	150,000				50.0	85,360	3,192,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*			1,900,900	—		—		....	99,975	3,391,815	978,119	208.353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287				750,000			—		11.4	40,386	333,487	6,691,692	144,140	115,076	3	100	
Dec. 31, 1870	47.0	25.5	8.9	—					Vermont and Canada	Vermont	2,500,000				2,500,000			—		—	(Leased	& oper. by Ver. Cen.)				3	100	98
May 31, 1870	158.0	27.0	35.0	—	77	46	17	1,6.0	Vermont Central	Vermont.	18,000,000	*	(Incl. Vt. & Can.)		5,000,000	9,500,000		—		185.0	1,144,375	16,301,331	55,732,302	2,034 884	588,977	—	100	
Sept 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,466,943	*	290,236	96,354	2,860,000	750 000	199,627	48,906		110.1	225,166		(10 mos.	456,651	loss.	—	100	82
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*			516,164	793,200		—		—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*			1,000,000	750,000		—		—	(Recen'l	y completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465				499,600	350,000		—		18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161				225,000	85,000		—		10.2	19,520	290,410		50,792	18,677	5	100	
Sept 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903			1,467,670	86,896		—		44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037		684,046	957,600	107,000	—		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938 629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4 13 /, 76		268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*						—		—	(Leas. for	20 y'rs at	$25,000 monthly.)	3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*			650,000	1,400,000		—		46.0	67,611	1,791,187		137,928	36.133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.					6,500,000	1,400,000		—		105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—					Western Pennsylvania	Pennsylvania.	3,671,000				1,022,450	1,800,000		—		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336 074	116 207	1,209,000	2,379 000	20,000	4 1,745		126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464				526,700	676,300	7,427	—		—	(Under	ons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	308	West Wisconsin	Wisconsin.	5,000,000	*			4,000,000	4,000,000		—		—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—					Williamston and Tarboro	North Car.	350,000				500,000	350,000		—		—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*			1,200,000	4,000,000		—		168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	5,000,000	*	Late Wilming.& Manch.)		5,000,000			—		171.0						—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,068	*	35,154	114,711	1,463,775	1,484,665	180,021	154,57		181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—					Winchester and Potomac	Virginia.	600,000				180,000	144,400	102,400	—		—	(Leased	& oper. by Balt. & Ohio.)		27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,754,837	427,10				4,750 000		—		142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.					100.000	300,000		—		—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,891	553,777		45.7	260,726	4,701,816	7,193,226	452,647	156,860	10	100	138
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—		12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—		184.5	—	—	—	—	—	8	25	....
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—		—	(Leased	& oper. by Lehigh N	—	—	—	8	50	99
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—		108.0	—	—	—	107,947	.....	10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—	—	—	6,847,400	—	—	—		65.8	—	—	—	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64.000	835,750	6?9,446	—		161.0	(Leased	1870 by Pennsylvani	a.	67,252	lo a.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	1,003 500	110.000	—	—		83.0	—	—	—	220,216	130,187	10	100	87
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—		108.0	—	—	—	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	2,2 0,000	1,021,965	197,815	82,206		103.0	—	—	—	391,550	183,079	—	50	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	4,337,950	2,232,000	—	—		360.0	—	—	—	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,866,153	2,385,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900		—	Leased	to Phila. & Read. Co.)			655.000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—		45.0	—	—	—	135.162	61,602	—	50	20
Oct. 31, 187	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20.000	—		87.6	—	—	—	69,953	4,203	—	50	1
Oct. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300	—	—	—	1,100,000	748,300	63,000	—		....	(Leased	by Pennsylvania.)					50	13

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600.000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950.000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	79
Catawissa,* pref. and guar.....	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755.000	7	7	....
Central Ohio, preferred.....	400,000	7	7	31
Chemung, guar.....	380,000	8	6	....
Cheshire, pr ferred.....	2,017.815	7	3	84½
Chicago and Alton, pref.....	2.425.400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370.293	7	7	94½
Cleveland and Mahoning,* guar.....	2,056.000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.....	241.900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594.241	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	78
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	....
Harrisburg and Lancaster,* guar....	1,182,550	7	7	64½
Housatonic, preferred	1,180,000	8	4	111
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	22
" " 2d pref	4,051,744	6	...	11
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037.000	8	8	102½
Ohio and Mississippi, pref.....	3,500.000	7	7	77
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Rampo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar.....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,000	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	...	7	65
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	66
Sandusky and Cincinnati, pref.....	445.500	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869.450	5	5	....
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274.000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv..York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633.350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.....	2,888,997	6	6	33
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	50 —	@ 54 —
Pig, American, No. 1		50 —	@ 52 —
Pig, American, No. 2		49 —	@ 50 —
Pig, American, Forge		47 —	@ 48 —
Bar, Refined, English and American		— 95	@ 81 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes		120 —	@130 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ¾ to 1 in.		105 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2½ to 2½ rnd. & sq		110 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@ — —
Large Round		117 50	@122 50
Scroll		117 50	@147 50
Ovals and Half-round		120 —	@130 —
Band		— —	@117 50
Horse Shoe		115 —	@125 —
Rods, ⅜@3-16 inch		110 —	@150 —
Hoop		130 —	@172 50
Nail Rod	per lb.	— 7½	@ — —
Sheet, Russia, as to assortment	(gold)	— 17½	@ — 18
Sheet, Single D. and T. Common		— 6	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8
Sheet, Galtanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	69 —	@ 70 —
Rail-, American, at Works in Penna	per ton.	76 —	@ 80 —
Anvils, (Eagle)	per lb currency.	— 8	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 16	@ — 18
English Spring (2d and 1st quality)		— 7	@ — 10
English Blister (2d and 1st quality)		— 10	@ — 17
English Machinery		— 11	@ — 18
English German (2d and 1st quality)		— 10½	@ — 12
American Blister		— —	@ — 12
American, Cast, Tool		— 15	@ — 16
American, Spring		— 9	@ — 11
American Machinery		— 9	@ — 10
American German		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— —	@ 5 25
Cut, 8d. and 9d		— —	@ 5 50
Cut. 6d. and 7d		— —	@ 5 75
Cut, 4d. and 5d		— —	@ 6 —
Cut, 3d		— —	@ 6 75
Cut, 2d and 3d. Fine		— —	@ 7 50
Cut Spikes, all sizes		— —	@ 5 50
Cut, Finishing, Casing, Box, &c., 10d to 3d.		5 75	@ 7 25
Clinch, Kegs		6 75	@ 7 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 20	@ — 33
Copper		— —	@ — 40
Yellow Metal		— —	@ — 26

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 46
Straits	(gold).	— 40	@ — —
English	(gold).	— 39½	@ — 39½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box.	12 50 @13 —	14 — @ 14 50
I. C. Coke		10 75 @11 —	12 25 @ 12 50
Coke Terne		9 25 @ 9 87½	10 50 @ 11 25
Charcoal Terne		10 25 @11 —	12 — @ 12 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 12½	@ — 12½
Crude, 40 @ 47 gravity (in shipping order)	— 16½	@ — —
Refined, Standard White (in ship'g order)	— 22½	@ — 22½
Refined, S. W. (in jobbing lots)	— —	@ — 23
Refined, S. W. (in tin)	— 27½	@ — 28
Naptha, Refined, (65 @ 73 gravity)	— 10	@ — —
Residuum	per bbl. 4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.)	per lb. —	@ — 38
Copper, Bolts	—	@ — 40
Copper, Braziers' (over 16 oz.)	—	@ — 40
Copper, Nails	—	@ — 44
Copper, Old Sheathing, &c., mixed lots	—	@ — —
Copper, Chile Pig	—	@ — —
Copper, American Ingot	—	@ — 32½
Yellow Metal, New Sheathing and Bronze	—	@ — 26
Yellow Metal, Bolts	—	@ — 28
Yellow Metal, Nails	—	@ — 23

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90	@ 6 —
German	(gold)	5 90	@ 6 —
English	(gold)	5 95	@ 6 70
Bar		9 25	@ — —
Pipe		— —	@10 —
Sheet		— —	@10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel		— —	@12 —
Liverpool House Cannel		— —	@17 —
Anthracite	per ton of 2,000 lb.	4 —	@ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Canton Co	92½	95	....	96	....	95
Central Pacific 6s	102	101½	....	101½	101½	102
Central of N. Jersey	112½	....	112	112½	113	113
Chicago & Alton	117	117	....	117	117½	117
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	98	....
Chicago, Burl. & Q.	....	134	134	....	....	....
" 8s, 1883	114	....	....	....	....	113½
Chic. & Northwestern	79	79½	81½	82½	82½	82½
" pref	92	92	93½	94½	94½	94½
" 1st M	99	....	....	....	....	99½
" S. F.	....	....	....	....	....	....
" Consol.	94½	....	....	....	95	....
Chic., Rock Isl. & Pac.	113½	113½	....	115½	114½	116½
Chi., R. I. & Pa. 7s, 1896	....	....	....	101½	....	102
Clev., Col., C. and Ind.	....	89	89	89½	89	89
Clev. & Pittsburg guar.	90½	90½	91½	91½	91½	92½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	25½	25½	25½	25½	26½	25½
" 1 M	93	93½	93½	....	....	93½
" 2 M	75	....	75½	76½	....	....
Del. & Hudson Canal	119½	....	119½	....	....	119
Del. Lack. & Western	110½	110½	110½	112	112	112
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	49½	49½	50½	58½	65½	61½
" pref	79	77	77	79	80	78
" 1 M. 7s, 1897	103	103	....	....	....	103
" 2 M. 7s, 1879	98	....	....	....	....	....
" 3 M. 7s, 1883	....	95	....	....	....	95½
" 4 M. 7s, 1880	....	91½	91½	....	....	....
" 5 M. 7s, 1888	....	....	91	....	92	....
Great Western 2d mort.	90	90	90	....	90	....
Hannibal & St. Joseph.	44½	44	....	43½	44	44
" pref	64	....	....	....	64½	....
" 8s, conv.	93	....	....	....	....	92½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	132½	132	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93½	93½	94	93½	94½
Lake Shore Div. bonds	99	....	....	....	....	98
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	114	....	115	....	....	....
" S. F. 8s, 1882	119½	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104½	104½	....	....	....	....
" 2 M	....	....	....	....	99½	99½
Mariposa Mining Co.	....	....	....	....	....	1½
" pref	½	1½	1½	1½	1½	2½
Milw. and St. Paul	59	....	59½	63	62½	63½
" pref	....	....	79½	80½	....	81½
" 1st mort	93	93	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	107	....	....	....	107½
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	95½	95½	....	....	95½	95½
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	96	....	....	96	....	96
" 1st mort	104½	....	....	....	....	....
" 2d mort	99	....	....	....	98	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	93½	....	94	....	94	....
" 6s. S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94½	95½	94½	94½	94½	95½
" certificates	91	90½	90½	90	90	90½
N. York and Harlem	110½	....	....	112	112	112
" pref	....	....	....	....	....	....
" 1 M. 7s. 1873	....	....	....	....	....	103
N. Carolina 6s. old	38	....	37½	....	....	36
" new	24	....	....	23	23	....
Ohio and Miss.	45½	46½	47½	48½	48	50½
" pref	75	75½	76	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co.	59½	60	61½	61½	62½	63½
Panama	....	90	....	....	....	85
Phila. and Reading	....	114½	114½	114½	....	....
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
" 1 M	105	105	....	105	....	....
" 2 M	....	103	103	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co.	35½	36	38½	44½	43	42½
St. L., Alton & T. H.	28	....	....	....	....	28
" pref	65½	66	66	66	....	....
" 1 M	97	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	81	....	....	....	....
Tennessee 6s, old	67	....	....	....	....	67
" new	67	....	67½	67	67	67
Tol., Wab. & Western	75½	....	76½	76½	77½	78½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	94½	94½	....	....	94½	97½
" Equipment	....	....	87½	....	....	....
" St. Lou. Div.	....	....	90	....	....	....
Union Pacific	38½	38½	37½	38½	38½	38½
" 1st mort	92	91½	91½	92½	92½	91½
" L. Gt. 7s	84½	84½	85	84½	84½	85
" Inc. 10s	84	84½	84½	85	85	85
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	58	59½	....	58½	....	58
" def. cert	16½	16	16	15½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	107¾	....	....	....	107¾	107⅞
U. S. 5s, 10-40s, coup.	108¼	108	....	....	108	108¼
U. S. 5s, 1881, reg.	107¾	....	....	....	....	....
U. S. 5s, 1881, coup.	109⅝	....	....	....	....	109⅝
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	115¼	....	....	....	....	115¼
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	....	111¾	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	111¾	111¾	....	....	111¾	112
U. S. 6s, 5-20s, reg. '64.	111¾	111¾	111¾	....	....	112
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	112¼
U. S. 6s, 5-20s, reg. '65.	111¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	112¾	112¾	....	....	112¾	112¼
U. S. 6s, 5-20s, r. n. '65.	110¾	....	....	110¾	....	....
U. S. 6s, 5-20s, c. n '65.	111	110⅞	....	....	111	111¼
U. S. 6s, 5-20s, reg. '67.	111¾	....	111¾	111¼	112	112
U. S. 6s, 5-20s, c. 1867.	112¼	112¼	....	112¾	112¾	112¼
U. S. 6s, 5-20s, reg. '68.	....	....	....	112¼	....	....
U. S. 6s, 5-20s, c. '68.	112¾	112¼	....	112¾	112¾	112¼
U. S. 6s, Pac.RR.issue.	115¼	....	115¼	115¾	115¾	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa preferred	....	46¼	47	47¼	47¾	
Camden and Amboy	123½	....	124¼	124¾	125	125
" 6s, 1875	....	98	....	....	....	....
" 6s, 1883	....	92	....	92	92¼	....
" 6s, 1889	....	91¾	....	91¼	....	....
" mort. 6s, '89.	....	96¼	....	96¼	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Lehigh Navigation	44¾	45	44¼	43	43¾	43¾
" 6s, 1884	....	89¼	....	....	....	....
" Gold L.	....	92¾	92¾	....	93	....
" R. R. L.	....	....	....	93	93¼	93
" Conv. L.	....	92	94	94	....	....
Lehigh Valley R. R.	....	59	59¼	59¾	59¼	59¼
" 6s new coup.	....	....	95¾	....	....	....
" 6s new reg.	95¾	....	....	96	96	....
Little Schuylkill R.R.	....	....	....	46¾	....	....
" 7s.	....	....	....	....	....	....
Minehill	....	....	52¾	53	53	....
Morris Canal	....	....	....	49	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	50¼
" 6s, 1880	....	99¾	99¾	....	99¾	....
" 7s.	....	....	....	....	96¾	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38¼	....	38¼	38¼	38¼	....
Oil Creek & Alleg. Riv.	36¾	38	38¼	....	38	38¼
" 7s.	....	....	....	....	81¼	81¼
Pennsylvania R. R.	58¾	59	59¼	59¾	60¼	60¼
" 1st M.	....	....	....	....	....	....
" 2d M.	100	100	....	....	....	....
" Gen. mort.	....	....	....	93	....	92¼
" reg.	....	....	95¾	....	....	....
Penn. State, 6s. 1st series	100¾	100¾	....	....	....	....
" 6s, 2d series.	....	....	....	....	....	105
" 6s, 3d series.	108	....	....	....	....	....
Philadelphia City, 6s	97¼	97¼	....	....	....	....
" new	101	101¼	101¼	101	101	101
Philad., Germ. & Nor.	....	....	....	87	87	....
Phila. & Reading	56¾	56¾	56¾	57¼	57¾	57¼
Philadelphia and Erie	28	28¼	28¾	28¼	28¾	
" 6s.	....	....	....	....	91	....
" 7s.	89	88¾	89	89	89	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	16¾	....	....	16¾	
" 6s, 1882	....	79	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	33	....	33	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875.	100¼	100¼	....	....	100¼	....
" 1886	....	....	....	....	....	....
" 1890	....	....	98	98	....	....
" 1884	....	....	....	....	....	....
" 1900	....	98	....	....	....	....
Balt and Ohio	....	150	....	....	149⅞	....
" bonds, 1875	....	....	....	96¼	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	96¼	....	....	....	....
Marietta & Cin. 1st M.	97	97¼	....	98	98	97¼
" 2d M.	....	89	....	....	....	....
" 3d M. 8s	....	....	....	....	....	75¾
Northern Central	38¼	38¼	....	....	39	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	89¼	....	....
Pittsb. & Connellsv. 7s.	....	92¾	93	....	93¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	58	58¾	....	....	57¾	....
" Defer. Certif.	....	15¾	....	15	....	....
City Passenger R R.	16	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	....	151	....	150¾	150¾	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	142¾	....	....	....	....	....
Boston and Providence	....	....	152	....	....	....
Boston, Hartford & Erie	4	4	4¼	5	5¼	
" 7s, new	41¼	42	42¼	42⅞	43¾	45¼
Cheshire, pref.	....	83¾	....	....	....	84¼
Chi., Burl. & Quincy	....	134	....	134	134	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	140¾
Eastern	109¼	109¼	110¼	109¼	....	109
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114¼	....	115	....	116¼	116¼
Northern, N. H.	114¾	114¼	....	....	....	....
Ogdens. & Lake Champ.	86	....	....	....	86	86¼
" pref.	....	102s	....	102¼	102¼	
Old Colony & Newport.	109	....	....	....	....	109¼
Ph., Wil. & Baltimore	56¾	56¾	56¾	56¾	56¾	57
Portl'd, Saco & Ports.	....	....	....	....	....	131¾
Union Pacific	39	....	....	....	....	39
" 6s.	....	....	....	....	....	90¼
" Land Grant 7s.	81¼	....	....	....	....	81¼
" Income 10s.	83¾	84	84¼	84¼	....	84¾
Vermont & Canada	....	....	....	98	....	98¼
Vermont & Mass.	82	....	82	82	....	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	66	....	64	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	26¼	....	....	....	....	30
Copper Falls	....	11	12	12¼	12¾	
Franklin	9¾	....	10¼	12	12¾	
National	....	....	4¾	5	5⅞	
Pewabic	....	9¾	10¾	11¼	11¾	
Quincy	....	43	45¼	48	49¾	

London Stock Exchange.

	Closing Prices. Mar. 1.	Mar. 8.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	91 — 93	92 — 94
Do. do., 2d mort., 1881	85 — 90	85 — 90
Do. Penn., 1st mort., 1877	91 — 93	92 — 94
Do. do., 2d mort., 1882	85 — 90	85 — 90
Do. Consol. 7 per cent. mort. 1890	36½ — 37½	37 — 38
Detroit and Milwaukee 1st mort. 7s	75 — 79	76 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	31½ — 32	32⅜ — 32½
Do. sterlg. 6 p. c. convertible bonds	78 — 80	78 — 80
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	100 —103
Do. 100 dol. shares, all paid	108½—109½	108½—109¾
Marietta and Cincinnati 7s	78 — 83	78 — 83
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872.	— — —	— — —
Panama General mort. 7s, 1897	85 — 87	86 — 88
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 96	95 — 97
Do. $50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday March, 30, 1872.

Stock Exchange and Money Market.

The Money movement has been generally against the borrowing interests during the week, though occasional relaxations have been noted. The offerings, as a rule, have been quite reserved, the city banks not having been in a position that would justify them in extending their advances, while private lenders have been availing themselves of the pressure for aid—due in part to speculative manipulations of the market—to maintain extreme rates for accommodation, particularly to the Stock Exchange firms. Call loans have been quoted at from 7 per cent. currency to the large Government houses, to 7 per cent. gold, and in several instances, an additional commission to the Stock brokers. The later negotiations indicated less stringency, and much more favorable terms as to rates for borrowers, closing with the best class of call loans quoted at 6@7 per cent. currency. The offerings of mercantile paper were moderate for the season with choice to good grades of business paper rated at from 7@10 per cent. per annum, on a fair demand for selections of double, and single names. The Treasury Department has been disbursing both coin and currency, through the local office, quite freely, reducing its cash balances. The city banks reduced their loan and discount average nearly 2⅛ millions during the week while again moderately contracting their outstanding circulation. The U. S. Sub-Treasury reduced its currency balance slightly. It also made a reduction of 4¼ in its coin reserve. Its currency balance at the close of business on Tuesday was $6,356,473 and its coin reserve, $67,998,116.

The city banks, in their latest return, show a reduction of $569,500 of legal tender notes, $167,800 of specie, $2,332.900 of deposits; also a decrease of $2,107,400 in their loan and discount averages, and of $80,200 in their item of circulation. The city bank exchanges, last week, averaged $118 794,557 and thus far, this week, about 116¼ millions daily. The banks now hold $4,125,025 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,436,600, against $19,617,007 same time last year. The city bank deposits are now $203,717,000, against $225,774,302 week ending March 25, 1871. The legal tender reserve amounts to $42 618,300, against $55,193,408 same time last year. The circulation now stands at $28,018,800 against $31,683,398 same time last year. The loans are now $277,761,500 against $291,114,320 at this date last year.

The coin reserve of the city banks is now about 19½ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 45⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $128,312, and its coin reserve $4.241,673 as the result of the week's business. The receipts of the office were $3,592,342 in coin, and $2,011,059 in currency; payments, $7,834,015 in coin, and $2,139,372 in currency. The office received $2,339,000 in coin or its equivalent from customs; and disbursed $250,356 of coin interest.

The cash balance at the Treasury Department at the opening of business on Tuesday were: Coin, $119,500,000; currency, $10,000 000. Coin certificates were outstanding for $30,000,000.

Government revenues have been yielding moderately, during the week. The excises yielded about two millions, and thus far since July 1, 1871, $94,288 517. The customs at the port of New York, last week were $2,292,657; at the outports, equal to about $750,000 more, all in coin, or coin certificates.

Gold has shown a very moderate degree of animation in the speculative dealings of the week, with but slight fluctuation in the price from day to day. The export movement has been limited. The customs call has been less urgent. At the close, the speculative inquiry was somewhat brisker, and quotation were a trifle stronger. The range of the price during the week has been from 109⅝ @110¼ and the closing quotation on Wednesday was 110¼@110¼ against 109¾@109⅞ the preceding Wednesday. The specie outflow, last week, was $675,626. The Gold Exchange Bank clearances have averages about 32⅜ millions per day during the week.

The customs demand for Gold last week, aver-

aged $389 833 a day; thus far, this week, it has averaged $656,745 a day, or equal to a weekly aggregate of $3,940,470. The arrivals o specie from Europe, Havana and other foreign ports last week were $243,235, and since Jan. 1, 1872, $585,210 against $2,748,378 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $116,024,794 against $108,434,875 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 23, 1872, $62,109,020, against $66,262,358 same time in 1870-'71.

The export drain of specie was $675,626 last week, against $1,531,579, same week preceding year. The shipments since July 1, 1871, have been $26,969,780 against $55,007,281 same time in 1870-'71.

Foreign Exchange has been quoted steadier as to price, toward the close, on rather lighter offerings of prime bills, and a fair inquiry. Bankers' sixty day bills on London closed on Wednesday at 109¼@109½; sight bills on London, 110⅛@110¼.

The produce exports from this port, week ending with March, 26th were to the currency value of $4,078,234.

Government securities have been moderately dealt in, chiefly by investment purchasers, at generally firm prices, closing with an upward tendency.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115¾; U. S. Five-Twenties of 1862, (other than the bonds called in) 112@112⅛; U. S. Five-Twenties of 1864 at 112⅛@112¼; U. S. Five-Twenties of 1865, 112⅝@112¾; U. S. Five-Twenties of 1865 consolidated, 111⅛@111¼; U. S. Five-Twenties of 1867, 112⅛@112¾; U. S. Five-Twenties of 1868, 112⅝@112¾; U. S. Ten-forties at (ex March coupon) 108⅓@108¼; U. S. Fives of 1881 (Funding Loan) 109⅜@109¾. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 13.	Mar. 20.	Mar. 27.
Consols.	92⅝@92¾	92⅞	93 1/16
U. S. 5-20's of 1862..	92⅛	92⅜	92⅝
U. S. 5-20s, 1865....	93¼	93½	93¾
" 1867	92⅝	93½	93¾
" 10-40s	89	89½	89½
Erie	....	44⅛	54⅛

State bonds have been in fair demand, but variable in price.

There has been a good average investment business noted in the better class of Railway bonds at generally firm prices. Central Pacific Sixes have been in fair demand at 101¾@102. Chesapeake and Ohio Sixes have been in request at 94 per cent. and accrued interest.

Railway and miscellaneous share property has been decidedly brisk and buoyant in price, with the extraordinarily spirited Erie share speculation as the main feature of the week, dealings, which on Tuesday carried the price of these shares up to 68, on a remarkably excited market. The fluctuations in the speculative favorite were frequent and violent. The extremes on this stock on Wednesday were 66 and 60.

At the auction sale of Scranton Coal on Wednesday, 125,000 tons were sold at in most instances a trifle better prices, ranging from 3.55@4.17½, as against 3.50@4.25 in February.

On Wednesday, 11,000@12,000 bales of Cotton were reported sold for export to Liverpool, with freight and charter engagements for the same port of 15,000@16,000 bales, an extraordinarily extensive business.

General business has shown less activity in the dealings in Breadstuffs, Provisions, Wool, Tobacco, Seeds, and Petroleum, with considerable irregularity in values. Cotton closed with decidedly more animation. Middling upland cotton closed on Wednesday at 22⅞@23cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,396,055 bales, against 3,267,713 bales same time in the preceding year; exports 1,494,586 bales against 2,155,289 bales in the previous year; stock at the ports at latest dates, 439,697 bales against 658,328 bales same date 1871.

In the metal trade, the chief features were the unusually extensive transaction in Ingot Copper, mostly for forward delivery, at advanced rates; the buoyancy in Iron and Tin, which were offered with reserve; and the free business in Hardware at advanced rates. The week's sales of Ingot Copper reached about 10 million pounds, for prompt and forward delivery, closing at 33¼@33½ cash, and 28½@29½ for June to August delivery. Iron has been quoted firmer, on a reduced stock and fairly active call, with sales reported of 450 tons Glengarnock Pig, seller March and April, on private terms, closing on the spot at $51@$52; 100 tons Eglinton Pig on private terms, closing at $50; 4,000 tons English Rails, 4,000 tons American do., 600 tons old Rails, 450 tons old Doubled-headed do., and 800 tons Wrought Scrap, on private terms.

At the Live Stock Markets, Beeves have been in good demand at 10@14 cts.; Veals in moderate request at 5@10¼cts.; Sheep wanted at 8@10¾ cts. Swine, dull at 5@5¼ cts. per lb., all live weight. The week's receipt were 7,671 Beeves, 28,078 Veal Calves, 14,818 Sheep and Lambs; and 28,078 Swine.

Foreign goods have been in fair request at generally firm prices. The week's imports of foreign goods reached the amount of $8,213,542 including $4,238,558 of dry goods.

Ocean freights have been rather more active, and rates generally well supported.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 24; do. 1st mort., 78; St. Louis and Iron Mt. R. R., 85; do. 1st mort., 95; Boston, Hartford and Erie, R. R., 9¼; do. 1st mort., 45½; do. guar. bonds, 52; St. Louis, Jacksonville and Chicago 1st mort., 97; Chicago and Milwaukee 1st mort., 95; Toledo, Peoria and Warsaw 1st mort. W. D., 91; do. 2d mort., 87½; Hannibal and Naples 1st mort., 91¼; Ohio and Miss. 2d mort., 87¼; Pacific R. R. 7s. guar. by Mo., 99; Albany and Susq. 2d mort., 100½; Long Dock bonds, 94¾; Cleveland and Pittsburg consol., 95½; Central of New Jersey 1st mort. new, 104½; Clev., Col., Cin. and Ind. 1st mort., 102; Cedar Falls and Minnesota 1st mort., 83⅞; North Missouri 1st mort., 91½; Hannibal and St. Joseph L. G. bonds, 106¼; Great Western 1st mort. 1888, 95¼; Rome, Watertown and Ogdenburg 1st mort., 99; New York and New Haven scrip, 139½; Rensselaer and Saratoga R. R., 105; Lake Shore and Michigan Southern Scrip., 90¾; South Carolina 6s, new, Jan. and July, 39; do. Apl. and Oct., 36¼; N. J. Central L. and Imp. Co., 75; Cumberland Coal and Iron, 75; Consol. Coal of Md., 41⅞; Maryland Coal, 21¾; Pennsylvania Coal, 220; Am. Coal, 40; Western Union Tel., 73½; do. 7s. 96; Quicksilver pref., 52½; U. S. Exp., 74⅛; Adams Exp., 89½; Wells Fargo Exp., 78½; Am. Mer. Union Exp., 73½.

Philadelphia.—Philadelphia and Reading 7s, 1893, 106; do. 6s, 1880, 93½; Nesquehoning R. R., 59¾; Camden and Atlantic R. R., 25; do. pref., 34½; Huntingdon and Broad Top Mountain 1st mort., 102½; Catawissa 7s, 96; Pennsylvania Canal 6s, 75; Harrisburg and Lancaster 6s, 92; Schuylkill Nav. 6s, 1895, 80¼; Allegheny Valley 7-30s, 93½; Warren and Franklin 1st mort., 90½; East Pennsylvania R. R., 39½; Morris Canal scrip, 85; Wyoming Canal 7s, 96¾; Connecting R. bonds, 87; Pennsylvania allotments, 58¼; Lehigh Valley allotments, 58½; do. 7s, new, 101¼; Oil Creek and Allegheny River 1st mort., 86; Philadelphia 5s, 89; Fulton Coal, 5½. The latest quotations are: City 6s, 97½@98; do. free of tax, 101¼@101½; Pennsylvania State 6s, W. L. 100½@101; do. 1st series, 100¾@101¼; do. 2d series, 104¼@104⅝; do. 3d series, 107⅞@108; Reading, 57¼@57⅝; do. mort. 7s, 1893, 105@106; do. mort. 6s, 1880, 93@94½; Camden and Amboy, 125@125; do. mort. 6s, 1889, 96@96½; do. 1883, 91@—; do. 1889, 91@92; Pennsylvania R. R., 60⅝@60¾; do., allotments, 58¼@58½; do. 1st mort., 99@100; do. 2d mort., 100@100½; do. General mort. coupon, 92@93; do. reg., 95¾@96½; Little Schuylkill R. R., 46⅜@46⅝; Morris Canal, 49@50; do. pref., 128@125; do. 6s, 93@94; Susquehanna Canal, 8@8; do. 6s, 74½@75; Schuylkill Nav., 8@8½; do. pref., 16½@17; do. 6s 1882, 78½@79¼; Elmira and Williamsport pref., 42@42; do. 7s, 1878, 94@94¾; do. 5s, 60½@—; Lehigh Coal and Navigation, 43½@44; do. 6s, 1884, 88@89; do. R. R. Loan, 93@93½; do. Gold Loan, 92¾@93½; North Pennsylvania 50@50¼; do. 6s, 99½@100; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 28½@28⅝; do. 6s, 90½@91; Minehill, 53@53¼; Catawissa, 15@16¼; do. pref., 46½@47; Lehigh Valley, 58⅞@59⅛; do. allotments, 58@58⅛ do. 6s, new coupon, 95½@96½; do. reg., 95½@96¼; do. 7s, 101½@101¾; Fifth and Sixth streets, (horse,) 43@45; Second and Third, 66@67; Thirteenth and Fifteenth, 21@21; Spruce and Pine, 83@84; Green and Coates, 47@—; Chestnut and Walnut, 56@58½; Hestonville, 20¾@22; Union, 72@—; Germantown, 88@40.

Boston.—Burlington and Missouri River R. R. 8s, 1894, 109¾; do. 8s, in Nebraska, 98½; Boston, Clinton and Fitchburg 7s, 1889, 90; Framingham and Lowell 7s, 1890, 90; Chicago and Michigan Lake Shore 8s, 1889, 84⅞ Quincy and Palmyra 8s, 1892, guar., 82¾; Eastern R. R. 6s, 1874, 98; Central Pacific 7s, 1883, gold, 100; Chillicothe and Brunswick 8s, 1894, 82; Vermont Central and Vermont and Canada 8s, 1875, 99¼; Michigan Air Line 8s, 1890, 107½; Old Colony and Newport 6s, 1876, 97¾; do. 7s, 1877, 102¼; Little Rock and Fort Smith 7s, 1900, 25⅛@26½; do, 6s, gold, 30¼; Vermont Central 1st mort.,

82⅞; do. 8s., 1891, guar., 99½; Kalamazoo, Allegan and Grand Rapids 1st mort. 8s, 1888, 95⅞; Agricultural Branch, 65; Portsmouth Gt. Falls and Conway R. R., 99½; Nashua and Lowell R. R., 148¾; Rutland R. R. pref., 65; do. 8s, 1880, 94¾; do. scrip., 86; Cape Cod R. R., 78¼; Conn. and Pass. Rivers R. R. pref., 89½; do. 7s, 1876, 99½ Norwich and Worcester R. R., 125; Eastern (N. H.) 103; Granite Railway, 69¾; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. pref., 38¼; Cary Imp., 14⅜; Waverly Land, 7⅛; Brookline Land 7¼; Boston Water Power, 56¾; Rhode Island 6s, 1893, 100; Maine 6s, 1889, 101¼; New Hampshire 6s, 1874, 100¼; Boston 6s, 1875, currency, 100; do. 1880, 101½; do. 5s, 1882, gold, 97¾; Lowell 6s, 1890, 99½; Portland 6s, 1877, 97½; Rock Island, Ills., 8s, 1882, 103¼; St. Louis 6s, 1878, 92½; do. 1876, 94¾; do. 1887, 89⅞; Lawrence 6s, 1875, 96¾; Cincinnati 7s, 1890, 104¼; Charlestown 6s, 1892, 100; Allouez Mining Co., 11¾; Astec, 50c.; Algomah, 75c.; Calumet and Hecla, 142; Dawson, Silver, 4¼; Dana, 1⅛; Hungarian, 60c.; Hanover, 2⅝; Mesnard, 1; Madison, 87½c.; North Cliff, 30c.; Petherick, 3⅜; Pontiac, 70c.; Rockland, 2¾; Ridge, 7½; Shuniah, Silver, 8⅞; Superior, 55c.; Tremont, 50c.

Baltimore.—Orange, Alex. and Manassas 7s, 85¼; Northern Central 6s, 1900, gold, 93¼; Orange and Alexandria 4th mort., 8s, 85; do. 2d mort. 6s, 83⅛; Wilmington and Weldon 7s, 93; Western Maryland 2d mort. pref., 76; do. 3d mort. guar., 96; Richmond and Danville 1st mort., 82; Central Ohio R. R., 30¼; Maryland Defense Loan, 105; Virginia 6s, old, reg., 45. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@94¼; Baltimore and Ohio, 149@150; do., pref., 100@100; do., 6s, 1875, 96¼@96⅜; do., 1880, 95⅛@95¼; do., 1885, 96@97; Northern Central, 88½@39; do. 6s, 1885,93@95; do., 1900, 89⅛@90; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 99@100; do., 2d mort., 97@99; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97@97; do., 2d mort., 89½@90; do., 3d mort., 75¾@76; Central Ohio, 30¼@30¼; do., 1st mort., 84@85; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@; do., 3d mort., guar., 96@96½; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 82@83; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@84; do., 3d mort. 8s, 93@93½; do., 4th mort. 8s, 84½@86; Orange, Alex. and Manassas 7s, 85@85¼; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100⅜@100½; do., 1884, 97½@98¼; do. 1886, 99½@—; do., 1890, 97¾@98; do., 1893, exempt, 99@—; do., 1900, exempt, —@99½; Memphis City 6s, 57⅝@58; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 105@105; City Passenger R. R., 24@24½; George's Creek Coal, 78@80.

☞ The Wilkesbarre (Pa.,) *Times* says that engineers have been busy running out the proposed railroad from the coal fields down the east side of the Susquehanna to Catawissa and Williamsport. Work has been done at several points below Nanticoke to make the line sure.

BANKING-HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, March 25, 1872.

WE ARE SELLING THE **CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS**—a safe security for investments—at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin. Descriptive pamphlets, with full information, furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

Monongahela Bridge.

The Pittsburg *Chronicle* says it has been determined not to build a new iron bridge over the Monongahela river, but to replace the present suspension bridge with a substantial wooden truss bridge, at a cost of about $360,000. The stockholders have decided on a Howe or Burr truss bridge of the following dimensions; Cartways, twenty-two feet wide and twenty-two feet high: side walks, eight feet wide in the clear. The cartways will be one foot wider than the present ones, and the sidewalks three feet wider. The channel span will be one hundred feet wider than at present, and the floor of the bridge will be elevated fifteen feet above the present level, giving ample headway for steamboats. The bridge, of course, will be covered—the intention being to use tin for the roof. The plans are now being prepared.

☞ The earnings of the Cincinnati, Sandusky and Cleveland Railroad for six months ending December 31, 1871, were $459,400 74, and the expenses $245,591 07, leaving net earnings $213,809 67. In the corresponding period of the previous year the earnings were $450,731 96, the expenses $273,143 82, and the net earnings $177,588 14—showing an increase in earnings of $8,668 78, with a decrease in expenses of $27,552 75, making the increase in net earnings $36,221 53.

☞ The price of the First Mortgage 7 per cent. gold bonds of the Wallkill Valley Railway Company has been advanced to 92½ and accrued interest in currency.

☞ At a meeting of the directors of the Buffalo and Jamestown Railroad at Buffalo on the 21st inst., the following officers were elected for the ensuing year: President, M. Richmond; Vice President, James Adams; Treasurer, Abraham Altman. This is the New York Branch of the direct road to Titusville. The building of the through road to the oil regions is placed beyond a doubt.

☞ The Newport and Cincinnati Railroad bridge, 3,800 feet long, and 103 feet above the water, built under the direction of its chief engineer, Mr. J. H. Linville, was tested on Tuesday the 19th inst, with five heavy engines and tenders coupled together. The channel span, 420 feet long, the longest railroad span on this continent, deflected only 1 1-6 inches. The bridge was formally opened on the following Wednesday.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,
BANKERS,
NO. 11 WALL STREET.

☞ We learn that a large portion of the capital stock of the Bound Brook and Easton Railroad Company has been taken by persons who are largely interested in railroad enterprises and coal mining. This road, with the Perth Amboy and Bound Brook Railroad, will form the shortest and most direct line of communication between tide water and the coal and other mineral fields of Pennsylvania.

☞ The directors of the Maine Central Railroad Company, under the authority given by the Legislature at its late session, have voted to issue nine million dollars' worth of bonds running for forty years and paying nine per cent. annual interest. The object of this issue is to retire the bonded indebtedness of the company, and to furnish ample means for placing the road in the very best of condition.

☞ A bill to incorporate the Absecom Village and Somers' Point Railroad Company has passed the New Jersey Legislature. This is another branch of some seven miles, connecting with the Camden and Atlantic road.

☞ Information has been received that the Swiss engineers, Naaf, Riggenbach and Zschokke, are about to construct a railway to the summit of Mount Vesuvius, similar to that of Mount Washington.

Pork and Beef Packing in Chicago.

The following table exhibits the number of hogs packed in Chicago during the four seasons in which the greatest number of hogs were reported, the aggregate weight and yield of yard in pounds:

	Hogs, No.	Aggregate w't lbs.	Lard, lbs.
1862-3	970,264	214,428,344	36,147,509
1863-4	904,659	173,794,528	30,758,406
1870-71	918,087	207,258 138	34,832,210
1871-2	1,225,236	284,922,495	53,629,440

The following table exhibits the number of hogs packed in Chicago for the past 21 years:

1851 2	22.036	1862-3	970 264
1852-3	44,156	1863-4	904,659
1853-4	52,849	1864-5	760 514
1854 5	73.694	1865-6	507,355
1855-6	80,380	1866-7	639,332
1856 7	74,000	1867 8	796.226
1857 8	99,262	1868 9	597 954
1858-9	179,684	1869 70	688.140
1859-60	151.339	1870 1	948,087
1860-1	271,805	1871-2	1,225,236
1861-2	505,691		

The quantities of the articles below specified produced for three seasons compare thus:

	1871-2.	1870-1.	1869-70.
Mess pork, brls.	126,059	98,731	88.894
Prime mess, brls.	19,933	40,837	10,710
Clear middles, lbs	6.235 424	5,278,351	5,324 027
Short rib, lbs	31,700,039	30,062 824	18,488,965
Short clear, lbs.	24.923 980	12,392 937	3,372,884
Long clear, lbs.	18,302 005	6,808 832	542,317
Stratford, lbs	1,209 025	343,700	767.019
Sweet pickl'd, tcs.	25,478	31,350	20,978

Beef packing in Chicago for the years named compare thus:

1851-2	21,806	1862-3	59,687
1852-3	24,663	1863-4	70,036
1853-4	25,431	1864 5	92,459
1854-5	23 691	1865 6	27.721
1855 6	28,972	1866-7	25.996
1856-7	14,971	1867-8	35,348
1857-8	34,675	1868-9	26,950
1858-9	45,503	1869 70	11,963
1859-60	51 606	1870-1	21,254
1860-1	34,624	1871-2	16,080
1861-2	53,763		

Journal of Railroad Law.

RAILROAD COMPANIES—ASSAULT AND BATTERY—STATUTE OF LIMITATIONS—TRESPASS.

The facts in the late case of Priest *vs.* The Hudson River Railroad Company (10 Abb. Pr. N. S. 60) are fully and clearly stated in the following opinion by

MONELL, J.—It was conceded on the argument, that if this was an action for an assault and battery, it was barred by the statute. Section 93 of the code requires that actions for "libel, slander, assault and battery, or false imprisonment," shall be commenced within two years. But it is claimed that the case of the plaintiff falls within the fifth sub-division of section 91 of "any other injury to the person or rights of another not arising on contract, and not hereinafter enumerated."

The allegations in the complaint are those of an assault and battery, committed upon the person of the plaintiff by the defendant's brakeman. Had the action been against the brakeman, it would have been for an assault and battery.

Has it become a different action by being against the employer or principal, under whose authority or direction the injury was done?

Since the abolition of "forms" of actions, which includes the denominations of actions, and reducing all to one form under the denomination of a "civil action," (code § 69,) it has not been easy to interpret such parts of the code as, very singularly, still preserve to some extent the denomination of actions. Assault and battery, libel, and slander, are in the main but injuries to the person. Yet we find both in apparently inconsistent attitudes, as we do in the two sections already referred to.

To prevent the statute from attaching, it would be necessary to determine that the action is for an injury to the person other than an assault and battery, and that can be done only by making a distinction between an action against the master and an action against the servant.

The old action of trespass was of three kinds: 1st. Trespass for injury to the person, accompanied by force (*vi et armis*), such as assault, battery, or false imprisonment; 2d. Trespass for injuries to the personal property; 3d. Trespass for injuries to real property.

Trespass on the case commonly called "case," lay for injury to the person or the personal rights or property, not accompanied by force or not immediately injurious.

Under the old form of actions, I cannot doubt this would have been trespass, assault and battery, and not trespass on the case.

The liability of the defendants, proceeds upon the principle of agency. Their employee, in performing his assigned duties, committed the assault, and even if it was wilful, and accompanied by more than necessary force, it was done in the course of his employment as the servant of the defendants. (Meyer *vs.* Second Ave. R.R. Co., 8 Bosw., 305). The distinction between trespass and case, though finely drawn was strictly preserved until the adoption of our new code of practice; and it was not unusual to nonsuit a plaintiff who had mistaken his "form" of remedy.

Trespass was the oldest form of action.

Trespass on the case was given later, and in England first by the statute of 13 Edw. I., and was more comprehensive than trespass.

The strictness with which these forms of action were separated in England may be illustrated by the case of Savignac *vs.* Roome (6 Term. R. 125), where the action was "case" against the master for wilful injury by the servant. The court arrested the judgment on the ground that the action ought to have been "trespass." Afterwards the plaintiff brought trespass, alleging negligence as the cause of the injury (See 2 Black., 442), and was non-suited, on the ground that the action ought to have been "case." And the decisions are reconcilable. Under the old forms, for a wilful act, trespass lay; for a negligent act, case was remedy. In this country, however, and particularly in our State, this rigid strictness was greatly relaxed before the code, and trespass and case were mostly concurrent remedies.

Assuming, then, as the plaintiff must assume, that the liability of the defendants arises from the act having been done by their servant in the course of his employment, and not negligently or unskillfully (for if it was willfully done outside of his employment, the master would not be liable, see Wright *vs.* Wilcox, 19 Wend. 343), then follows that it was a joint trespass for which a joint action, or several actions against either, could be sustained.

But the action would be for the same cause, for what a master does by his servant he does by himself.

I am of opinion, therefore, that the action in this case was for assault and battery, and for such cause was maintainable against the defendants, all being principals in the trespass.

There may be some difficulty in reconciling the difference in the limitation of actions for personal injuries other than assault, &c., but the legislature could never have intended to include in actions for personal injuries all the actions enumerated in section 93. But they did intend, I think, to continue, in effect, the distinction which arises from the well understood meaning of words, and hence to confine the action within the two years' limitation, whenever it can be seen, from the statement of the cause of action, that it is for an assault and battery, &c.

I am of opinion, therefore, that the defense ought to have prevailed.

The judgment and order should be reversed, and judgment absolute granted to the defendants' with costs.

Judgment accordingly.

Atlantic, Mississippi and Ohio Railroad.

This road, stretching from Norfolk, Va., on the Atlantic ocean, entirely across Virginia to Cumberland Gap, on its extreme southwestern border—the point of junction with Tennessee and Kentucky—was organized November 12, 1870, under an act of June 17, 1870, by the consolidation of the Norfolk and Petersburg, South Side, Virginia and Tennessee, and Virginia and Kentucky Railways. The total length when completed will be 580 miles. There has been in operation 457 miles since 1858, when the seaboard link was opened, Norfolk to Petersburg, 81 miles; Petersburg to Lynchburg (including branch to City Point, 10 miles) 133 miles; Lynchburg to Bristol (including branch from Glade Spring to Saltville, 10 miles,) 214 miles; in all (including 29 miles side tracks) 457 miles. The addition of 100 miles from Bristol to Cumberland Gap will complete the road.

At Norfolk connection is made with regular steam lines for Baltimore, Philadelphia, New York, Boston and Liverpool—the latter recently established: at Petersburg with branch to City Point, on James river, where tobacco is chiefly loaded; add with all rail route through North and South Carolina to the cotton and rice regions, and with routes *via* Richmond to Northern and Eastern cities: at Burkeville with the Richmond and Danville Railroad for Richmond, on the north, and south, *via* Danville, with interior route through the Carolinas to the Gulf; at Lynchburg with the Orange and Alexandria to Washington, forming a part of the great Southern mail route, with the Lynchburg and Danville on the south, now under construction, opening communication with the best tobacco fields of Virginia and on the northwest with the James River and Kanawha Canal, whose extension to the Ohio is proposed under the name of the Chesapeake and Ohio Canal; at Glade Spring with branch to the celebrated salt mines and plaster banks of Southwestern Virginia: at Bristol, its present completed western terminus, with the East Tennessee, Virginia and Georgia Railroad, a prolongation of this line, to Chattanooga and Dalton, where five lines, of common gauge, diverge and establish direct communication with Tennessee, Georgia, Alabama, Mississippi, Louisiana, Texas and Arkansas, and by their connections with the entire Southern, Southwestern and Northwestern States. Cars loaded at Norfolk may thus be carried to New Orleans, Memphis, Louisville, St. Louis or Omaha, without break of bulk; while the route is acommanding part of the line—*via* Memphis—connecting with the Southern Pacific Railroad.

Equally promising are the local resources of the route. On either side lie valuable and fertile lands, producing cotton, corn, wheat, tobacco and lumber. Between Lynchburg and Bristol it traverses the heart of the rich valley of Southwestern Virginia, celebrated for its cereals, grasses, and stock; for minerals, inexhaustible in quantity, adjacent to the line, embracing copper, lead, zinc, iron, barytes, manganese, coal, salt and plaster, already a heavy item in the tonnage of the line, although their development can scarcely be said to have begun, and noted for its medicinal springs. By the extension to Cumberland Gap a rich section heretofore without an outlet will be opened. The extension forms a new line, short, quick and cheap, with easy grades, light curves, never closed by snow, and capable of easy transportation.

The survey of the extension from Bristol to Cumberland Gap, one hundred miles, is completed, and the contract was to be let and work begun April 1, 1872, to be completed on or before January 1, 1874.

The aggregate stock of the four companies consolidated is $6,921,900, all of which is subscribed except about $350,000. The company have authority to issue first mortgage for $15,000,000 to retire existing indebtedness of the several companies, say $6,000,000, and build extension to Cumberland Gap and enlarge equipment. The company owns by purchase from State three-fifths of its own stock, say $4,000,000, being the amount formerly subscribed by the State to build the various roads, and forming part of paid up capital. The business of the road is increasing, the revenue having increased fifty per cent. in four years.

"The South Improvement" Monopoly.

We have heretofore given the main features of the great Oil Movement Combination by which the oil-producing and oil-refining business was sought to be controled in a single interest, but as a meeting is soon to be held in this city to consider what steps are necessary to thwart the designs of the organization, we briefly reproduce what are believed to be the origin, object and aim of this incorporation. It is a great railroad monopoly, formed to control the carrying trade of the petroleum oil business. The company was chartered by the Pennsylvania Legislature in 1870, with a nominal capital of $10,000,000. During 1871 the co-operation of the four great trunk lines—the Pennsylvania, the Erie, the New York Central and the Baltimore and Ohio Companies—was secured by an agreement on the following basis:

The Erie and New York Central Railways to be accorded each twenty-seven and a half per cent., and the Pennsylvania Central, including the Baltimore and Ohio interest, forty-five per cent of the addition to the freight tariff over the old rates, which exaction was to be rendered possible by the consolidation.

The first advance in freights was made two months ago, and on the first of February another advance was announced. Thus far no decided opposition was made; but when on Monday, the 10th inst., a still further advance was made, the opposition began to be earnest.

The following table shows the present situation:

	Oil in barrels.		Oil in bulk.	
	Old t'ff.	New t'ff.	Old t'ff,	New t'ff.
To New York...	$1 65	$2 84	$1 31	$2 45
To Boston.....	$1 89	$2 99	$1 45	$2 63

The Cleveland and Pittsburgh refiners, who are connected with the monopoly, receive a drawback of $1 per barrel, while refined oil from Titusville must now pay a freight charge of more than two and a half cents a gallon, or $1 16 to $1 18 per barrel more than before. The railroad companies get a remunerative profit on the oil sent eastward from the refineries of the "Company," while the extra tariff is literally extorted from the refineries of the Titusville region. The South Improvement Company having obtained absolute control of the entire oil producing district, can buy oil on its own account; and by creating a scarcity of the product in the Eastern markets, so enhance the price as to secure an enormous profit in addition to the overcharge for freight.

The oil producers of the oil region are directly interested in defeating the oppressions and extortions of this gigantic monopoly, by building this railroad to Buffalo, which shall be by its charter incapable of charging high rates of freight on their product. Then the canal during the navigation season will carry it east at very low rates to a market, and in the winter it can be refined and sent from Buffalo, through Canada, on the Grand Trunk railroad to the seaboard. The refiners of oildom are interested in building the railroad to Buffalo from Titusville, as these refiners can thereby get coal to use there, and can send their refined oil the same routes to the Eastern markets; and if they do join the city of Buffalo in building the road, the great South Improvement monopoly is overthrown, and the abnormal condition of things at Cleveland and Pittsburg abolished, and Buffalo set on a footing equal to any point for refining oil in addition to its increased business by way of transhipment.—*Buffalo Express, March* 20.

Atlantic and Great Western Railroad.

The main line is 387.32 miles long—49.14 miles in New York, 92.16 in Pennsylvania, and 246.02 in Ohio. The total length owned by the company is increased to 425.50 miles, by the Meadville and Oil City 33.20 miles, and the Wadsworth and Silver Creek 4.98 miles. The company operate, under lease, the Cincinnati, Hamilton and Dayton 66.13, and the Cleveland and Mahoning 80.18. The total operated (including sidings, 141.45 miles) amounts to 707.26 miles. The rolling stock includes 166 engines, and 81 passenger, 35 baggage, &c., and 8,480 freight cars. The management since its organization have provided for additions of 40 locomotives, 30 passenger coaches, and freight cars as follows: iron tank, 200; coal, 1,000; box, 1,000, and stock, 600, at a cost of $2,720,000. The permanent road will be improved at the cost of $2,835,000, amounting to a substantial reconstruction of the road. The earnings for 1870-71 amounted to $4,213,936; the transportation expenses to $3,465,038; and the net earnings over operating to $703,075. The expenses amounted to $694,780 in excess of earnings. The capital amounts to $77,500,603—including $11,040,006 first mortgage 7 per cent. bonds; $5,000,000 7 per cent. reorganization stock: $8,445,590 second general mortgage 7 per cent. bonds; $28,215,101 third general mortgage 7 per cent. bonds; $9 875,906 preferred 5 per cent. stock, and $19,950,000 common stock. The new bonds are dated January 1, 1872. The first coupon on the First Mortgage Bonds will be due July 1, 1872; on the Second Mortgage Bonds (from March 1), Sept. 1, 1872; on the Third Mortgage Bonds (from May 1), Nov. 1, 1872. The total amount required for interest will be $5,332,524, as follows:—Payment absolute $1,916,172—$770,981 on first mortgage; $280,000 on reorganization stock; $591,191 on second mortgage, and $274,000 on Cleveland and Mahoning, rental; payment contingent on earnings $3,466,352—$1,975,057 on third mort.; $493,795 on preferred stock, and $997,500 on common (5 per cent.) stock. Resumption of payment is to begin 1st March, April, July, September, and November.—*London Railway Times.*

☞ The Pennsylvania Railroad Company has taken possession of its new office in Philadelphia. It is located on Fourth Street, below Walnut. All the following named companies will find office accommodation in it namely: The Pennsylvania Railroad, the New Jersey leased roads, the Harrisburg and Lancaster Railroad and Agency of the Northern Central Railway, the Philadelphia and Erie Railway, the Pennsylvania Canal, and Delaware and Raritan Canal, and the American Steamship Company. All business connected with these companies will henceforth be transacted at the new building.

Union (Baltimore) Railroad.

The work of constructing the Union Railroad, extending from Charles street to tidewater at Canton, is steadily progressing, the contractors having every available man at work, both inside and outside the tunnel, with little or no interruption during the winter. The tunnel is five eighths of a mile in length, extending from Greenmount Avenue, under the bed of Hoffman street, to Belair avenue, crossing the latter avenue on an iron bridge eighteen feet above the level of the street. The road, after leaving Belair avenue, takes a southeasterly direction to Eager street, and thence through the centre of that street to the city limits; thence to connect with the Philadelphia, Wilmington and Baltimore railroad near the Bayview Asylum, and on the Orange farm, and thence in an almost direct line southerly to Canton, on tidewater. It is confidently expected that the road will be fully completed and in running order before the close of the present year.

New Jersey Southern Railroad.

We learn that the negotiations for the reorganization of the New Jersey Southern Railroad Company have been completed and that the new board of directors consists of George M. Bartholomew of Hartford; George P. Upton, Charles W. Huntington, and Thomas H. Perkins of Boston; George L. Dunlap of Chicago; A. W. Greenleaf, Stephen V. White, George W. Bentley of New York; Ashbel Green, Benjamin Williamson, Courtlandt Parker, John P. Stockton, Benson Van Vliet of New Jersey. Mr. Bartholomew was elected president. He is known as one of the ablest railroad men in New England. Mr. Geo. W. Bentley, the General Manager, has had a large experience in the management of railroads. The floating debt of the company has been funded, and the earnings of the road are largely in excess of the estimates and sufficient to insure the prompt payment of the interest on its funded debt, leaving a handsome surplus.

☞ At a meeting of the directors of the Erie Railway Company on the 26th inst., General Dix presiding, Edward H. Green was elected to fill the vacancy in the board occasioned by the resignation of Jay Gould. There was a small attendance, and no other business of importance was transacted.

☞ The Central Railroad Company of New Jersey has declared the usual quarterly dividend of 2½ per cent. on the full stock, and interest to the 31st instant on the new scrip at the rate of 7 per cent. per annum, both payable April 20, at the office of the company. No. 119 Liberty st.

☞ The financial agents of the Union Pacific Railroad furnish the following report of the business of January, 1872: Gross earnings $273,936 08; and expenses $379,741 71—making a net loss of $105,805 63.

☞ A bonus of $51,000 has been granted by the townships of Kinloss, Kincardine and Huron in aid of the Southern extension of the Wellington, Grey and Bruce Railway.

☞ The Hartford and New Haven Railroad Company has declared a quarterly dividend of $3 per share on each full share of stock, and $1 50 on each scrip share, payable April 1.

The Southern Maryland Railroad from Washington to Point Look Out.

It will be remembered that this Company was incorporated by the General Assembly of Maryland in 1868. No progress has hitherto been made to press the construction of the work, chiefly because the time had not arrived when this important link in the direct line to the great Cumberland coal mines could be made available for the transportation of coal to the most convenient point on tide water.

The near completion of the Metropolitan Road has attracted the attention of capitalists to the advantages presented by the Southern Maryland, Railroad, and we understand that a number of gentlemen of large means have recently purchased the stock of the company, and will without delay take measures to commence the work and press it to a speedy completion.

A meeting of the stockholders was held on Monday, at which 980 shares of stock were represented, being $980,000, and the following gentlemen were unanimously elected Directors for the ensuing twelve months; Col. S. S. Smoot, Hon. John Van Riswick, of Washington city; George S. Scott, R. J. Capron, Willis Gaylord, of New York; Alexandria Hay, of Pennsylvania; Arthur M. Eastman, of New Hampshire; Hon. B. G. Harris, Dr. John M. Broom and I. Mudd, of Maryland. William S. Huntington, Esq., of the First National Bank, was elected Treasurer. The Board of Directors will meet on the 29th instant to elect a President.

An act was passed by the General Assembly of Maryland on 30th of March, 1868, appropriating $173,000 to St. Mary's county to aid in the construction of a railroad to Point Lookout, and under this act Commissioners were appointed by Governor Swann to make a survey and estimate for its construction. Ten thousand dollars of this appropriation and one thousand dollars from the city of Washington were used to defray the expense of a preliminary survey. An able engineer, Mr. Benjamin Tippett, performed this service, and reported that the cost of the work would be about $15,000 per mile.

The Commissioners made a very able report to the Legislature of Maryland demonstrating the importance of the work to Washington city, not only because it will open to the markets of Washington a large exrent of country (no less than three counties, which have hitherto been almost inaccessible), but it will form an important link in the line of travel and transportation, by which passengers and freight to and from Washington and Norfolk can be carried in eight hours.

But its great importance is in connection with the coal trade from the Cumberland mines. In a very few years that trade has risen from less than 50,000 tons annually to about 7,000,000. The great channel for this coal is by the Baltimore and Ohio Railroad to Baltimore, thence by the Chesapeake and Delaware Canal to Philadelphia and New York. It is the greatest steam generator known, and is universally used by ocean and inland steamers when they can get it. A road has been completed, or nearly so, from the mines to New York, a distance of over 400 miles, while the distance from the mines to the southern terminus of the Southern Maryland Railroad is but some 180 miles, and as a point of distribution is so convenient and central that it must necessarily be the great depot of the United States for that trade. It will also undoubtedly become the great naval coal depot from which naval stations, North and South, and the Atlantic squadrons on their cruising ground can be readily, cheaply and promptly supplied.—*Washington Patriot.*

☞ The directors of the Buffalo and Jamestown Railroad Company, the New York branch of the direct road to Titusville, have elected the following officers for the ensuing year: President, M. Richmond; Vice-President, James Adams; Treasurer, Abraham Altman. It is stated that the project of a through road from Buffalo to the oil regions is now placed beyond a doubt.

A Canal in Texas.

The Houston (Texas) *Telegraph* says that a canal, modelled after the canals of Pennsylvania and other places, is to be constructed from Houston northwestwardly to Trinity, a distance of some seventy-five miles, crossing Hunting and Grice's bayous, and both forks of the San Jacinto river, striking the Trinity at or near a place called Smithfield. The average depth of the canal in the prairies is to be five feet with an additional two feet above the surface. All the streams crossed, including the San Jacinto forks, are to be dammed at the point of crossing, throwing a sufficiency of their waters into the canal, besides affording water power for immense sawmills to be built at the dams; the intention of these mills being to convert into lumber for Houston and West Texas the pines to be floated down the San Jacinto and Trinity from the immense pine forests in their vicinity.

The London Underground Railway.

A statement has been published showing the number of passengers conveyed and gross receipts in each year since the opening of the London Metropolitan (underground) railway. The first year, 1863, the number of passengers was 9,455,175; receipts, $508,535. In 1867 these figures had risen to—passengers, 23,405,202; receipts, $1,165,590. In 1872 the number of passengers was 42,765,427; amount of receipts, $1,980,390. For several years past the dividends paid on this line have varied from five to seven per cent.; but the past year, owing to extension of track, reduction of fare, and possibly extravagance in management, the dividend was only three and one-half per cent.

☞ The Pennsylvania Railroad Company has leased the Danville, Hazleton and Wilkesbarre Railroad, extending from Sunbury to Hazleton, 47 miles, for the term of thirty-three years, paying the interest of the company's bonds and what ever the road may net on the stock, in which the Pennsylvania Company is largely interested.

☞ The Titusville *Herald* says that orders have been issued for the construction of a double track on the entire line of the Philadelphia and Erie railroad, from Sunbury to Erie. The work is to commence in the spring, as soon as the ground is fit to work.

☞ At a meeting of the directors of the Worcester (Md.) railroad on the 18th inst., arrangements were made for raising the money necessary to complete the road at once. Operations will be immediately resumed. Only half a mile remains to be constructed.

☞ The imports at the port of Portland, Me., for 1871 were $18,766,100; exports, $19,655,426; total, $38,421,526. In 1870, the imports were $16,502,327; exports, $15,898,913; total, $32,401,240; increase over 1870, $6,020,286.

☞ Wm. R. Brown has been elected President, and H. C. Harris Secretary and Treasurer of the Atlantic, Fort Valley and Memphis Railroad company.

☞ The lease of the Ashtabula, Youngstown and Pittsburg Railroad to the Pennsylvania Railroad Company, has been ratified by the stockholders of the former nearly unanimously.

☞ In the case of Crane v. the Union Pacific Railroad Company, pending in the United States District Court for Iowa, on a motion to set aside the condemnation of lands for the use of said railroad, Judge Lane has rendered a decision holding that the eastern terminus of said road, as fixed under the existing laws, is not in Iowa, but in Nebraska; that it has no corporate power to build a road in Iowa, and cannot therefore condemn lands for a right of way or for the use of its road.

☞ The preliminary survey for a railroad from Oxford, Chester county, to Peach Bottom, on the Susquehanna, a few miles below Columbia, is being made. From the liberal manner in which subscriptions are being made along the line of the proposed route, it is thought that work will be commenced by the first of June.

☞ The Berks County (Pa.) Railroad Company have completed the location of the new route from Slatington by way of Germansville and Pleasant Corner, and have made a junction with the route previously located at New Tripoli This is an extension of the Wilmington and Reading railroad to the Lehigh coal region.

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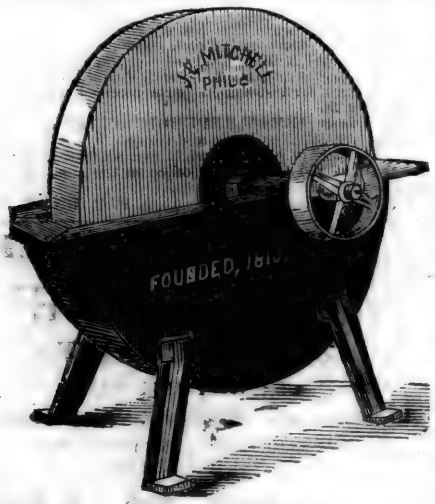
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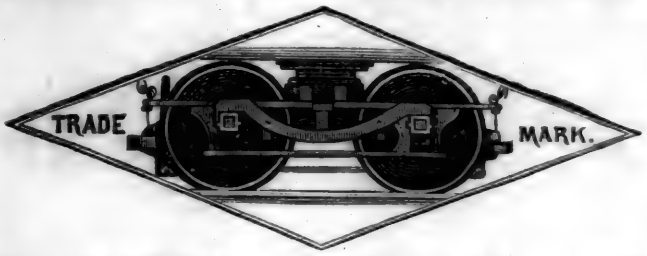
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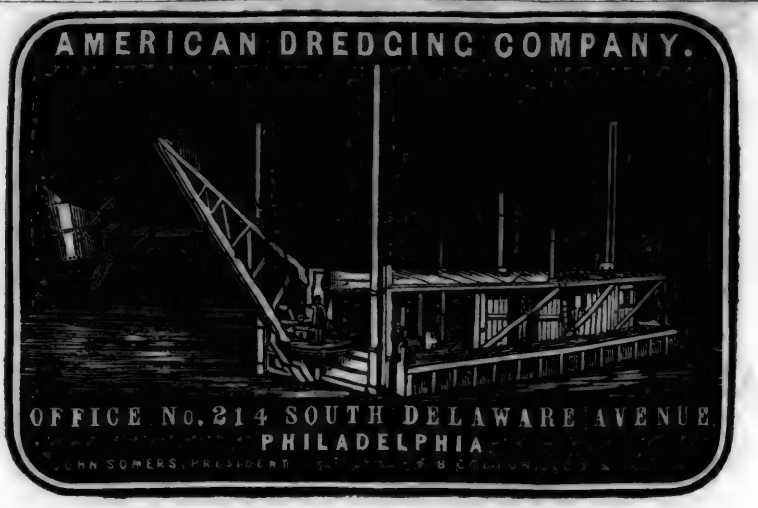
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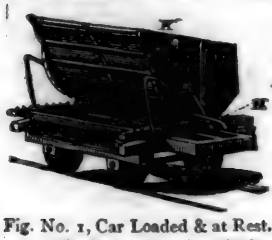
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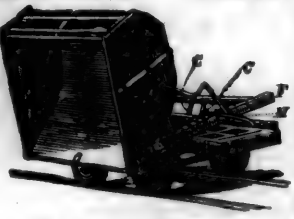


Fig. No. 1, Car Loaded & at Rest. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to *its* place, where it is held by the catches, C and C.

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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VIA PANAMA,
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March 30, steamer OCEAN QUEEN, Capt JEFF. MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer ALASKA, Capt. ——, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of March 28.

Steamer GREAT REPUBLIC will leave San Francisco, April 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York Saturday, April 6, 1872.

The New Line From New York to Chicago.

The projected railroad enterprise, by which facilities for transportation are to be increased, together with the probability of lower freight tariffs between the West and the Atlantic seaboard has assumed form and shape. The line in question is the Canada Southern Railway, which, commencing at Buffalo, or rather at the international bridge, runs thence west to St. Thomas, on the St. Clair river, a distance of 184 miles. The main road then continues Southwest from St. Thomas to Amherstburg on the Detroit river, making the total distance from Buffalo 229 miles. Its eastern connections will be by the New York Central, Erie, and Buffalo and Washington, the latter road forming connections with the Pennsylvania Railroad, thus opening a new line to Philadelphia, Baltimore and Washington. The western connections to Chicago will be over the Chicago and Canada Southern from opposite Amherstburg, and also by the Peninsula and Midland and Michigan Air Line Railroads from opposite St. Clair. The distance by this road between Buffalo and Chicago is said to be thirty-three miles less than by the Loop Line of the Great Western and Michigan Central; 45 miles less than by the Lake Shore Air Line, and 55 miles less than by the old line of the Michigan Southern.

TO INVESTORS.

A Standard Security

WE OFFER AT PAR AND INTEREST IN CURRENCY THE

7.30 BONDS

OF THE

NORTHERN PACIFIC RAILROAD,

principal and interest payable in gold, and holders exempt from United States tax.

They are issued in the following denominations: Coupons of $100, $500 and $1,000, Registered $100, $500, $1,000, $5,000 and $10,000.

The redemption of 5-20s by the Treasury indicates low rates of interest to the public creditors hereafter, and many holders are exchanging them for the 7-30 GOLD BONDS OF THE NORTHERN PACIFIC RAILROAD.

All marketable securities received in exchange.

Full particulars furnished by

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Middleburgh and Schoharie Railroad.

At the annual election for Directors of the Middleburgh and Schoharie Railroad Company held in the village of Middleburgh, on the 25th ult., the following persons were unanimously elected Directors for the ensuing year: Daniel D. Dodge, Peter S. Danforth, Wm. H. Engle, Lyman Sanford, John A. Goewey, Jacob Neville, David Becker, John M. Scribner, Abram J. Freemyer, Grandisin N. Frisbie. Duryea Beekman, Erastus Cook, Abram Haines. Nathaniel Manning, Wm. B. Borst and Harrison A. Vroman were elected Inspectors of Election.

At a subsequent meeting of the Directors, the following persons were elected officers of the company for the ensuing year: President, Daniel D. Dodge; Vice President, Lyman Sanford; Treasurer, Peter S. Danforth; Secretary, Jacob Neville.

Prospects of the Foreign and Domestic Carrying Trade.

A number of circumstances have united, in the past two years, to give an extraordinary impetus to the carrying trade of the United States, both foreign and domestic. The commerce of the country, inland as well as by sea, has reached proportions of unequalled magnificence. For the last calendar year, the exports from the United States amounted to the enormous aggregate value of 538 million dollars in gold, of which 511 million dollars were made up of the products of the country. The imports for the same period aggregated 590 million dollars, leaving an apparent balance against us of 52 million dollars, which, no doubt, was made good with our evidences of indebtedness, Government and railway bonds, railway shares, and kindred securities. That no actual balance remains against us, is shown by the fact, that the export of gold during Jan. and Feb. was only $2,513,019—whereas in the corresponding period of 1870 the export of gold amounted to $6,171,277. For the fiscal year ending June 30, 1860, (the last year before the war) the imports into the United States were valued at 362 million dollars; over which those of the last calendar year show an increase of 228 million dollars, or nearly 63 per cent. The exports for the fiscal year ending June 30, 1860, were 400 million dollars, of which 378 million dollars were in products of the country. Over the total exports of the fiscal year ending June 30, 1860, those of the calendar year 1871 showed an increase of 138 million dollars, or 34½ per cent. Of course, the greater portion of this increase has taken place in the last five years. The imports of merchandize in 1871 were valued at more than 111 million dollars greater than those of 1870, and in the same period the value of the exports of the products of

the country showed an increase of 57 million dollars.

The rapidity of this increase in our foreign commerce, with which our inland trade has evidently kept pace, suggests the query, In all prudence, can it be maintained? It is, as we have stated, the result of many causes. The Franco-German war caused a pressing demand upon us for food at high prices, to which we were fortunately able to respond. The partial failure of the crops in the West of Europe has caused the demand for food to be maintained. We sold immense quantities of munitions of war to the belligerents. The crop of cotton for the season of 1869–'70 exceeded all estimates, and was taken by Europe at high prices. So much for our increased exports. The increase in our imports was largely of goods prepared for the continental markets, but shipped to us when those were closed against them. Again, the high rate of wages with us, and the general prosperity of the country, checked the home production of goods and at the same time caused a better demand for them. Besides, there has been a special demand for such costly foreign goods as pig and railway iron, tin plates, sugar, rice, wool, and some other articles. Hence, it is no difficult matter to account for our increased imports.

But circumstances which are now discovered in a review of the state of trade, admonish us that, during the early future, at least, there must be a pause to this growth, for these reasons: Wages have advanced in Europe and declined in the United States, so that they approximate more nearly on each side of the Atlantic. This tends to diminish the cost of domestic, and increase the cost of foreign manufactures, and of course to limit the importation of the latter. Great Britain, from which the bulk of our imports come, is now, and probably will be for some time, actively employed in supplying deficiencies and meeting a new demand growing out of the late war between France and Germany, which may so effect her supplies and prices as to greatly limit her shipments to us. General trade and mechanical employments are less prosperous than they have been; consequently we cannot absorb as many goods as we have done. The prospects for our exports are not more favorable than for our imports. It is already remarked on 'Change that we shall have very little flour and wheat to send abroad during the remainder of the crop year, while the prospects of the crops in the West of Europe are so good that probably not much will will be taken from us, except at very low prices. The agricultural development of the country has not kept pace with the growth of its towns and cities, and the natural tendency of this fact is to reduce our ability to export, and limit our necessity for imports.

In the meantime the rapid increase in our commerce has caused vast additions to be made to the means of transportation, developing in some cases an active competition for business. The prospects of the future are of the highest moment to these. We are no croakers. The development of the resources of the country, by means of railways, must go on, and our internal and foreign carrying trade must continue to be very great, but do not the facts which we have named suggest prudence? Do they not call for a husbanding of surplus means, and economy of management, in order that such a falling off in business as may reasonably be expected may yet leave a satisfactory amount of net earnings.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$1,292,184 93	$1,273,793 44
" freight	3,312,067 73	3,740,203 07
" express	92 827 18	84,949 42
" U. S. mail	55,529 63	74,050 54
" miscellaneous	96,795 42	105,913 76
	$4,849,404 89	$5,278,910 23
Expenses viz:		
Conducting transp.	$630,977 08	$722,652 30
Motive power	763,156 04	829 898 56
Maintenance of way	862,589 70	976,819 18
" cars	258,808 89	300,163 02
Taxes	161,697 46	117,767 97
General expenses	108,926 68	133,533 74
	$2,786,105 85	$3,080,824 77
Net earnings	$2,063,299 04	$2,198,085 46
Add balance to credit of income account, December 31, 1870		285,238 48
Total to be accounted for		$2,483,328 94
Disbursed as follows:		
Payments to first mortgage sinking fund		$52,000 00
Dividend March, 1871, 5 per cent,		567,475 00
Dividend September, 1871, 5 per ct.		567 530 00
Interest on income bonds		76,090 00
Interest on sinking fund bonds		20,650 00
Interest on 1st mortgage bonds		166,810 00
U. S. tax on dividends		21,092 88
Rent paid Joliet & Chicago R. R. Co		159,489 32
Rent paid St. Louis, Jacksonville & Chicago R. R. Co		240,000 00
Improvements in 1871, paid from earnings		121,525 93
Rental paid L. and M. R. R. Co.		11,645 00
Interest on St. Louis, Jacksonville and Chicago guaranteed bonds		32,060 00
Surplus, December 31, 1871		446,955 81
Total, as above		$2,483,328 94

The gross receipts from traffic exceed those of the preceding year $429,505 34, or about nine per cent. The net receipts show an increase of $134,786 42, or six and a half per cent. The operating expenses, (exclusive of taxes), amount to 56.13 per cent. of gross receipts; including taxes 58.86 per cent. During 1870 the operating expenses were 54.11 and 57.40 per cent., respectively. The President in his report says:

The increased ratio of operating expenses in 1871 is due, largely, to exceptional causes. In March the depot buildings and engine house at East St. Louis were destroyed, and considerable damage was done to other property of the Company, by a Tornado. In October Chicago was visited by a terrible conflagration, from which your Company suffered a loss in buildings and property destroyed, not covered by insurance, of about one hundred thousand dollars. The cost of repairs and replacements rendered necessary in each case is charged in the account of Operating Expense.

The receipts from Passenger Traffic are $18,391 49, less than in 1870. The number of passengers transported during the year was 715,662, a decrease of 16,869, or 2.3 per cent., compared with the preceding year. Of the whole, 94.6 per cent. traveled between local stations, and 5.4 per cent. were through passengers.

The average sum paid by each passenger, including through and local, was one dollar and seventy-eight cents.

The number of pieces of baggage entrusted to the agents of the Company by passengers, during the year, was 168,856 or about 450 per day. The amount of claims for lost, stolen and damaged baggage, during the year, was only $178 40.

We are happy to be able to add, that in no case during the year did any injury occur to a passenger upon your trains.

So many new lines of railway have been built during the last three years, intersecting and crossing your lines, that we now have competition at all important stations, but such is the character and basis of your traffic, that it is gratifying to be able to report an increased tonnage of freight transported in 1871, over 1870, of 19 per cent. The aggregate being 2 522,064,279 lbs. in 1870, and 3,002,991,752 lbs. in 1871.

The proportion between through and local freights being 10.46 per cent. of the former to 89.54 per cent of the latter.

The aggregate receipts from Freight Traffic show an increase of $428,135 34 or about 13 per cent.

The Coal Traffic upon your lines continues to increase. It commenced in 1865 with only 6,000 tons. It has increased to 338,324 tons in 1870, and 381,986 tons in 1871, or nearly 13 per cent. during 1871.

Your property has been, in all departments, fully maintained in first-class condition. Two thousand two hundred tons of steel rails, five thousand three hundred tons of new and re rolled iron rails, eighteen hundred tons of repaired rails, and one hundred and ninety-nine thousand two hundred and sixty-eight new cross-ties have been used in repairs and replacements of materials in the tracks.

Five and one-quarter miles of new side tracks, and nine miles of double-track, have been added during the year.

Experience proves that it is good policy to substitute steel rails, in the place of iron rails, where a heavy traffic occurs, and about twenty five miles of steel rails will be laid during the present year.

The whole number of Miles Run by Locomotives during the year was 3,359,997, or at the rate of 28,000 miles per annum for each engine.

The cost of motive power per mile run, compared with 1870, is as follows:

1870.		1871.	
Repairs	6.76 cents.	Repairs	6.45 cents.
Wages	6.61 cents.	Wages	6.54 "
Fuel	8.85 cents.	Fuel	8.00 "
Oil and waste	0.96 cents.	Oil & waste	0.85 "
Cleaning etc.	1.25 cents.	Cleaning etc.	1.26 "
	24.43 cents.		23 10 cents.

Showing a reduction of 1.33 cents per mile.

The number of miles run to a cord of wood, was 41 in 1870, and 45 in 1871. The amount of coal consumed per mile run was the same in each year, being 40 miles run for each ton.

The traffic of the present year will require an additional number of engines and cars. Twenty engines have been ordered for delivery during April, May and June.

Four first-class Passenger Coaches, ninety-four House cars, one hundred and five Combination Freight, and seven Drovers' Cars, have been added by construction at the shops of the Company, during the year. The number and description of cars upon your lines, at its close, may be stated as follows:

Pullman Palace Sleeping Cars	12
Pullman Dining Cars	5
Passenger Cars	51
Baggage and Mail Cars	14
Express Cars	8
Combination Freight Cars	105
House Freight Cars	1,414
Stock Freight Cars	297
Drovers' Cars	7
Platform Cars	639
Tool and Wrecking Cars	5
Paymaster's Cars	1
Total	2,658

The number of Locomotives owned by your Company at the close of the year, is One hundred and Twenty-five. Fifteen were purchased at the Schenectady Locomotive Works, and two built at the shops of the Company, during the year. One hundred and eleven are "coal burners," and fourteen "wood burners."

The condition of both Engines and Cars has been fully maintained, with the exception of 113 Cars burned at Chicago during the great fire of October 9th. Other cars are in process of construction to replace those destroyed.

The following summary, taken from the accounts relating to the Mileage of Cars, &c., will be found of interest:

Aggregate number of miles run by Chicago and Alton Cars, exclusive of Construction Trains	27,586,527
Average of each Car	11,740
Miles run by Loaded Cars on Chicago and Alton R. R.	19,470,695
Miles run by Empty Cars on Chicago and Alton R. R.	6,601,370
Total miles run	26,470,695
Ratio of Loaded to Empty Cars, about	3 to 1.
Miles runs by Chicago and Alton Cars on other roads	4,418,277
Received for use of Chicago and Alton Cars on other roads	$66,221 92
Miles run by "foreign" Cars on Chicago and Alton R. R.	3,302,445
Paid for use of "foreign" Cars on Chicago and Alton R. R.	$45,401 39
Difference in "foreign" Mileage in favor of Chicago and Alton R. R.	1,115,832
Difference in Mileage Account with other lines in favor of Chicago and Alton R. R.	$20,820,53
Average Earnings for Mileage of each C. & A. "Blue Line" Car	364 53

At the commencement of the year this Company was operating 511 miles of Railway, as follows:

	Miles.
Chicago to Joliet, (under perpetual lease)	38
Joliet to East St. Louis, (owned by your Company)	242
Dwight to Washington, with Branch to Lacon, (owned by your Company)	80
Bloomington to Godfrey—St. Louis, Jacksonville and Chicago R. R., (under perpetual lease)	151
Total	511

During the year it has constructed, and now owns, a line from Roodhouse, a point on the St. Louis, Jacksonville and Chicago Road, to a point on the east bank of the Mississippi River opposite Louisiana, in Missouri, a distance of 37.6 miles.

This line has been constructed in a very substantial manner, including an Iron Bridge, 1,209 feet in length (with a draw for the passage of boats), at the Illinois River.

It has been constructed upon the financial basis set forth in our last Annual Report, at a cost of $1,217,097. The franchise was obtained through the St. Louis, Jacksonville and Chicago R. R. Co., without cost to your Company, and under the terms of the contract that Company has issued its First Mortgage Bonds at the rate of $15,000 per mile, and its Second Mortgage Bonds at the rate of $5,000 per mile, to aid in providing a construction fund. The payment of the principal and interest of these Bonds is assumed by your Company.

Under the terms of the contract and lease agreed upon and executed by your Company and the Louisiana and Missouri River R. R. Company, as set forth in our last Report, 51 miles of the lines of that Company have been completed, from Louisiana to Mexico. Your Company has also purchased a Steam Ferryboat, with capacity for transferring an entire passenger train, or twelve freight cars, across the Mississippi River at one time.

These lines (from Roodhouse to Mexico) were opened for through traffic on the 30th day of October, last, making an aggregate of 599.6 miles operated by our Company during the last two months of the year.

The work of preparing the road bed for the iron on the lines of the Louisiana and Missouri River R. R. Co., from Mexico, West, and from Mexico, South west, to Jefferson City, has not been prosecuted as rapidly by that Company, as its contract requires. Track laying is now in progress on the latter line, and will be completed to Jefferson City early in the spring. It is due to the officers of that Company to state that the delay on their part has been occasioned by unexpected financial difficulties which, it is hoped, they will soon be able to surmount.

The line from Roodhouse to Mexico forms a connection between the lines heretofore controled by your Company and the St. Louis, Kansas City and Northern Railway (formerly North Missouri,) and the co-operation of that Company with yours enables us to form a through line between Chicago and Kansas City shorter than any other in operation.

Our experience during the few weeks that the through line has been in operation, has not been sufficient to form a very reliable basis for estimating future traffic, as the Mississippi River from Cairo, Northward, has been for a considerable part of the time obstructed by ice, so as to render the transfer of cars impracticable by ferry. We are, however, confident in the belief that the traffic of the "Louisiana Through Line" will be fully equal to our previous anticipations.

The operation of the several lines purchased and those leased, continues to show, in each case, by direct returns from traffic, and in many other ways, the importance of your control over them.

GENERAL BALANCES, DECEMBER 30th, 1871.

Cost of road and equipment		$14,427,600 65
Machinery and tools		175,997 95
L. H. Meyer and S. J. Tilden, trustees, bonds, etc. in their hands per contra		37,813 39
Bonds held by trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co.		2,500 00
St. Louis, Jacksonville and Chicago R. R. Co. stock--cost		36,440 09
T. B. Blackstone, trustee, interest in palace cars		20,000 00
Joliet and Chicago R. R. Co. bonds —cost		86,691 53
Income bond script		1,039 50
Bloomington city bonds		24,000 00
Louisiana Branch securities—unsold		202,000 00
Western Division—cost of construction		1,096,979 11
Louisiana Branch—cost of construction		1,217,097 00
Louisiana and Mo. River R. R.—cost of construction		721,636 72
Township bonds		96,000 00
Louisiana and Mo. River R. R. Co., advances for interest on bonds, etc, account of rental		96,470 20
Trustees of first mortgage sinking fund bonds balance in their hands		424 76
Post Office Department—due for mail services		31,569 16
Due from other companies for mileage, track service, etc.		19,142 08
Bills receivable, and sundry debts due the company		6,469 74
Due from insurance co., for property burned—estimated		15,000 00
Due from stations		83,248 14
Supplies on hand	$992,023 79	
Less amount set apart for supplies	500,000 00	
		492,023 79
Cash on hand		47,904 72
		$18,998,048 53

Capital stock—preferred		$2,425,400 00
Capital stock—common		8,929,900 00
		$11,355,300 00
Funded debt—		
First mortgage bonds	$2,400,000	
Income bonds	1,100,000	
Sinking fund bonds	256,000	
St. L., J. & C. R. R. Co. guaranteed first mortgage bonds	564,000	
St. L., J. & C. R. R. Co. guaranteed second mortgage bonds	188,000	
		4,508,000 00
Sinking fund bonds, paid and cancelled		344,000 00
Common stock scrip outstanding		72 00
Sundry bonds and stock, unissued, per contra		37,813 39
Louisiana and Missouri River R.R. —engineer's estimates on construction account		831,650 66
M. K. Jesup & Co.—paid by them for construction in Missouri from special fund in their hands as trustees		1,121,502 48
Due St. Louis, Jacksonville and Chicago R. R. Co.—on account of rental		52,541 88
Due United States for Government tax		23,128 44
Unclaimed coupons, past due six months		1,837 11
Unclaimed dividends, old		732 70
Unclaimed wages, including December pay rolls		185,157 35
Balances due other companies for tickets sold, less balances due this company		10,110 29
Due for supplies purchased in December		63,216 79
Due sundry persons and companies		16,529 13
Income account—balance December 30, 1871		446,955 81
		$18,998,048 53

President.—T. B. BLACKSTONE.

Directors.—Wm. F. Weld, John A. Stewart, Peyton R. Chandler,—Term of service expires first Monday in April, 1872. John Crerar, Lorenzo Blackstone, John J. Mitchell—Term of service expires first Monday in April, 1873. T. B. Blackstone, John B. Drake, D. Willis James—Term of service expires first Monday in April, 1874.

Secretary and Treasurer.—W. M. LARRABEE.

General Superintendent.—J. C. MCMULLIN.

Northern Pacific Railroad.

(From the *Money Market Review*, London.)

"In whatever way the Northern Pacific Railroad is regarded, whether as to executive management, route, resources, or business, it is a great enterprise of universal interest. The northern portion of the American Continent is rapidly becoming the bond of union between the trade of Asia and of Europe. Its railways, and especially the Northern Pacific Railway, will naturally command a great through traffic; and the local business will increase year by year with the development of the country. The line passes through one of the best wheat-growing regions in the world, and through districts teeming with many kinds of mineral wealth. These are the elements that attract population, and population implies industry, by which wealth is accumulated and distributed."

☞ The Montreal and Plattsburg Railroad will pay its first quarterly dividend of $1 50 per share, in cash, at the office of the Rutland Railroad Company.

Statistics of Commerce and Navigation.

The following is an abstract of the Report of the Bureau of Statistics, (now in press) showing the Foreign Trade of the United States for the the calendar year ending December 31, 1871, compared with the corresponding period of 1870:

	1870.	1871.
Imports	$486,821,818	$589,909,719
Domestic exports,(specie values)	453,875,722	511,186,000
Foreign exports	30,660,116	26,797,957

The value of foreign commodities remaining in warehouse December 31, 1871, was $68,941,253, as compared with $55,616,781, December 31, 1870.

The respective amounts of the imports and exports for the twelve months ending December 31, 1870 and 1871, which consisted of merchandise and of specie and bullion, were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
Mdze.	$572,510,304	$445,553,658	$14,788,829
Specie and bullion..	17,399,415	65,632,342	12,009,128

1870.	Imports.	Domestic exports.	Foreign exports.
Mdze.	$461,151,151	$387,779,405	$15,805,708
Specie and bullion..	25,670,667	66,096,317	14,854,408

Of the total imports and exports, the comparative values carried in American and foreign vessels, and in cars and other land vehicles, respectively, during the twelve months ending December 31, 1870 and 1871, were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
American..	$172,017,799	$172,044,460	$8,509,033
Foreign ...	401,892,186	383,040,525	15,849,295
Land vehicles	15,999,734	6,723,396	2,439,628

1870.	Imports.	Domestic exports.	Foreign exports.
American	$155,935,174	$183,001,794	$13,128,057
Foreign ..	323,503,702	321,006 706	16 200,033
Land vehicles	7,382,942	2,943,575	1,331,926

From the two preceding tables it appears that of the total amount of our foreign commerce carried by water, over sixty-nine per cent. was in foreign vessels during the calendar year 1871, as compared with sixty-five per cent. in 1870.

Vessels engaged in the foreign trade entered into and cleared from the United States during the twelve months ending December 31, 1870 and 1871:

	Entered.		Cleared.	
1871.	No.	Tons.	No.	Tons.
American..	11,058	3,798,861	10,864	3,768,978
Foreign ...	19,551	6,929,377	19,433	6,783,289
Total....	30,609	10,727,738	30,297	10,552,267

	Entered.		Cleared.	
1870.	No.	Tons.	No.	Tons.
American..	10,506	3,578,125	10,335	3,617,872
Foreign ...	18,701	5,621,865	18,646	5,557,517
Total....	29,207	9,199,990	28,981	9,175,389

The report contains several statements exhibiting the statistics of immigration into the United States during the quarter ending December 31, 1871, from which it appears that the total number arrived was 95,138, of whom 16,485 were passengers not immigrants, leaving the actual immigrants at 78,653, of whom 44,361 were males, and 34,292 females.

The total number of immigrants arrived during the twelve months ending December 31, 1871, was 346,938 of whom 204,728 were males, and 142,210 females.

☞ Hon. J. Porter, of Strong, Me., has been elected President, and P. H. Stubbs Clerk of the Sandy River Railroad Company.

Copper and Iron Business of Lake Superior.

The *Mining Gazette*, published at Houghton, Michigan, gives the following statement of the Lake Superior Copper Ore Product from 1845 to 1872:

	Tons.
1845 to 1854	7,642
1854 to 1858	11,312
1858	3,500
1859	4,200
1860	6,000
1861	7,400
1862	9,962
1863	8,548
1864	8,472
1865	10,791
1866	10,306
1867	11,785
1868	13,049
1869	15,288
1870	16,183
1871	16,071
Total	160,529

	Tons.	Lbs.
Houghton county	12,791	1,595
Ontonagon county	938	1,407
Keweenaw county	2,340	1,391
Total in 1871	16,071	393
Total in 1870	16,183	39
Decrease in 1871	111	1,646

Approximate statement of Ingot Copper produced and its value:

	Tons.	Value.
1845 to 1858	13,955	$9,000,500
1858	4,100	1,886,000
1859	4,200	1,890,000
1860	6,000	2,610,000
1861	7,500	3,337,500
1862	6,300	3,402,000
1863	6,500	4,420,000
1864	6,500	6,110,000
1865	7,000	5,145,000
1866	7,000	4,760,000
1867	8,200	4,140,000
1868	9,985	4 592,000
1869	12,200	5,368,000
1870	12,946	5,696,240
1871	12,857	6,171,360
Total	124,243	$68,528,600

Total amount of Ore and Pig Iron produced:

	Tons. Iron Ore.	Tons. Pig Iron.	Value.
1856	7,003	.....	$28,000
1857	21,000	.....	60,000
1858	31,035	1,629	249 202
1859	65 679	7,258	575,529
1860	116,998	5,660	736,496
1861	45,430	7,970	419,401
1862	115,721	8,890	984,977
1863	185,259	9,813	1,416,935
1864	235,123	13,832	1,867,215
1865	195,256	12,283	1,590,430
1866	296,872	18,487	2,405,960
1867	460,320	30,911	3,475,720
1868	493,290	36,425	3,676,760
1869	648,283	38,504	4,973,435
1870	856,471	47,848	5,839,804
1871	813,379	51,225	6,013,445
Total	4,582,074	290,885	$33,813,249

☞ A railroad is projected from Montpelier to Barre, Vt. The Vermont Central management have proposed to the Barre people that if they will give $50,000, and raise $50,000 more on a guarantee of 7 per cent. per annum, the road shall be built at once. The proposition has been accepted, and the money nearly all raised. The contract is to be closed this week.

The Goat Island Terminus Scheme.

The following article from the Sacramento *Daily Record* gives the railroad view of this question:

The San Francisco opponents to the Goat Island terminus scheme have, in their anxiety to make some capital, placed themselves in a position very hard to defend. At the outset of the controversy they relied chiefly upon the assertion that the building of a solid bridge from Oakland to Goat Island would injure the bar at the mouth of the harbor by obstructing the flow of the tides. When they were reminded that the bill before Congress called for an open and not a solid bridge, they sought to maintain that even piling would injure the bay. This was too feeble an argument to hold good for any length of time, and now they boldly throw themselves back on the assertion that the terminus ought not to be at Goat Island, because it will take money out of the pockets of the wharfingers and middlemen! This is, in effect, the latest argument of the organ of the warehousemen, the *Alta*, and it is of a piece with the short sighted policy which the business men of San Francisco have made themselves notorious by.

San Francisco is so situated geographically that it is very difficult to approach her by railroad from any part of the State. Her position is, in fact, almost as disadvantageous as that of a commercial city could well be. Under the circumstances, common sense should have demonstrated the necessity of removing every removable hindrance to commerce and navigation. When the Spartan soldier complained that his sword was too short he was told to "add a step to it." That is the principle that should have actuated the people of the metropolis. Their sword was too short, but they could have made it serviceable by adding industry and extra enterprise to it. Instead of this, however, they cast about to increase the difficulties which nature had enveloped them with. As it was, no railroad could approach them closely; but they said, we will make our wharves a rich source of revenue. We will stand at the Golden Gate as the robber barons of the middle ages stood in their castles and towns, and will exact heavy toll from all the merchandise that passes. This has been nearly all the policy that San Francisco has ever had, and on the strength it she assumes a right to dictate to the State, and even to the nation, as to the terminus of the Pacific railroad. Just as long as the farmer who grew the grain in the interior, and the shipper who transported it abroad, were compelled by the lack of other accommodation to pay toll at the San Francisco wharves, just so long were those exorbitant tolls maintained, in defiance of reason, justice, and commercial policy. The people there believed they had a monopoly, and that the business must come to them under any circumstances. So they poohpoohed all remonstrance, continued to charge tremendous rates, scarcely took the trouble to keep their wharves in decent repair, and brought themselves into discredit at home and abroad.

For many years they had things all their own way. There was none to molest or make them afraid. The ships had to come them; the grain had to come to them. They grew rich, and became still haughtier and less reasonable. Of course the managers of the Pacific Railroad desired to make the terminus of the great transcontinental line in the chief city of the coast, and naturally it was supposed that San Francisco's own interests would induce her to facilitate this enterprise. But San Francisco was not to be taken by storm in that way. She had grown up in the belief that she was born with a golden spoon in her mouth, and that her future was secured beyond any possible rule. So her Chamber of Commerce and other soap-peddling incapables gathered together and resolved that, as the railroad was bound to come into the city eventually, whether the company wanted to or not, it was not advisable to give them any special facilities, but rather it might be policy to snub and put them

off. In accordance with these suggestions the city put off the matter as long as it could, and at last, very ungraciously and with much grumbling, appropriated to the use of the company a tract of sixty acres, which was in the first place completely cut off from the water front, and was secondly so mangled by streets and alleys as to be virtually worthless for depot purposes. The company put up with the slight as well as it could, and proceeded with its business. In the course of time it became evident that large depot accommodations must be had somewhere, and a considerable parcel of land was obtained in Oakland. As, however, the freight continued to pass through the hands of the San Francisco wharfingers, they made no objection to what was going on, nor did they take alarm until it began to appear that the result of their greed and shortsightedness would eventually be to drive not only the railroad, but the railroad business away from their hands. Then commenced the howl of alarm which has been echoed through the columns of the *Alta*, and which has finally found expresson in a bitter complaint of the injustice of a scheme which proposes to stop the extortionate charges of these commercial harpies. It is impossible to feel any sympathy for such men. They have not yet sense enough to see that commerce will never consent to be bound in their selfish shackles, but that the shipping must and will go where the charges are lightest and the facilities greatest. It matters nothing to the State that a few hundred men who have gained a living as agents, by taking tolls from the farmer and the shipper, should lose their occupation. But it matters everything that the producer and the consumer should be afforded the most perfect facilities for commercial transactions, and that is what is aimed at in the Goat Island grant. The grant is in the interest of the State and nation, as against a small clique of middlemen in San Francisco.

Iron in the United States.

Mr. Henry McAllister, Jr., Secretary of the American Iron and Steel Association, having their office in Philadelphia, has completed his report for the last year. It contains a review of the history of the iron manufacture in the United States, and discusses the tariff question. It also contains numerous statistical tables, showing the production of the various kinds of iron. From these tables, it appears that the production of anthracite pig iron, in 1871, in the Lehigh region, was 372,000 tons, the product of 43 furnaces, many of which were out of blast during a considerable part of the year. The production of the furnances in the Schuykill region, during the same time, was 157,305 tons. The furnaces from Harrisburg down along the Susequehanna made, in 1871, 143,777 tons, and above Harrisburg, 90,600 tons The whole production of anthracite pig iron in the United States, in 1871, was 957,608, of which Pennsylvania made 714,700 tons. The production of raw bituminous coal and coke pig iron was 570,000 tons, and of charcoal 385,000 tons, making the total production of pig iron in the United States 1,912,608 tons. The utmost present annual capacity of the blast furnaces of the United States is estimated at about 2,500,000 tons.

The total production of rail in the country in 1871 amounted to 775,733. Of this amount, 715,691 tons were iron and 60,042 tons steel and steel headed. The following statement shows the localities in which these rails were manufactured:

State.	Tons.	State.	Tons.
Pennsylvania	335,604	Maine	13,383
Illinois	91,178	Indiana	12,778
New York	87,022	Tennessee	9,667
Ohio	75,782	Missouri	8,200
Maryland	44,941	New Jersey	6,700
Wisconsin	28,774	Georgia	7,840
Massachusetts	28,864	West Virginia	5,000
Michigan	14,000	Kentucky	6,000

The reports received from the rail mills indicate that a large number were in operation during a part of last year only. There are forty-eight rail mills in the country, and their utmost capacity is placed at about 1,000,000 tons.

During 1871 the rails imported amounted to 572,386 tons, making the total consumption in the United States 1,348,119 tons. The product of the forges and bloomeries of the country amounted to 63,000 tons in 1871—about 10,000 tons below the average of the last ten years.

The following table exhibits the amount of pig iron produced in the United States in tons of 2000 pounds during the past eighteen years:

Year.	Anthracite.	Charcoal.	Raw Bitum. Coal & Coke.	Total.
1854	339,435	342 298	54,485	736.218
1855	381,866	339,922	62.390	784.178
1856	443 113	370,470	69,554	883,137
1857	390,385	330,321	77,451	798,157
1858	361.430	285,313	58.351	705 094
1859	471,745	284.041	84 841	840,627
1860	519,211	278.331	122 228	919.770
1861	409,229	195 278	127,037	731.544
1862	470,315	186,660	130,687	787,662
1863	577,638	212,005	157,961	947,604
1864	684,018	241,853	210,125	1,135,996
1865	479,558	262,342	189,682	931,582
1866	749.367	332,580	268,396	1,350,343
1867	798.638	344,341	318,647	1 461,626
1868	893,000	370,000	340,000	1,603.000
1869	971,150	392,150	553.341	1 916,641
1870	930,000	365,000	570,000	1 865 000
1871	957.608	385,000	570,000	1,912,608

The production of rolled and hammered iron other than rails in 1871, is estimated as follows: Merchant bar and rod, 330,000 tons; sheet and plate, 118,000 tons; hoop, 22,000 tons; nails and spikes, 155,000 tons; axles and others, 80,000—making a total of 700 000 tons. The product of steel is estimated at 82,000 tons, of which 45,000 tons were made by the Bessemer process.

Whitehall and Plattsburg Railroad.

The friends of this enterprise have been both patient and persevering. Men of less pluck would long since have given up in despair. But, believing in the necessity and practicability of the work, they have continued to hope, until now there is every probability that their efforts are to be speedily crowned with success.

We noticed a few days since the selection of a Board of Directors to prosecute this work, who have the energy and means to accomplish whatever they undertake. And on Wednesday last the Assembly complied with the request of Mr. Tobey and his associates from the counties directly interested, and passed the bill re-appropriating an unexpended balance of $70,000 to aid in the construction of the road. The unanimity with which this bill was passed indicates the interest felt in the work by the representatives from other sections who have been more fortunate than the counties through which this road is to run, in securing favors from the State. It was a right thing courteously done. This appropriation is a dividend on the hundreds of thousands of dollars which Washington, Essex, Clinton and Franklin counties have paid to enrich other sections of the State.

As a further guarantee of the early consummation of this long deferred enterprise, its completion is necessary to secure the northern outlet desired by the Delaware and Hudson Canal Company. That company has possession of the Albany and Susquehanna and the Rensselaer and Saratoga roads. When Whitehall and Plattsburg are united by railroad, not only will the iron mines of our northern counties be tapped, but this enterprising company will have a through connection, at all seasons, with the neighboring Province.

As we understand it, this "new departure" of the through road will not necessarily interfere with the present cut-off to Rutland. That outlet—which became a necessity to the people benefitted by it because of the delay in pushing forward the more desirable through line—will remain intact; but this greater enterprise will become the chief avenue of trade and travel between the St. Lawrence and the Atlantic border.

We congratulate our northern friends upon "the good time coming" to them. They have rapidly advanced in material prosperity in spite of their isolation. When this road shall be completed, it will give a new impetus to their industry by ensuring free access to their inexhaustible mineral wealth at all seasons.—*Albany Journal, March* 30.

Interest on the Virginia Debt.

General Asa Rogers, second auditor of Virginia, has issued a circular containing the following explanations of the acts passed at the late session of the General Assembly, in relation to the payment of interest on the public debt:

It will be seen, therefore, that upon the bonds issued under the funding act of March 30, 1871, two per cent. interest on the six per cent. stock, and one and two-thirds per cent. on the five per cent. stock will be paid for January 1 and July 1, 1872, and upon the principal of the registered and coupon stock, not funded, under the provisions of the funding act, the same rate or proportion will be paid upon two-thirds of such stock.

The amount paid on coupons and registered stock not funded, will be stamped on the coupons and certificates, and they will be returned to the owners. Hence the certificates referred to must be presented here.

The interest will be paid upon the new registered bonds to the party in person, or to his order, without presentation of stock here. No interest will be paid on fractional certificates. No certificates for balance of interest unpaid on registered stock will be issued, but it will stand credited on register.

No interest can be paid upon arrears of interest due, until parties fund it under the act of March 30, 1871.

The funding of stock under said act will continue, with the omission of the words "receivable at and after maturity, for all taxes, debts and demands due the State," on the coupons.

Parties may fund into registered stock at once, but coupons bonds will not be prepared for issue till about the 25th of April.

The payment of interest at this office will commence on the 1st of April.

Finances of Pittsburg.

The gross receipts during the year ending January 31, 1872, (including the balance in the Treasury January 31, 1871, and receipts from the sale of Water bonds.) were $1,278 534 20; and the disbursements for the same period, including water extension, were $1,190,151 14—leaving a balance in the Treasury, February 1, 1872, of $88,351 14. The following is a summary of the liabilities of the city:

Old municipal bonds	$184 800 00
Lawrenceville bonds	31,652 86
Fifth Avenue market property bonds	65,000 00
Fifth Avenue market bonds	25,000 00
Pittsburg, Farmers' and Mechanics' Turnpike bonds	40,000 00
Old Railroad bonds, uncompromised	68,000 00
Water extension bonds	954,900 00
Funded debt bonds	500 000 00
Compomise railroad bonds and scrip	2,157,456 21
Floating	10 316 50
	$4,042,126 57

☞ The Albany (Ga.) *News* says that the business of the Brunswick and Albany Railroad is rapidly increasing, and strong hopes of its early completion are entertained by the friends of the enterprise. Daily trains are now run between Brunswick and Albany, a distance of 172 miles, and although the amount of travel is limited the transportation of lumber is enormous.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,669	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	486,490	580,340	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872	634,480	546,487	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,508	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342.897	348,039	408,666	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251.940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 306 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,500	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,556	242,621	3,095,966
1870	203,069	226,897	244,182	246,646	280,169	274,021	249,355	319,012	317,857	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	296,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	627,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	789,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,185	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	618,065	529,617	606,845	588,661	695,446	782,989	714,854	834,208	885,845	761,934	719,909	.....	.....
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,048	106.821	104,866	113,504	112,962	123,802	1,201,230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,241	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970.946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412.934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384.431	412,039	406,283	363,187	326 891	378,880	467,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,603
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,782	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,182	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529.758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	668,018	481,113	506,557	815,345	841,150	644,625	478,295	6,668,056
1872	460,985	387,525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,953	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	207,541	246,109	326,236	277,424	288,130	253,925	247,282	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,798	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,063	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	323,044	298.027	254.896	2.915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	154,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	243,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032.149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,198.955	702 685	10.033 026
1866	788,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,062
1869	479,236	525.490	755,433	904,834	499.463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476.405	828,447	11,316,904
1870	479,872	574.706	679,332	814,493	593.966	617,058	569,697	1,129,489	1,241,903	1.199.094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,884	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204.597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	176,960	171,866	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008.265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,939	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	128,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,510	309,591	364,724	382,906	406,766	351,788	333,480	3,909,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,690	340,892	348,632	322,756	466.431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328.791	398,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	708,902	628,560	617,585	758,467	999,665	857,383	716,829	5,709,183
1870	528,529	500,139	589,238	706,003	802,586	746,460	643,088	664 051	728,521	719,698	570.168	606.053	7,654,094
1871	479,573	372,925	499,599	584,540	724,466	723,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	573,936	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000		37,061	22,593	5.	100	100	....
Sept. 30,'70	0.96			Albany st. Freight (B'ton).Mass.	47,765	75,000		1,136	2,654	557		100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500			12,733	1,886		100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828		100	100	....
Sept. 30,'70	3.36			Boston and Chelsea.....Mass.	110,000	110,000			4,400	4,004	4	100	100	....
Sept. 30,'70	2.75			Boston & West Roxbury.Mass.	41,000	41,000			.....	.....		100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00		28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514		100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	279,000	30,448	166,955	24,058		100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400		24,048	150,922	23,653		100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	105,000	180,000	100,000	(Open	ed Oct. 1	1870.)		100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000					100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241		100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466		100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43			Cambridge (Boston).....Mass.	734,671	727,800	150,000	74			9.0	100	100	105½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000		18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	628,000	60,199	618,136	56,485		100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750			251,773	76,780	36.2	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,649	17,414		100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,360	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825			8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241		100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562			9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	205,000		24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296		16,143			50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000		12,327	2,185		100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000		384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44½
Sept. 30,'70	3.25	20	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700		13,503	1,139		100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000		356,759	102,350	19.5	50	15	38
Oct. 31,'70	6.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000			161,906	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000		89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000		180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894		100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2		25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000			22,120	3,252		100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500		100,785	9,201		25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,530			26,181	2,431		100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.		100	100	....
Sept. 30,'70	3.41			Malden and Melrose (Btn).Mass.	60,246	200,000	45,872		16,740	Loss.		100	100	....
Sept. 30,'70	0.91			Marginal Freight (Boston).Mass.	191,834	191,500		46,454	1,144			100	100	....
Sept. 30,'70	3.07			Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000		1,120			100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000		6,174	23,375			100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419		100	100	90
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962		100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000		124,733	3,330		100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000		3,853	9,393	Loss.		100	100	....
Sept. 30,'70	2.16			North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920		100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955			50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874		100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Nov.31,'70	9.66	80	15	Peoples' street (Scranton) ...Pa.	134,917	125,500			42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65		14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500		116,645	26,109		50	25	33
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000		144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200		12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970		2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.		100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.		100	100	....
Dec. 31,'70	3.49			Schuylkill River (Phila.) ....Pa.	47,463	50,000			5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000		570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300		504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000			111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,028	10.	100	100	....
Sept. 30,'70	3.61			Somerville (Boston).....Mass.	75,000	75,000			4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000		13,283	200,996	35,061	9½	100	100	....
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	160,000	50,000	13,500	10,796	270		100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000		5,255	4,527	70		100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000			11,907	408		100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		15,729	6,290	34	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000			11,737	2,004	24	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750			240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N.Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,788	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	21
Dec. 31,'70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347		100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,980	1,673	14,044	2,054		100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	88,000	72,100	154,495	10,584		100	100	....
Sept. 30,'70	4.75			Troy and Cohoes.....N.Y.	70,000	50,000		leas. t	oTroy&	Lansb.		100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000		497,452	115,013	6.0	50	20	....
Sept. 30,'70	——	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,880	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587		100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000		19,250	2,458		100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	28,845	14,750		19,049	7,887	Loss		100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000		107,889	19,991	6	100	100	....
Dec. 31,'68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000		376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000			27,714	785		50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,483	9,530			25	25	....
Oct 31,'70	2.25			Winnisimmet (Boston).....Mass.	62,152	52,900			3 600	3,010	4	100	100	....
Oct. 31,'70	3.54	40	16	Worcester .....Mass.	45,205	40,000	20,000	5,086	.....	Loss.	——	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Assumed Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J	1877	....
2d mortgage	250,000	7	J.& J	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.) 1st Mortgage	62,500	7	J.& J	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	25,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J	1880	....
1st Mortgage	15,000	6	J.& J	1890	....
Salem: 1st Mortgage	35,000	6	J.& J	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J	18—	....
Third Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J	1875	....
Real estate	100,000	7	J.& J	——	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	100,000	7	J.& J	1885	....
Utica, Clinton & Bingham: 1st Mortgage	100,000	7	J.& J	1887	....
Watervliet: 1st Mortgage	130,000	7	J.& J	1892	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D	1878	103½
Worcester: 1st Mortgage	20,000	6	A.&O	187	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2:6 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,484,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref... 50	5,680 685	— & —	....
Berkshire* 100	600,000	J.A J &O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*.prefted	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N	Nov. '71 5
Buffalo, N. Y. and Erie*.100	980,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,389,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod 100	915,577	J & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,1.9,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850 400	F. & A.	Aug '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,606,800	J & D	Dec. '71 5
Central of New Jersey..100	15,000.000	J.A J&O	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380.000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref..100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago,Iowa & Nebras*1 0	3,9 6 8 0	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415 013	J. & D.	Dec. '71 5½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin , Ham. & Dayton*...100	3.500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.. 50	2,967.8 0	— & —	....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 5	2,007,609	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*.. 5	1,.80,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	....
Concord 100	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....10	350,000	J. & J.	Jan. '72 3½
Conn. & Passumpsic R..1 0	2,084,200	F. & A	Feb. '72 3
Connecticut River.....	1,1 0,0 0	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,.83	— & —	....
Cumberland Val.*.....	1,325,000	A & O.	Oct '71 4
Danbury and Norwal.. 5	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw & Westn. 50	18,808,850	J.A.O..J	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,.80	— & —	....
" " pref. 50	2,09.,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1.30,.00	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,082,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '72 3½
Elmira & Williamsport* 50	50,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 5½
Erie Railway 100	3,000,000	F. & A.	Feb. '66 4
" pref.....100	8,839,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,940,000	J. & J.	Jan. '72 4
Georgia 100	4,186,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1.000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,550	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J.	July '68 5½
Illinois Central 100	25 280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind.100	2.000,000	J. & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300 000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	633,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	12,159,400	J.A. J.O.	Apl. '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,649,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 5
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665.848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	823 375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Sonuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12-
N Haven & Northamp..100	605.000	J.A. J.O.	Jan. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem.. 50	8,500.000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	3,000,000	J.A. O.J.	Apl. '72 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....	4,000,000	irregular.	July'71 3
N. Eastern (S C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
N rthern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3.051.800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi.....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,250,450	J.A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri..... 100	3,635,750	— & —	....
Panama.....100	7,000,.00	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J. & J.	....
Paterson and Ramapo*.100	240 000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5.	1,626.250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan '72 3
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,286	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams. 100	4: 0,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 2½
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..1 0	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,200.000	— & —	....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	876,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	July '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819.275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267.800	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 1½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	....
Taunton Branch 100	500.000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,250,000	J. & J.	July '71 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000.	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800 000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(N Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct '71 5
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.A.M.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..'0	800,000	— & —	....
D. Dock E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ...100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	....
Orange and Newark.....100	282,568	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg.& Manchester 50	200,000	M & N.	Nov. '69 6
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 50	400.000	J.A. J.O.	Apl '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229 594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson.....100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Apl. '72 2½
Sate of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,20.	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 164	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	8,598,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	.... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	M.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	25,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,734,000	6	Jan. & July.	1880	115
.. .. coupon	4,681,000	6	" "	1880	115¼
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109¼
Loan of July 1, and Aug. 5, 1861 ..... registered	125,154,950	6	Jan. & July	1881	115
.. .. coupon	64,166,250	6	" "	1881	115¼
Loan of Feb. 25, 1862 (5-20s) ..... registered	34,055,700	6	May & Nov.	1882	111¾
.. .. (5-20s) ..... coupon	254,624,800	6	" "	1882	112¼
Loan of March 3, 1863 ..... registered	53,398,050	6	Jan. & July.	1881	115
.. .. coupon	21,601,950	6	" "	1881	115½
Loan of March 3, 1864 (5-20s) ..... registered	2,476,500	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s) ..... registered	36,839,900	6	May & Nov.	1884	112
.. .. (5-20s) ..... coupon	40,211,900	6	" "	1884	112¾
Loan of March 3, 1865 (5-20s) ..... registered	42,619,450	6	May & Nov.	1885	109¾
.. .. (5-20s) ..... coupon	120,166,700	6	" "	1885	113¼
.. .. 2d series (5-20s) ..... registered	53,939,350	6	Jan. & July.	1885	111¾
.. .. (5-20s) ..... coupon	165,541,550	6	" "	1885	111¼
.. .. 3d series (5-20s) ..... registered	92,140,300	6	Jan. & July.	1887	112½
.. .. (5-20s) ..... coupon	228,835,200	6	" "	1887	113
.. .. 4th series (5-20s) ..... registered	12,942,500	6	Jan. & July.	1888	113
.. .. (5-20s) ..... coupon	26,323,500	6	" "	1888	113¼
Loan of March 3, 1864, (10-40s) ..... registered	138,296,450	5	Mar. & Sept.	1904	108
.. .. (10-40s) ..... coupon	56,276,850	5	" "	1904	108¼
Consols of July 14, '70 & Jan. 20, '71. registered	120,211,200	5	F. M. A. & N.	1881	110¼
.. .. .. coupon	79,788,800	5	" "	1881	110¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	15,520 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'96-'99	115¼
U. S. Notes and Fractional Currency	399,874,306	ntl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	66
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	92,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,500	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	23
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's)	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,600,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	100¾
.. — .. of 1863, (20s) ..		6	" "	1883	100¾
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1866)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100¾
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	6	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	918,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	6	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	....
.. — 1867	4,000,000	6	May & Nov.	1907	62½
.. — 1870	3,000,000	8	Mar. & Sept.	1875	85
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	300,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	625,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 20, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,064,400	6	April & Oct.	1889	101¼
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	449,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	778,000	6	" "	1865	....
.. — .. .. .. converted	215,933	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	2,651,398	6	" "	1883	1[illegible]6
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	276,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	5	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	93
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100½
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'90	105½
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	107½
.. — .. Bonds	21,089,000	7	" "	1877	107½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	2084
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106
.. —	6,180,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	105½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	37½
.. — .. .. (old) ..	2,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	21
.. — .. .. (new) ..	1,749,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	16½
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1876	101
.. — .. (")	4,095,399	6	" "	1881	101½
.. — .. (")	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	96
Pennsylvania—Redemption Loan of 1867	94,850	5	Feb. & Aug.	1872	97
.. —	4,731,300	6	" "	1872	101½
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	103½
.. —	726,950	6	" "	1882	98
.. —	9,237,950	6	" "	1882	107½
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	....
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old)	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1892	100
.. — .. of 1863	736,000	6	Jan. & July.	1893	100
.. — .. of 1863	239,000	6	April & Oct.	1883	....
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	52
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'91	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868	1,265,800	6	J. A. J. & O.	1888	38
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	06½
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,506	6	" "	"	67
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'76	....
Virginia—State Stock ..... registered	$1,617,578	6	Jan. & July.	long.	56
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	56½
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	82½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1896	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1878	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1868 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co.	gold 150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	498,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	81
Bine Ridge, (S. Car.):						
1st Mortgage guar. by State.	gold 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	45
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	51
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1866	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109½
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,604 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	6	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage	gold 26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (1st by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,625,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Poo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk R.R. (44m) guar	980,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,765,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1893	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	98
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	100
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1909	77⅛
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	874,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	94½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1873	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (8eaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	105
2d Mort. (General)	1,633,000	7	March & Sept	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1864, (send)	1,916 6 9	6	" "	NY.& Detroit	1886	....
Bonds of Sept. 8, 1866	300,000	6	March & Sept	New York.	1886	....
Sterling (Ont. & Ottawa R. R.)	150,867	6*	May & Nov	NY & London.	1873	....
Dollar (" " " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 66m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1906	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1892	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510.	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	801,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	90½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,846	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	180,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1873	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1875	105
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	67
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	105
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (L. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1890	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1898	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	99½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1888	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106¼
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¼
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95¼
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104¼
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	506,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Frea.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,800,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	98
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	....
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52¼m)	5,256,000	7	May & Nov.	" "	1885	104¼
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99
1st Mort. (June. R.R. 49¼ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.102¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	28,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	15½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	Jan	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95¼
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	101¼
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais,	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1890	30¼
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1899	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,050,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	90
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89¼
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76¼
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1890	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50¼
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible,.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,337	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	109¼
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119¼
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103¼
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104¼
2d Mortgage.....	2,693,000	7	" "	" "	1877	99
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	.....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488.000	7	Jan. & July.	New York.	1893	93¼
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,954,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,606,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1899	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage,.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,800	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	300,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,750	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1899	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3.000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1858.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	3,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	125,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141.500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	91½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97
Plain Bonds	34,000	6	" "	"	1684	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	86
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	99
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T W&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	100
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	92½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,909	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Reading):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	....
Debenture Loan of 1870	2,625,000	7	" "	"	1890	84
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	93½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	102½
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	84½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	102½
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	682,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 18 8	380,000	7	Jan. & July.	" "	1895	....
St. Louis, Luwr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $3,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	1891	....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1890	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,600	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	78,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	93
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	87½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	91
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82½
2d Mortgage	1,500,000	7	" "	"	1891	38
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	98½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	76½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1850	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100½
2d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	93
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,900	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,855,100	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan	2,000,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	101
Gold Loan	980,000	6*	" "	"	1894	93
Convertible Loan	1,996,879	6	" "	"	1877	95
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,966	7	" "	" "	1885	94
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1880	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1804	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1804	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	96
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1872	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,928	—	60.0	31,188	405,771	685,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ... New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,328	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	.....	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	63.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga. S. C. & N. C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,888	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,988,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N. Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	85.5	84	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	16.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris .. N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley ..... Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,726	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	.....	375,984	.....	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois..... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning..... New York.	582,346	*	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	154
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	94½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,764	186,879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	.....	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	145
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	287,510	3,700,000	.....	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron..... Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	250,000	.....	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ... Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	616,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	....	(Operat	ed by Bur	lington &	Mo. River	.)	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	....	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126 ½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co.. New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699*	60.0	.....	.....	.....	334,444	159,229	—	100	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	78½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	33
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	45.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	113
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,981	—	100	....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,210	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany.... N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,286	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila. a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	106	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	64	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,888,023	2,707,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	134

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brought into operation.)					—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—			492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)					—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,894	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....	—	—	(Leased & oper. by Tol. Wab. & Wester					—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—			450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.					—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,225,527	70,858,854	3,340,225	1,099,667	—	100	44
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700,000	.....	—	54.0	(Leased & oper. by Pennsylvania.)					7	50	100½
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,756	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)					—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	181,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*			25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	132
Dec. 31, 1870	—	—	—	161.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—			2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)					—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	—	—	202.5	(Commenced operations Sept. 1870.)					—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—			.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—			1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)					—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—			1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)					—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—			4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—			286,730	—	—	—	—	(In course of construction.)					—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—	—	—	—	(Recently completed.)					—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—			1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)					7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—			300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)					8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—			180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	...	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased & oper. by L.Sh. & Mich. So.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)					—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	28	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	5,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—			1,300,000	1,300,000	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—			3,000,000	1,500,000	—	—	—	(Under construction.)					—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	96
Sept. 30, 1870	—	—	148.8	—	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—			4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)					—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)					—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—			260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49 507		—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4.000,000	—	85,418	....	.....	2,649.250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—			375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)					—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	...	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)					—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	....	78.0	10	4	2	150		Little Rock and Ft. Smith.....Arkansas.	.....	—	.....	.....	6,000,000	5,000,000	—	—	—	(No returns -Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	..	..	..	..	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—			.....	750,000	—	—	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)					—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	93			
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)					—	100	
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	—	—	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	63½
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—			15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)					—	100	
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154.941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,084	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	.....	.....	3.000.000	—	—	—	289.0	(No returns of operations published.)					—	100	
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,882	30,255		15,133	1200,000	17 67,700	13,529	99,055	—	(Leased & oper. by Boston & Lowell.)					6	100	

Dec. 31, 1870	19.6	—	9.5	—					Lykens Valley.....	Pennsylvania.	600,000															
Sept. 30, 1870	77.0	—	2.0	—																						

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	₹ 600,000	—	—	—	—	(Leased & oper. by Summit Branch.)		62,800	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	—	35.0	(Operated by Georgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	—	—	195.0	348.922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	—	—	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	106,897	—	3,483,900	44,511	12,357	—	—	—	180.8	(Leased & oper. by Phila.& Reading.)			.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	—	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	—	—	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	152
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	.....	—	—	200,000	—	—	—	—	—	—	(Owned & oper. by Concord.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	.....	13,000	1,452	258,000	300,000	98,855	—	—	—	—	(Leased & oper. by Bos., Clin. & Fitch.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	—	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	.....	—	—	40.0	166,280	.....	11,093,788	745,291	326,750	....	100	104
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	—	—	54.0	(Recently compl. no statem't of oper.)			.....	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	—	—	3,000,000	—	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	781	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,726	4,157,387	469,855	70,995	—	—	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv.	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	—	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	...	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	—	—	.....	2,350,000	.....	—	—	—	84.0	.....	.....	.....	180,477	23,780	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	—	—	130.3	457,976	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	—	—	(Under construction & now partly open.)			.....	.....	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250.000	424,500	—	—	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	—	—	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117
Dec. 31, 1870	56.5	—	2.9	—	—	—	—	—	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,648	880,000	.....	.....	—	—	56.5	(Commenced operations Aug 29, 1870.)			.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,692	—	253	23,514	—	—	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	.....	—	—	84,537	.....	10,151	—	—	—	—	(In progress. Leased to N. Y. & Oswego at 7 p. c.)			.....	.....	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	351,883	.....	—	—	110,050	225,000	56.350	—	—	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	—	—	(Road operated by contr'ct's.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	.....	—	—	65,426	118,500	—	—	—	—	—	(Leased & oper. by Pennsyl.)	.....	.....	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	.....	—	—	323,375	—	—	—	—	—	3.8	(Leased & oper. by Phila.&Re	.....	.....	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	.....	—	—	95,700	—	17,654	—	—	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	—	—	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	62
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	.....	—	—	3,856,450	—	—	—	—	—	—	(Leased & oper. by Phila.&Reading.)	.....	.....	.....	.....	7	50	106
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	.....	.....	—	—	237.0	(Oper. by S. R. R. associati'n.)			1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	.....	—	—	1,200,000	17,000p.m	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	.....	—	—	.....	20,000p.m	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	889	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	—	—	160.0	484,292	5,253,641	13,504,013	1,199,223	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	—	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	—	—	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	.....	—	—	150,315	177,000	4,550	—	—	—	—	(Operated by Erie.)			42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	—	—	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	500,000.)	—	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey.	24,105,155	.....	—	—	11,900,950	12,184,000	12,205	—	—	—	124.0	(Leas. by Del. Lac. & Wstn.)		2,858,453	957,521	7	100	94
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	—	—	43.2	224,938	7,409,849	5,191,427	411,980	83,472	10	100	148
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	—	—	173.0	984,119	.....	.....	1 378,506	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,578,144	122,284	1,511,684	3,376,167	470,323	608,806	—	—	132.5	373,722	.....	.....	466,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Leas. & oper. by N. & C.) 10m.			416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	—	—	62.5	234,481	.....	.....	615,562	206,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	.....	—	—	1,000,000	—	—	—	—	—	—	(Leas. b oper. by L. Coal & Nav. Co.)			.....	.....	10	50	111
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,798	.....	—	23,824	977,400	600,000	726,217	—	—	—	—	(Leased & oper. by Central of N. Jer.)			.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	—	—	(Will be compl. in Aug.1871.)			.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	—	—	21.6	69,282	2,903,432	(10 mos.	169,142	45,570	8	200	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	.....	—	—	605,000	98,300	2,000	—	—	—	—	(Leas. & oper. by P bg Ft. W. & Chicago.)			.....	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	.....	—	—	400,000	150,000	35,000	—	—	—	—	(Oper. by N. Hav'n & New York.)			.....	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic.	Conn.	.....	.....	—	—	850.000	2,200,000	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 31, 1870	85.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800.000	1,400,000	186,205	—	—	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	—	—	(Oper. in cons. with Camd. & Amboy.)	.....	.....	.....	.....	10	100	126
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	—	—	92.8	.....	.....	.....	295,823	118,536	—	100	24
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	—	—	3,000,000	3,000,000	.....	.....	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	190.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	—	—	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	48	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	—	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	—	—	....	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	—	—	(Under construction.)	—	—	—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	.....	—	—	3,000,000	3,000,000	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,322	.....	.....	89,428,330	13,681,807	.....	.....	—	—	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....	—	—	132.9	887,941	25,532,856	19,602,827	2,709.077	997,389	8	100	114
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	.....	—	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	—	—	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	143
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,300	25,250	21,835	—	—	146.0	179,237	3,605,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	—	—	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	.....	—	—	1,000,000	—	—	—	—	—	—	(Leas. & oper. by N. Y. Cen. & H. Riv.)			.....	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.0	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	.....	—	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	753,241	—	—	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	32.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	—	—	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	—	—	.....	.....	.....	.....	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	—	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	—	—	74.7	595,303	.....	.....	1,355,509	590,726	—	50	102
Dec. 31, 1870	130.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	—	—	317.0	2,541,535	27,334,821	151,521,712	2,810,662	1,271,962	6	50	78
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.253	357,145	3,068,400	115,000	138,426	258,792	—	—	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	113
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	860,000	—	1,000,000	400,000	—	—	—	—	—	(Leased & oper. by Erie.)	.....	.....	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	173.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	—	—	10,000,000	50,000p.m	—	—	—	—	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	778,000	14,888	541 439	—	—	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,061,800	529,800	101.464	271,239	—	—	122.0	(Leas. & oper. by V. Central.)					6	100	86
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	—	—	393.0	.....	32,908,901	88,154,064	3,188,137	1,037,414	—	100	48
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	.....	—	—	98.5	650,381	.....	.....	2,718,702	1,424,833	10	50	77
Sept. 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	—	—	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	110
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	—	—	—	292.6	555,226	8,827,750	13,430,793	939,680	358,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	798,400	201,000	—	—	—	—	43.9	130,130	3,709,860	6,698,243	349,635	85,650	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)					100	....
Feb. 28. 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....				100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	80	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....				100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,734,136			47.6	.....	.....	.....			12	100	92
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper.by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper.by	Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.by	Erie.)	.....	26,560	5¼	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. &	oper. by C	m.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)			100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	122¾
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442	.....	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690	*	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	59½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	175
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,164,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115¼
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	128
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Phila., Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,582,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,821,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	665,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.& Alb'y.)		27,000	6	100	85
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construcți	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	100¼
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern.....New York.	629,198	*			483,874	10,000	176,302		—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144¼
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*			1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,118	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,893	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	8	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	99
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,478	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	construcți	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	28
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	386,803	—	100	90¼
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	*			1,000,000	1,000,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000			—	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.)..Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*		.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*		.....	180,550	100,000			—	(Leas. &	oper.by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			116.2	433,006	.....	.....	480,173	130,245	6	50	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684				300,000	40,000			—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*		179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.	499,128	*	25,479	65,882	449,588	140,901			—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000			—	(Under	construcți	on.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050		.....	.....	576,000				—	(Leas. &	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	97,000	118,988	—	84.0	202,476			207,264	72,103	4	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina	1,811,863	*		186,213	105,220	1,151,400	210,000		—	80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama	1,640,000	*				1,000,000	640,000		—	40.0	(Under	construction.)						100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000		—	50.0	(Under	construction.)						100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama						969052	796,830		—	—	(Recent	ly sold under foreclosure. No			returns.)			100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia						8,000,000	11,000,000		—	—	(In a bad	condition. No returns.						100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin	2,000,694	*				1,243,000	750,000		—	45.5				77,924	11,369	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000	—	21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut	1,195,800					995,800	200,000		—	—	(Leas. &	oper. by N. York & N. Haven.)			100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa	4,644,000	*				1,788,000	3,256,320		—	108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.9	—	0.6	—	—	—	—	—	South Branch	New Jersey	438,300								—	—	(Leas. &	oper. by Central of New Jer.)						100	
Dec. 31, 1870	187.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	462,080	358,009	243.0	840,910			1,486,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000		—	—	(Only p	artially in operati'n.)						100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907		1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York	2,617,181	*				1,000,000	2,250,000		—	72.8	254,938		10,319,774	1,377,540	365,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	78	Southern Central	New York	4,500,000	*				3,000,000	1,500,000		—	....	61,760		1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa		....				2,500,000	1,500,000		—	—	(Under	construction.)						100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota	32,426 pm	1, ...					20,000p m		—	100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California									—	—	(Under	construction.)						100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas	1,400,000	*				686,100	222,000	209,270	—	49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn	810,000			2,000,000		577,408	651,500	95,000	—	—	(Under	construction.)						100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia	4,081,048	376,726		129,538		3,939,900	699,500		—	257.5	(Leased	by Cen. of Georgia.)		1,324,180	413,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina	1,340,882	*				751,296	198,370	125,000	—	68.0				65,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois							15,000p m		—	—	(Under	cons. to be finished by Dec. 1,						100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York	370,386	*		569,614		700,000	200,000	40,000	—	13.0	54,834		2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700		—	—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300		634	—	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	28.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000		—	—	(Leased	& oper. by Ver. Cen.)						100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania						1,200,000	1,000,000		—	—	(Under	construction.)						50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey	517,850	*				317,850	200,000	3,874	—	—				96,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey	288,200					92,925	171,000	29,284	—	—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783	—	81.0	429,182		5,813,304	32,216,419	744,022	309,912	—	100	
Sept 30, 1870	11.1	0.6	1.8	—	5	8	5	104	Taunton Branch	Massachusetts	392,971	*		24,194	52,235	400,000	23,557	45,843	—	11.7	65,346			(10 mos.	102,172	23,651	8	100	
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)						53	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258		9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania	849,152	381,640				580,900	243,000		—	34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois	10,806,000	*				5,700,000	5,106,000		—	228.0								100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,886	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	78
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York	2,307,907	*				998,061	1,898,000	347,055	—	55.3	174,320		4,631,950	4,521,682	478,263	165,248	—	—	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York	294,908					274,400			—	—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania	1,000,000					510,000		404,069	—	—	(Leased	& oper. by Pennsylvania.)						53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512		—	1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas	3,723,000	*				1,000,000	3,200,000		—	100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn	1,500,000	*				500,000	1,000,000		—	—	(Recen'l	y opened for traffic.)						100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York	1,835,816	*				1,666,990	150,000		—	59.0	85,360		3,102,075	1,408,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900			—	....	99,975		3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York	769,287					750,000			—	11.4	40,386		333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont	2,500,000					2,500,000			—	—	(Leased	& oper. by Ver. Cen.)				8	100	99
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont	13,000,000	*		(Incl. Vt.	& Can.)	5,000,000	9,500,000		—	185.0	1,144,375		16,301,833	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166			(10 mos.	456,661	loss.	—	100	82½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont	1,221,886	*				516,164	793,200		—	—	(Leased	& oper. by Ver. Cen.)						100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey	1,750,000					1,000,000	750,000		—	—	(Recent	ly completed.)						100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York	695,465					499,600	350,000		—	18.5	15,794		100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York	199,161					225,000	85,000		—	10.2	19,820		290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia	1,483,012	119,903				1,467,670	86,896		—	44.0	88,395				97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,087		684,046	957,600	107,000	—	35.5	204,506				288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York	21,938,629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,780	4,137,076	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia	5,000,000	*							—	—	(Leas. for 20 y'rs at $25,000 monthly.)				3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland	3,000,000	*							—	46.0	67,611		1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina		*				6,500,000	1,400,000		—	105.0					112,625	13,200	—	5½	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania	3,671,000					1,022,450	1,800,000		—	—	(Leased	& oper. by Pennsylvania.)						50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey	2,204,464	*		1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	507,150		16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York	624,464					526,700	676,300	7,427	—	—	(Under	cons.—New burg to Albany.)						100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin	5,000,000	*				4,000,000	4,000,000		—	—	(Under	cons.—open to Menomonee.)						100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	350,000					500,000	350,000		—	—	(Operat	ed by Wil. & Wel.)						100	
Aug. 31, 1870	168.0	—	8.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000		—	168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000			—	171.0								100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	16	294	Wilmington and Weldon ¶	N. Carolina	3,083,066	*		35,164	114,711	1,463,775	1,484,665	130,021	154,670	181.0	436,316				594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia	600,000					180,000	144,400	102,400	—	—	(Leased	& oper. by Balt. & Ohio.)			27,000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	686	Winona and St. Peter	Minnesota	4,754,837	427,10					4,750 000		—	142.0				574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland						100,000	300,000		—	—	(Under	construction.)						100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire	1,606,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726		4,701,816	7,193,226	452,647	156,860	10	100	138
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825	—	12.5					414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594			—	184.5							25		96
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania	2,433,350					1,633,350	800,000		—	—	(Leased	& oper. by Lehigh N				8	50	96	
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000		—	108.0				107,947		10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey	4,735,353					5,847,400			—	65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania	1,562,000					64,000	815,759	689,446	—	161.0	(Leased	1870 by Pennsylvani			67,252	lo-s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania	1,115,452					1,003,500	110,000		—	83.0				220,216	130,187	10	100	90½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979		—	108 0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey	3,391,214				110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,650	183,076	—	50	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania	6,569,950					4,337,950	2,232,000		—	360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania	10,856,153	2,335,716		284,140		4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000		—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873		45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania	5,907,850					2,907,850	3,000,000	20,000		87.6				59,963	4,203	—	50	1
ec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300					1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)						50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	69
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	119½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	96
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	80
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	65
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	343,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23½
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	81½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102½
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,300	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	....	7	62½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	6	53½
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $0; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	50 — @	55 —
Pig, American, No. 1		50 — @	52 —
Pig, American, No. 2		49 — @	50 —
Pig, American, Forge		47 — @	48 —
Bar, Refined, English and American		95 — @	100 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		Store Prices.	
Bar, Swedes		120 — @	130 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.		105 — @	— —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 & 2¼ to 2½ rnd. & sq.		110 — @	— —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16		112 50 @	— —
Large Round		117 50 @	122 50
Scroll		117 50 @	147 50
Ovals and Half-round		120 — @	130 —
Band		— — @	117 50
Horse Shoe		115 — @	125 —
Rods, ⅜@3-16 inch		110 — @	150 —
Hoop		130 — @	172 50
Nail Rod	per lb.	— 7½ @	— —
Sheet, Russia, as to assortment	(gold)	— — @	— 18½
Sheet, Single D. and T. Common		— 6 @	— 7
Sheet, Doubles and Trebles, Charcoal		— 7½ @	— 8
Sheet, Galtanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	69 — @	70 —
Rails, American, at Works in Penna.	c'y.	76 — @	80 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 16 @	18
English Spring (2d and 1st quality)		— 7 @	10
English Blister (2d and 1st quality)		— 10 @	17
English Machinery		— 11 @	13
English German (2d and 1st quality)		— 10½ @	12
American Blister		— — @	12
American, Cast, Tool		— 15 @	16
American, Spring		— 9 @	11
American Machinery		— 9 @	10
American German		— 9 @	11

NAILS—Duty: Cut, 1¼; Wrought, 2¼; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @	5 25
Cut, 8d. and 9d		— — @	5 50
Cut, 6d. and 7d		— — @	5 75
Cut, 4d. and 5d		— — @	6 —
Cut, 3d		— — @	6 75
Cut, 2d and 3d. Fine		— — @	7 50
Cut Spikes, all sizes		— — @	5 50
Cut, Finishing, Casing, Box, &c., 10d to 3d.		5 75 @	7 25
Clinch, Kegs		6 75 @	7 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 20 @	— 33
Copper		— — @	— 41
Yellow Metal		— 30 @	— 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 46
Straits	(gold).	— 39½ @	— 40
English	(gold).	— — @	— 40

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 13 — @ 13 50	14 50 @ 15 —
I. C. Coke	10 75 @ 11 —	12 25 @ 12 50
Coke Terne	9 50 @ 9 87½	10 75 @ 11 25
Charcoal Terne	10 50 @ 10 75	12 50 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— — @	— 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 16½
Refined, Standard White (in ship'g order)		— — @	— 22½
Refined, S. W. (in jobbing lots)		— — @	— 23
Refined, S. W. (in tin)		27½ @	— 28
Naptha, Refined, (65 @ 73 gravity)		10 @	— —
Residuum	per bbl.	4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts	— — @	— 43
Copper, Braziers' (over 16 oz.)	— — @	— 43
Copper, Nails	— — @	— 47
Copper, Old Sheathing, &c., mixed lots	— — @	— —
Copper, Chile Pig	— — @	— —
Copper, American Ingot	— — @	— 40
Yellow Metal, New Sheathing and Bronze	— — @	— 40
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails	— — @	— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90 @	6 —
German	(gold)	5 90 @	6 —
English	(gold)	5 95 @	6 80
Bar		— 8½ @	— —
Pipe		— — @	10 —
Sheet		— — @	10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— @	8 —
Liverpool Gas Cannel		— — @	12 —
Liverpool House Cannel		— — @	17 —
Anthracite	per ton of 2,000 lb.	4 — @	5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Canton Co.	95½	....	96	95½	94	....
Central Pacific 6s.	....	....	101½	101½	101½	101½
Central of N. Jersey.	....	....	113	111a	110½	110
Chicago & Alton.	....	....	117½	....	....	117
" pref.	....	....	....	....	....	....
" 1 M.	....	....	105	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	82½	....	83⅞	84½	85	84½
" pref.	94½	....	95½	97	96½	96
" 1st M.	99½	....	....	....	....	....
" S. F.	....	....	....	....	101	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	116½	....	117½	117⅞	117½	117½
Chi., R. I. & Pa. 7s, 1896	....	....	101⅞	102	102	....
Clev., Col., C. and Ind.	89½	....	91	91⅜	91½	91
Clev. & Pittsburg guar.	92½	....	92½	93	93	92⅞
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	25⅜	....	26½	27½	29⅞	31⅞
" 1 M.	....	....	....	90½a	90½	90
" 2 M.	....	....	....	....	....	77⅞
Del. & Hudson Canal	....	....	....	119	....	....
Del. Lack. & Western.	111⅜	....	111⅞	109½x	....	109½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	58½	....	62½	64⅞	64½	64
" pref.	78½	....	80½	83½	83	82
" 1 M. 7s, 1897.	....	....	102⅝	....	....	....
" 2 M. 7s, 1879.	....	....	....	97½	97½	....
" 3 M. 7s, 1883 96	....	....	....	....	....	....
" 4 M. 7s, 1880 95	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	90½	....	....	....
Hannibal & St. Joseph.	46½	....	46⅞	46⅝	46½	46
" pref.	65⅝	....	66	67	67	65
" 8s, conv.	....	....	....	92½	....	92½
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95⅞	....	97⅞	98	97⅞	96⅜
Lake Shore Div. bonds.	....	....	98	....	....	....
Marietta & Cin. 1st pref.	....	....	22	....	23½	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	....	....	116⅛	116	115	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104½	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	1½	....	....	....	....	....
" pref.	4	....	3	3½	3½	....
Milw. and St. Paul.	63	....	64	64½	64	64
" pref.	81½	....	82	82½	81⅞	81½
" 1st mort.	....	....	93	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s.	95½	....	95½	95⅝	96	95⅝
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	....	....	....	96½	....	95
" 1st mort.	104½	....	105	....	....	....
" 2d mort.	98	....	98	98½	99	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	93
N. Y. Cen. & Hud. Riv.	97⅞	....	100½	101	101½	99½
" certificates	91⅞	....	94	94½	94	....
N. York and Harlem.	112½	....	115	115	....	114½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	37½	....	....	....	....	37½
" new	....	....	21½	21	....	....
Ohio and Miss.	50½	....	51½	51⅝	51½	50½
" pref.	77	....	78	78	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	63	....	64½	64½	64½	64
Panama	....	....	90	90	90	90
Phila. and Reading.	114½	....	114½	115⅞	116	116½
Pitts., Ft. W. & Chi. gtd.	....	....	97	....	....	97
" 1 M.	....	....	....	....	....	106
" 2 M.	102	....	....	....	101	....
" 3 M.	....	....	....	....	....	100
Quicksilver Mining Co.	41½	....	42	41½	40⅝	40⅝
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	88½	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	67	....	....	67	66⅝	66⅝
" new	....	....	....	66½	66⅝	....
Tol., Wab. & Western.	78½	....	78	79½	79½	79½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	98½	....	....
" 2 M.	94	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90½	....	90½	....	91	....
Union Pacific.	38½	....	40⅝	41	41⅜	39½
" 1st mort.	92	....	91½	91⅞	92	92
" L. Gt. 7s.	85	....	....	81½a	82	82
" Inc. 10s.	85	....	85½	86	86	87½
Virginia 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	58½	....	....	....	57½x	....
" def. cert.	....	....	17½	17½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107⅜	....	108	....	....	....
U. S. 5s, 10-40s, coup	108¼	....	108⅜	107⅞	108⅜	108⅛
U. S. 5s, 1881, reg	....	....	110¼	....	....	....
U. S. 5s, 1881, coup	....	....	110	109⅞	....	....
U. S. 6s, 1881, reg	114¼	....	114⅜	115	115	....
U. S. 6s, 1881, coup	115⅜	....	115⅜	115⅜	....	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112⅜	....	112	112⅜	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112⅜	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112⅜	....	111⅜	....	113	....
U. S. 6s, 5-20s, r. n. '65	111	....	111	111¼	....	....
U. S. 6s, 5-20s, c. n '65	112⅜	....	....	111½	111¼	....
U. S. 6s, 5-20s, reg. '67	112⅜	....	....	112⅜	....	112⅜
U. S. 6s, 5-20s, c. 1867	113	....	112⅞	113	112⅜	....
U. S. 6s, 5-20s, reg. '68	112⅜	....	....	113	....	....
U. S. 6s, 5-20s, c. '68	112⅜	....	113½	....	....	....
U. S. 6s, Pac.R.R.issue	115⅛	....	115⅜	115½	115⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Catawissa preferred	47	....	....	....	47¼	....
Camden and Amboy	125¼	....	126¼	126	126¼	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	91¼	91½	....	....
" mort. 6s, '89	96	....	....	96¼	96¼	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	43¾	44¼	....	45¼	45⅝	45½
" 6s, 1884	89	....	....	....	87½	....
" Gold L.	92¼	93	....	93	....	93
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	95	....	95
Lehigh Valley R. R.	59⅞	....	....	59	59	59
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	96
Little Schuylkill R.R.	46¼	46¼	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	53	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	50¼	....	....	....	....	51
" 6s, 1880	99¼	....	....	....	....	....
" 7s	96¾	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38¼	....	....	39	....	....
Oil Creek & Alleg. Riv.	36¾	38¼	....	38¾	38¼	38¾
" 7s	....	....	....	82¼	....	82¾
Pennsylvania R. R.	60¾	60¾	....	61¼	60¾	61¼
" 1st M.	100	....	....	....	99	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	....	....	....	92¼	....
" " reg.	....	....	....	....	....	....
Penn. State, 6s.1st series	101	100¾	....	....	101	101
" 6s, 2d series	104¼	....	....	104¾	....	....
" 6s, 3d series	....	....	....	107	....	107¼
Philadelphia City, 6s	....	....	....	....	....	....
" new	101¾	101½	....	101½	101¾	101¼
Philad., Germ. & Nor.	....	....	....	87	....	....
Phila. & Reading	57¼	57¼	....	57⅝	57⅞	58
Philadelphia and Erie	....	....	....	28¼	28⅞	29⅛
" 6s	....	....	....	....	....	....
" 7s	89	....	....	....	89	89¼
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	16¼	16⅜	....	....	....	....
" 6s, 1882	....	....	....	78¼	77	78¼
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	21¼	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	33	....	....	33	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	....	97¼	98¼	....
" 1884	....	....	....	98¼	98¼	....
" 1900	....	....	....	....	....	....
Balt and Ohio	150	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	98	97¾	....	....	97¾	....
" 2d M.	....	89¼	....	....	89	....
" 3d M. 8s	....	....	....	76¼	....	....
Northern Central	....	39¼	....	39	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94¼	94	....	94¼	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	58	....	....	....	....	....
" Defer. Certif.	16¼	....	....	17¼	16¾	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston and Albany	151	....	152	153	....	154
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	143	143	145	145
Boston and Providence	....	....	152½	....	....	153
Boston, Hartford & Erie	6½	....	5½	....	6	6
" 7s, new	45½	....	45⅝	45½	45½	45⅝
Cheshire, pref.	82½	....	82	....	82	....
Chi., Burl. & Quincy	....	....	....	....	....	134
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	109	....	....	108½
Fitchburg	137	....	....	....	137½	....
Manchester & Lawr'ce	....	....	....	....	152	....
Michigan Central	....	....	115⅝	115⅞	....	115½
Northern, N. H.	....	....	....	....	....	113⅜
Ogdens. & Lake Champ.	....	....	86½	86½	86½	86½
" pref.	....	....	103	....	102½	102½
Old Colony & Newport	109½	....	110	110	....	110
Ph., Wil. & Baltimore	56⅛	....	56⅜	56½	56½	56⅜
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	39½	42	....	40½
" 6s	90½	....	90½	90	90½	90
" Land Grant 7s	....	....	....	81½	82	....
" Income 10s	84½	....	84½	85½	85½	86½
Vermont & Canada	....	....	....	98¼	99	99
Vermont & Mass.	82½	....	....	83	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	13	....	15	16½	16½	14½
Franklin	....	13½	....	14½	15	14½
National	6½	....	7½	7½	9½	9
Pewabic	12½	....	14	12½	14½	13
Quincy	49½	....	52½	48	62½	58½

London Stock Exchange.

	—Closing Prices.— Mar. 15.	Mar. 22.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	95 —100	75 — 80
Do. do., 2d mort., 1881	90 — 95	70 — 75
Do. Penn., 1st mort., 1877	95 —100	— — —
Do. do., 2d mort., 1882	90 — 95	— — —
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	— — —
Detroit and Milwaukee 1st mort. 7s	76 — 80	76 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	35½ — 35¾	41½ — 41¾
Do. sterlg. 6 p. c. convertible bonds	85 — 88	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	108¼—109¼	108¼—109¼
Marietta and Cincinnati 7s	78 — 83	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	86 — 88	87 — 90
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 97	95 — 97
Do. $50 shares	49 — 51	49 — 51
Philadelphia and Erie 1st mort. 1881	98 — 100	98 —100
Do. with option to be paid in Phila.	98 — 100	98 —100

American Railroad Journal.

Saturday April, 6, 1872.

Stock Exchange and Money Market.

A brisk speculative inquiry, has been noted for Money since our last, particularly through the later days of the week under review. The offerings from all sources have been on a restricted scale, influenced, in part, by manipulations of the supply, in the interest of operators for a lower range of values at the Stock Exchange, where the dealings have been very extensive, well distributed, and indicative of decided buoyancy on the general list, notwithstanding the Money pressure, which the remarkable activity in stocks contributed to augment. Call loans have been quoted all the way from 7 per cent. currency to the more prominent Government houses, to 7 per cent. gold, and additional commissions of $\frac{1}{32}$, $\frac{1}{16}$, $\frac{1}{8}$, $\frac{1}{4}$, and even as high as $\frac{3}{8}$ths of one per cent. per day, to borrowers on Railway and Miscellaneous share property. In the way of discounts, there has been a slow movement with choice to good business paper rated at from 8@12 per cent. per annum. The city bank statement for the past week showed a conservative movement, in the averages. The U. S. Sub-Treasury office reduced both its coin and currency reserves. The city banks reduced their loan and discount average nearly a million during the week, while slightly augmenting their outstanding circulation. The U. S. Sub-Treasury reduced its currency balance nearly 1⅜ millions. It also made a slight reduction in its coin reserve. Its currency balance at the close of business on Tuesday was $4,280,446, and its coin reserve, $68,956,424.

The city banks, in their latest return, show a reduction of $968,600 of legal tender notes, with an increase of $1,948,100 of specie, and a loss of $658,200 of deposits; also a decrease of $994,100 in their loan and discount averages, and an increase of $1,100 in their item of circulation. The city bank exchanges, last week, averaged $109,973,376 and thus far, this week, about 132 millions daily. The banks now hold $5,464,850 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $21,384,700, against $17,975,692 same time last year. The city bank deposits are now $203,058,800, against $222,138,026 week ending April 1, 1871. The legal tender reserve amounts to $41,649,700, against $53,270,543 same time last year. The circulation now stands at $28,019,400 against $31,575,789 same time last year. The loans are now $276,767,400 against $291,082,927 at this date last year.

The coin reserve of the city banks is now about 21⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 41⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $1,600,936, and its coin reserve $93,772 as the result of the week's business. The receipts of the office were $5,334,012 in coin, and $2,848,226 in currency; payments, $5,427,794 in coin, and $4,449,162 in currency. The office received $4,358,000 in coin or its equivalent, from customs; and disbursed $8,134 of coin interest. The receipts of the office from all sources in March were $59,026,588, including $14,388,874 from customs; payments, $65,648,058, including $3,912,579 of coin interest.

The outstanding circulation of the U. S. Treasury is $400,729,678.

The Secretary of the Treasury has called in $1,750,000 of the three per cent. temporary loan certificates of the date of August 1, 1868. The following are the denominations: $5,000, Nos. 3,520 to 3,615; $10,000, Nos. 3,496 to 3,780. Interest will cease on the above certificates May 31, 1872.

Government revenues have made a fair yield since our last. The excises yielded about 2⅛ millions, and thus far since July 1, 1871, $96,364,665. The customs at the port of New York, last week were $4,286,940; at the outports, equal to about $1,400,000 more, all in coin, or coin certificates.

Speculation in Gold has shown more animation with a wider range of the price, though the later dealings indicated a less confident temper on the part of operators. The very heavy purchases of Stock for European account has been sensibly affecting the price of Gold and rates of Exchange,

The customs demand for coin has been fairly active. The export movement has been moderate,

The range of the price during the week has been from 109⅞@110¼ and the closing quotation on Wednesday was 110 against 110¼ the preceding Wednesday. The specie outflow, last week, was $609,196. The Gold Exchange Bank clearances have averages about 35 millions per day during the week.

The customs demand for Gold last week, averaged $726,334 a day; thus far, this week, it has averaged $676,000 a day, or equal to a weekly aggregate of $4,056,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $25,595, and since Jan. 1, 1872, $560,805 against $2,777,007 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $120,385,925 against $112,053,979 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to March 30, 1872, $62,117,154, against $66,600,604 same time in 1870-'71.

The export drain of specie was $609,196 last week, against $742,831, same week preceding year. The shipments since July 1, 1871, have been $27,914,906 against $55,523,683 same time in 1870-'71.

Under the Treasury programme for April, Government propose to sell four million of Gold as follows: Thursday, April 4—One Million; Thursday, April 11—One Million; Thursday, April 18—One Million; Thursday, April 25—One Million. And to buy in Four Millions of U. S. bonds as follows: Wednesday, April 3—One Million; Wednesday, April 10—One Million; Wednesday, April 17—One Million; Wednesday April 24—One Million.

Foreign Exchange closed firmly on a better supply and moderate call. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, 110@110⅛.

The produce exports from this port, week ending with April 2, were to the currency value of $3,595,198.

Government securities have been in good investment demand and firmer as to price, influenced, in part, by the last public debt exhibit, which indicated a further liquidation of $15,481,969 in May.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115⅝@115⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) 112½@112¾; U. S. Five-Twenties of 1864 at 112½@112¾; U. S. Five-Twenties of 1865, 113⅛@113⅜; U. S. Five-Twenties of 1865 consolidated, 111½@111⅝; U. S. Five-Twenties of 1867, 112⅞@113; U. S. Five-Twenties of 1868, 113 113¼; U. S. Ten-forties at (ex March coupon) 108¼@108½; U. S. Fives of 1881 (Funding Loan) 110@120⅛. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 20.	Mar. 27.	April 3.
Consols.....	92⅞	93⅛	93⅛
U.S. 5-20's of 1862..	92⅜	92⅜	92¼
U. S. 5-20s, 1865....	93½	93¾	94
" 1867	93½	93¾	93⅝
" 10-40s	89½	89½	89¼
Erie	44⅛	54½	54

State bonds have been in more demand, at however, irregular prices.

A good demand prevails for the better class of Railway Mortgage bonds, with prices quoted for the favorites of the older issues, which are offered with reserve. Central Pacific Sixes have been readily taken, for investment, at 101⅝@101¾. Chesapeake and Ohio Sixes have been in good request at 94 per cent. and accrued interest.

There has been a remarkably spirited and buoyant movement in Railway and Miscellaneous share property, since our last, despite the stringency in the Money line. The investment purchase of stocks on home and foreign account have been unusually large. The later dealings showed an irregular and less confident temper in the general market.

Business in domestic produce has been moderately active, and with Breadstuffs, Provisions, Naval Stores, and Petroleum, quoted variable in price. Middling upland cotton closed on Wednesday at 23⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,431,862 bales, against 3,338,812 bales same time in the preceding year; exports 1,546,561 bales against 2,260,503 bales in the previous year; stock at the ports at latest dates, 422,490 bales against 614,695 bales same date 1871.

In the Metal trade, the advantage as to price has been decidedly in favor of sellers, on an unusually urgent inquiry, for the leading articles. Ingot Copper has been in brisk request, mostly for forward delivery at buoyant prices; sales have been reported of 5,000,000 lbs., chiefly for Summer delivery, within the range of 32c.@34c., with prompt deliveries quoted at 40c. asked. Iron has been in good demand at advancing rates; sales 800 tons Glengarnock Pig, part at $52 on the spot, and part to arrive on private terms; 120 tons Eglinton Pig at $52, now held as high as $55; 350 tons No 2 American, and 800 tons Gray Forge on private terms; 250 tons Wrought Scrap from yard to a dealer, at $60. Lead and Spelter quiet, but firm. Pig Tin has been actively sought after, and 3,000 slabs Straits have been placed, on private terms, closing with 40c., gold, as the current quotation, and 39½c.@40c., gold, for English. Tin plates have been in lively demand at rising price; sales, 10,000 boxes at $13@$13 50 for I. C. Charcoal; $10 75@$11 for Charcoal Terne, and $11@$11 25 for Coke Terne, all gold rates. There has been inquiry for Sheet Zinc, of which 350 casks were sold, deliverable through the season, on private terms.

At the Live Stock Markets, Beeves have been in fair demand at 10@13½ cts.; Veals at 5@10 cts.; Sheep at 7½@10½ cts. Swine, dull at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,205 Beeves, 1,627 Veal Calves, 15,627 Sheep and Lambs; and 27,154 Swine.

Foreign goods have been more sought after at fairly supported prices. The week's imports of foreign goods reached the amount of $9,641,944 including $2,207,507 of dry goods.

Ocean freights have been less active and rates have been quoted unsettled and lower, particularly by Steam to British ports.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, old, 52; do. new, Jan. and July, 38; North Carolina 6s, issued to North Carolina R. R., 48; Georgia 7s, 88; New York State 7s, B. L., 107¾; Hannibal and Naples 1st mort., 91; St. Louis, Jacksonville and Chicago 1st mort., 97; Buffalo, New York and Erie 1st mort., 94¾; Great Western 1st mort. 1888, 95½; Central of New Jersey 1st mort. new, 105; do. scrip, 108¼; Ohio and Miss. 2d mort., 84⅛; do. consol., 93; Chicago and Milwaukee 1st mort., 95; Marietta and Cincinnati 1st mort., 96; Cedar Falls and Minnesota 1st mort., 84; Long Dock bonds, 96; Milwaukee and St. Paul 1st mort. Iowa Div., 90; Joliet and Chicago 1st mort. 107½; Toledo, Peoria and Warsaw 1st mort. W. D., 92½; Albany and Susq. 2d mort., 100½; Cleveland and Pittsburg consol., 96; Boston, Hartford and Erie, R. R., 9½; do. 1st mort., 45; do. guar. bonds, 51; St. Louis and Iron Mt. R. R., 90½; do. 1st mort, 95; New Jersey Southern R. R., 24¾; do. 1st mort., 80½; Lake Shore and Michigan Southern scrip, 94; Western Union Tel., 73⅞; do. 7s. 96; Quicksilver pref., 50½; Brunswick City Land 7; Brooklyn 6s, W. L., 96⅛; Wells Fargo Exp., 79; Am. Mer. Union Exp., 73⅜; Adams Exp., 97; U. S. Exp., 73½; Consol. Coal of Md., 42½; Maryland Coal, 22½; Spring Mt. Coal, 60.

Philadelphia.—Lehigh Valley 7s, new, 101; do. allotments, 58⅞; Wilmington and Reading 7s, 96; Schuylkill Nav. 7s, Boat Loan, 85; West Jersey 7s, 100½; do. 6s, 93¼; Pennsylvania and New York Canal 7s, 96½; Pennsylvania allotments, 58⅜; Philadelphia and Sunbury 7s, 93; Philadelphia and Reading 6s, 1880, 93½; do. 7s, 1893, 102½; Morris Canal 7s, Boat Loan, 89; Pennsylvania Canal 6s, 75; Oil Creek and Allegheny River 1st mort., 86; Lombard and South-Streets R. R., 20; Nesquehoning R. R., 55¾; Allegheny Valley 7-30s, 94; Harrisburg and Lancaster R. R., 50⅛; Fifth and Sixth Street R. R., 44½; Huntingdon and Broad Top Mountain pref., 13; Delaware Division Canal, 47½; Camden and Atlantic pref., 34½; Locust Mt. Coal, 40; Pittsburg 5s, 74½; Allegheny Co. 5s, 75. The latest quotations are: City 6s, 97½@98½; do. free of tax, 101½@101⅝; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@101¼; do. 2d series, 104@105; do. 3d series, 107@107½; Reading, 58@58; do. mort. 7s, 1893, 102½@—; do. mort. 6s, 1880, 93@94½; Camdenand Amboy, 126¼@126¾; do. mort. 6s, 1889, 96¼@96½; do. 1883, 91½@92; do. 1889, 91@92; Pennsylvania R. R., 61⅛@61¼; do., allotments, 58¾@58⅞; do. 1st mort., 98¾@99½; do. 2d mort., 96¼@97¼; do. General mort. coupon, 92@93; do. reg., 92@93; Little Schuylkill R. R., 46¼@46¾; Morris Canal, 47@50; do. pref., 122@123; do. 6s, 90@91; Susquehanna Canal, 9@—; do. 6s, 74½@75; Schuylkill Nav., 8@8½; do. pref., 16@17; do. 6s 1882, 78½@78¾; Elmira and Williamsport pref., 40@—; do. 7s, 1878, 94@95; do. 5s, 57@—; Lehigh Coal and Navigation, 45¼@54½; do. 6s, 1884, 87@—; do. R. R. Loan, 93@93½; do. Gold Loan, 92¾@93½; North Pennsylvania 51@—; do. 6s, 99½@101; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 29¼@29½; do. 6s, 89@89½; Minehill, 53@53¼; Catawissa, 15@16; do. pref., 47@47½; Lehigh Valley, 59¼@59⅜; do. allotments, 58⅞@59 do. 6s, new coupon, 95¾@96;

do. reg., 95⅛@96½; do. 7s, 100¾@101; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 64@66⅛; Thirteenth and Fifteenth, 21½@21½; Spruce and Pine, 33@34; Green and Coates, 47@48; Chestnut and Walnut, 56@58½; Hestonville, 20½@22; Union, 70@—; Germantown, 38@40.

Boston.—Vermont Central 1st mort., 82½; do. 2d mort., 88; do. 8s., 1891, guar., 98¾; Leavenworth, Lawrence and Galveston 10s, 95; Vermont Central and Vermont and Canada 8s, 98½; Old Colony and Newport 6s, 1876, 97; Eastern R. R. 6s, 1889, 95; do. 1874, 98; Missouri River, Ft. Scott and Gulf 2d mort. 10s, 1899, 97¼; Agricultural Branch, 6s, 1884, 82½; Little Rock and Fort Smith 7s, 1900, 25½; Stanstead, Shefford and Chambly 7s, 83; Kansas City and Cameron 10s, 1892, 104¾; Central Pacific 7s, 1883, gold, 100⅞; Burlington and Missouri River R. R. in Iowa, 111; do. 7s, 1875, 102¼; Cincinnati, Sandusky and Cleveland R. R., 23¾; do. 7s, 1890, 82¼; Conn. and Pass. Rivers R. R. pref., 90; do. 6s, 1876, 94¾; do. 7s, 1876, 99⅞; Eastern (N. H.) R. R., 105; Summit Branch, 46; Portsmouth Gt. Falls and Conway R. R., 100½; Rutland R. R., 15; do. pref., 62½; do. scrip, 87; Cape Cod R. R., 78¼; Norwich and Worcester R. R., 125; Boston Water Power, 58¼; Cary Imp., 15; East Boston Land, 21¼; Brookline Land, 7⅛; Waverly Land, 7¼; Massachusetts 5s, gold, 99½; Chicago 7s, 1884, 98¼; Boston 5s, 1870, gold, 99; do. 1882, gold, 97; do. 6s, 1877, currency, 101; Roxbury 6s, 1879, 99½; Cincinnati 6s, 1800, 95¼; do. 7s, 1887, 104¼; do. 7 3-10s, 1898, 106½; St. Louis 6s, 1886, 90; do. 1878, 91½; St. Lonis Co. 7s, 1887, 99; Charlestown 6s, 1892, 100; Cambridge 6s, 1876, 99; Chelsea 6s, 1891, 100; Salem 6s, 10-50s, 1916, gold, 107¼; Allouez Mining Co., 14⅞; Aztec, 70c.; Astor, 55c.; Algomah, 1; Canada, 32½c.; Calumet and Hecla, 153; Dana, 1⅛ Dawson, Silver, 4⅜; Humboldt, 1¾; Mesnard, 1; Minnesota, 5; Native, 25c.; North Cliff, 50c.; Pethcrick, 3¾; Phœnix, 16½; Pontiac, 95c.; Rockland, 4; Ridge, 10⅞; Shuniah, Silver, 9¾; Superior, 1; Star, 60c.; South Side, 50c.; Toltec, 1⅛; Washington, 50c.

Baltimore.—Maryland Defense Loan, 106; Orange and Alexandria 4th mort., 8s, 85; do. 2d mort. 6s, 83⅛; Central Ohio 1st mort., 84½; Northern Central 6s, 1900, gold, 93¼; Orange, Alex. and Manassas 7s, 85; Memphis City 6s, 57¾; The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94@95; Baltimore and Ohio, 149@149⅞; do., pref., 100@100; do., 6s, 1875, 96¼@97⅜; do., 1880, 95⅛@ 95¼; do., 1885, 96¼@97½; Northern Central, 89¼@89⅜; do. 6s, 1885, 93@95; do., 1900,—@87; do., 6s, 1900, gold, 93@93¼; N. W. Va. 1st mort., 99@100; do., 2d mort., 97@99; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97¾@98; do., 2d mort., 89@90; do., 3d mort., 76⅛@76½; Central Ohio, 30¼@30¼; do., 1st mort., 84@84⅞; Western Md. 1st mort. 6s, 1890, 84@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@96; do., 3d mort., guar., 96@96½; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 81¼@83; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 83@84; do., 3d mort. 8s, 93@93⅛; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s, —@83⅞; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 91½@95; do., 6s, 2d mort., 79@80; Baltimore 6s, 1875, 100⅜@100½; do., 1884, 98@98¼; do. 1886, 99½@—; do., 1890, 98¼@—; do., 1893, exempt, 99@—; do., 1900, exempt, —@98; Memphis City 6s, 57½@58; Maryland 6s, 1890, 96@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23@24¼; George's Creek Coal, 78@80.

BANKING-HOUSE OF
FISK & HATCH,
No. 5 Nassau-st., New York.

We are selling the CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS—a first-class investment security—at the rate of 94 and accrued interest. They are in denominations of $1,000, $500, and $100, registered, or with coupons attached; interest payable May and November in United States gold coin; principal payable in 1899, also in gold coin.

Descriptive pamphlets, with full information, furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for CHESAPEAKE AND OHIO BONDS at their current prices.

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THE
St. Joseph & Denver City
RAILROAD COMPANY'S
First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

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Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

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Are now offering through the undersigned the

REMAINING $5,000,000

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First Mortgage Sinking Fund
30 Years
7 PER CT. GOLD BONDS
AT
90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—RULE OF DAMAGES—EFFECT OF WRITTEN CONTRACTS—RULE OF EVIDENCE AS TO EXPERTS—MARKET PRICE OF GOODS DAMAGED AND NEWSPAPER QUOTATIONS.

The facts of the late case of The Cleveland and Toledo Railroad Company *vs.* Perkins, (17 Mich. 296,) are as follows:

The defendant in error sued the railroad company to recover damages caused by an alleged unreasonable delay on the transportation of cattle, received by them at Toledo, to be transferred to Cleveland, and destined to New York.

The jury rendered a verdict for plaintiff for $555.

The cattle were received on the 12th of February. On the 14th of February following, duplicate contracts were executed for their transportation, and one was delivered to Perkins; each party signing his own contract, but the cattle were not forwarded until the 16th of February.

The following is the able opinion of the court delivered by

Cooley, Ch. J.—Of the exceptions appearing in the record, we shall notice those only which are relied upon in the brief for the plaintiffs in error.

First: That the Circuit Judge erred in allowing the contract held by Perkins to be read in evidence, before the duplicate, in the hands of the railroad company, had been produced, or its absence accounted for. This we think not well taken. The contract signed by the company was delivered to Perkins as the evidence of their undertaking and liability; and there is no occasion for him, when he is seeking to enforce their obligation, to call for the production of the corresponding evidence which he has put into their hands to be used, when needful, against him. If proof of the duplicate could have been important to the defendants, they were at liberty to make use of it, and, as the action was based on the contract, it is to be presumed their evidence of it was present at the trial; but its production was no necessary part of the plaintiff's case.

Second: That proof of delay on the part of the railroad company, before the signing of the written contract, was inadmissible. This objection is on the theory that the written contract merges all prior negotiations, as well as the implied contract which the law would raise from the reception of the cattle for transportation.

Undoubtedly the writing is to be the measure of the company's liability from the time it was given; but there is nothing in its terms which purports to waive any claim to damages which might have occurred in favor of Perkins previously. When the company received the cattle for transportation, they impliedly undertook to transport them safely, and without unreasonable and unnecessary delay; and this implied contract remained in force until the parties substituted a written one, and it must measure the rights of the parties up to that time. To hold that, because the company were in the practice of carrying only under written contracts, they might delay indefinitely, without liability, after the receipt of the cattle, until they saw fit to give a written contract, would be to advance a doctrine without basis in reason or justice. The custom does not preclude implied or oral contracts, for the parties may vary from it in any case; nor does it make the written contract, when given, relate back to the reception of the cattle; its effect is only to govern the obligation of the parties from the time of its execution. We are referred to the case of M. S. and N. I. R. R. Co. *vs.* Shurtz, 7 Mich. 515, as authority that, up to the execution of the writing, the cattle were simply in the hands of the company, awaiting shipment. But the two cases differ entirely in their material facts. In Shurtz's case the property was stored with the company, awaiting the orders of the owner for transportation; but in the case at bar, the property was delivered to the company for immediate transportation; and whatever delay occurred, whether reasonable or unreasonable, was against his will.

Third: That the court erred in allowing the witnesses to testify to a knowledge of the New York market derived from the newspapers. This objection is met by the decision of this court in Sisson *vs.* Cleveland and Toledo R. R. Co., 14 Mich. 497. That case does not require that the newspapers themselves should be put in evidence, but it recognizes them as a proper source of information to which persons interested in the markets may resort; and there is no reason why they should not testify the result of their examinations, as they might the result of inquiries in the market places. These remarks appear to cover the ground taken in the brief of the plaintiff in error. Something is said about one car load of cattle transferred to Perkins by another person after they had been received at Toledo; and in regard to which, the judge was asked to charge the jury that the company was not liable for any delay until the transfer was actually made on their books. This he declined, but did charge them that the company was not liable until actual notice was received of the transfer. The brief assumes that notice of the transfer was not given to the company until the written contract was entered into, but the record shows that the written transfer was made on the company's books the day before. The liability of the company, however, could not depend on the plaintiff's ownership appearing by their books; if they had notice of it, that would be sufficient. We discover no error in the record, and the judgment must be affirmed.

Judgment affirmed.

Metropolitan Branch Railroad.

This work is being pushed forward to completion as rapidly as circumstances will permit. From the best information we can get we see no reason to doubt that the road will be in running order some time during the coming summer. It is difficult to estimate the local advantages the completion of this road will afford. There is a very large quantity of waste land in our county, farmers not being able to cultivate the large farms which they own, owing to the disorganized and demoralized state of labor. The completion of this road will open up the country and allow land owners to dispose of their surplus acres to great advantage, thereby increasing the population and wealth of the country, as well as adding to the value of the land they may still retain. They can also have the advantage of the Baltimore market, while they are now almost exclusively confined to the markets of Washington and Georgetown. The facilities of getting fertlizers will be greatly increased, and especially as far as lime is concerned. It is conceded by all that lime is the one thing needful for the lands of this county, but it is impossible to get it now, the cost being too great, but when it can be brought by railroad within a convenient distance great quantities will be used, and the most beneficial results may be expected.—*Rockville Sentinel.*

Panama Railroad.

At the annual meeting of the stockholders of this company on the 1st inst., the following gentlemen were elected directors for the ensuing year: Henry Clews, Alex. Masterton, Fred. Billings, F. W. G. Bellows, A. B. Stockwell, L. A. Stockwell, W. H. Aspinwall, David Hoadley, F. Skiddy, D. D. Smith, J. Parmely, G. L. Kingsland, H. H. Baxter.

The following report, announcing a dividend of five per cent., was read:

To the Stockholders of the Panama Railroad Company:—

The directors take pleasure in reporting that the net earnings of the road since the last dividend was declared (January 1, 1871.) have been as follows:—

For the year ending January 1, 1872..	$245,661 65
For the quarter ending April 1, 1872.	175,561 74
	$421,223 39

Out of these earnings a dividend of five per cent. has been declared, payable April 8th.

The cash assets of the Co. amount to..		$850,023 00
From which deduct—		
Dividend, payable April 8th..	$350,000	
Interest, due April 10th.....	100,000	
Due government of Colombia for subsidies....	105,000	
		555,000 00
		$295,023 00
In addition the company owns five steamers in the Central American trade, with steam tugs, launch, &c., in Panama, worth, at a moderate valuation....		$900,000 00
Real estate in the city of Panama, and one-half of islands in the bay of Panama, cost		78,000 00
Vacant lands on the Isthmus, about 300,000 acres, of uncertain value.		

The road is in good order and fully equipped. The directors congratulate the stockholders on the improvements in the business and prospects of the company. From the opening of the overland railroad our receipts declined rapidly, until the latter part of 1870 and commencement of 1871, when they were barely sufficient to cover the working expenses, subsidy and interest. The loss was almost entirely on the California branch of our business. There was a moderate loss caused by the opening of the Magellan line, which was about balanced by a gain in the Central American trade.

To meet the loss on California business referred to, special efforts were made to divert shipments from sailing vessels, especially from England and the Continent, going around Cape Horn, reduced tariff's of through rates were adopted and new agents appointed. As a result our receipts have gradually increased, so that the first three months of 1872 amount in gross to $427,286, against $271,000 for the corresponding months of 1871, and this without any great help from the diversion of California goods to the Isthmus caused by the "snow blockade" on the Union Pacific road. This result would have been still more favorable had not the China trade, which was becoming important, been cut off in the fall of 1870, by the arrangement of the Pacific Mail Steamship Company, under which all these shipments were turned to the overland road. In the matter of diverting goods from sailing vessels by the Horn route there is still a wide field for effort. There are at the present time a larger number of connecting lines running to the Isthmus ports than ever before. They comprise the following:—

AT ASPINWALL.

North German Lloyd, from Bremen, one steamer each month.

Hamburg-American Company, from Hamburg, one steamer each month.

Compagnie Generale Transatlantique, from St. Nazaire, two steamers each month.

Royal Mail Company, from Southampton, two steamers each month.

West Indies and Pacific Company, from Liverpool, two steamers each month.

Pacific Mail Steamship Company, from New York, two steamers each month.

AT PANAMA.

Pacific Steam Navigation Company, from Valparaiso and intermediate ports, four steamers each month.

Compagnie Generale Transatlantique, from Valparaiso and intermediate ports, one steamer each month.

Central American ports, three steamers each month; parts of the year, four.

Pacific Mail Steamship Company, from San Francisco, two steamers each month.

Some of the lines propose adding to their service during the coming year.

To encourage emigration to California and other ports on the Pacific low rates of fare for steerage passengers have been adopted, in connection with the various steamer lines.

Arrangements have recently been made to extend the Central American line (which is owned by the company) to five ports in Mexican States north of Guatemala, the Mexican government having granted the company a favorable contract, with subsidy of $30,000 per annum.

During the past winter the trustees of the sinking fund have paid out of their fund, sterling bonds to the amount of $958,875. The amount of bonds now outstanding is £578,150, or $2,890,750, none maturing earlier than 1897, excepting the small amount of £19,350, which falls due in 1875. The trustees of the sinking fund still hold securities to the value of $325,000, which, with accumulations and moderate annual appropriations, will retire all the bonds at maturity.

Although, from causes beyond their control, the stock of the company has, within the past three years, undergone a severe and painful revulsion, yet the directors—some of whom were connected with the inception of the enterprise—cannot but look back with pride and pleasure to the fact that since the organization of the company, in 1849, $20,000,000 have been returned in dividends to the stockholders. While no such exceptionaly profitable results can now be looked forward to, yet the directors cannot but hope that there is still a future of fair remuneration to those interested.

JOSEPH F. JOY, *President.*

NEW YORK, *April* 1, 1872.

Pork Packing in Milwaukee.

The following is a statement of the business done in Milwaukee for the season of 1871-'72, in comparison with the eight preceding seasons:

	No. of Hogs.	Average weight per Hog.	Average Lard per Hog.	Lard, lbs.
1871-'72	313,118	222 86-100	39 1-8	12,252,244
1870-'71	240,344	226 1 8	33 1-4	7,992,602
1869-'70	172,626	199 1-5	26 3-8	4,554,902
1868-'69	129,094	211	30 4-5	3,971,516
1867-'68	159,463	189 1-4	35 1-2	4,060,328
1866-'67	183,870	218 4-5	31 3 8	4,183,652
1865-'66	88,853	232 1-2	33 1 2	2,921,479
1864-'65	107,229	196 7-8	23 5-8	2 514,812
1863-'64	141,091	202	17 1-8	3,791,185

☞ A despatch from Rondout says: "The first crossing over the Rosendale Railroad bridge (150 feet high) will take place on Saturday, when two large passenger trains will cross at once. Excursion trains will be run on the Wallkill Valley Railroad, and the event will be celebrated in grand style at Rosendale."

Cincinnati and Terre Haute Railway.

Work on the Cincinnati and Terre Haute Railroad is progressing with satisfactory rapidity to all who are friends of Terre Haute Railroad enterprises, through, of course, not of those who have pet schemes of their own to further which overbalance their home public spirit. Enough rails are now received to lay the entire twenty-five miles necessary to receive the stock subscribed to the capital stock of the company. This much will be constructed by the specified time. The division alluded to is from the St. Louis and Vandalia road down First street to Eel river. The council, on Wednesday, March 20th, voted, with one exception, to the granting of the right of way along that thoroughfare as reported by the special committee, consisting of the Mayor, City Engineer and Chief Engineer of the railroad company. This, certainly, will be a great improvement to the street.—*Terre Haute Gazette.*

Statement of the Public Debt of the United States April 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$250,000 00
5 per cent. 1881 bonds, 1861	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861	189,321,200 00	2,839,818 00
6 per cent. 5-20 bonds, 1862	288,680,500 00	7,217,012 50
6 per cent. 1881 bonds, 1863	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864	2,476,500 00	61,912 50
6 per cent. 5-20 bonds, 1864	77,051,800 00	1,926,295 00
6 per cent. 5-20 bonds, 1865	162,786,150 00	4,069,653 75
6 per cent. consols, 1865	229,480,900 00	3,442,213 50
6 per cent. consols, 1867	320,975,500 00	4,814,632 50
6 per cent. consols, 1868	39,266,000 00	588,990 00
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest	$1,818,965,850 00	$29,103,291 50
Interest due and unpaid		5,821,070 94

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$15,520,000 00	$156,013 53
3 per cent. navy pension fund, 1868	14,000,000 00	105,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	22,600 00
Aggregate of debt bearing interest in lawful money	$30,198,000 00	$283,613 53
Interest due and unpaid		2,660 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. bonds, 1842	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bonds, 1847	3,925 00	240 47
6 per cent. bonds, 1848	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	650 00
6 per cent. 5-20 bonds, called 1862	23,009,150 00	452,981 58
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,520 97
5 per cent. 1 year notes, 1863	107,547 00	5,372 35
5 per cent. 2 year notes, 1863	66,465 00	4,897 68
6 per cent. compound interest notes, 1863-64	622,910 00	123,287 74
7 3-10 per cent. 3 years' treasury notes, 1864-65	366,160 00	39,653 92
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	2,035,000 00	20,350 00
Aggregate of debt on which interest has ceased since maturity	$26,684,652 26	$737,350 30

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$90,906 25	
Legal tender notes, 1862-63	357,500,000 00	
Fractional currency, 1862-3-4	42 283,399 43	
Coin certificates, 1863	29,283,400 00	
Unclaimed interest		9,244 65
Aggregate of debt bearing no interest	$429,157,705 68	$9,244 65

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,404,398,550 00	
Bonds at 5 per cent	414,567,300 00	
	$1,818,965,850 00	$34,924,362 44
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	15,520,000 00	
	$30,198,000 00	286,273 53
Debt on which interest has ceased since maturity	26,684,652 26	737,350 30
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,590,906 25	
Fractional currency	42,283,399 43	
Coin Certificates	29,283,400 00	
	$429,157,705 68	
Unclaimed interest		9,244 65
	$2,305,006,207 94	$35,957,230 92
Total debt, principal and interest, to date, including interest due and unpaid		$2,340,963,438 86

AMOUNT IN TREASURY.

Coin		$120,200,610 29
Currency		10,431,299 23
		$130,631,909 52
Debt, less amount in Treasury, Apr. 1, 1872		$2,210,331,529 34
Debt, less amount in Treasury, on the 1st ult.		2,225,813,497 98
Decrease of debt during the past month		$15,481,968 64
Decrease from March 1, '69 to March 1, '72		299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,580 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,627,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $14,631,870 15; interest repaid by transportation of mails, &c., $3,521,087 97; balance of interest paid by United States, $11,110,782 21.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 30, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Pacific Railroad of Missouri.

At the annual meeting of the stockholders of this company, held in St. Louis on the 25th ult., the following gentlemen were elected directors.

Joseph Seligman, New York, vice E. O. Stanard.

Francis B. Hays, Boston, vice R. J. Lackland.

Charles J. Morrill, Boston, vice Oliver A. Hart.

T. B. Edgar, St. Louis, re-elected.

John J. Taussig, St. Louis, vice Benjamin Stickney.

The present Board stands as follows:

Hudson E. Bridge, B. W. Chambers, N. C. Chapman, W. H. Coffin, T. B. Edgar, F. B. Hays, George E. Leighton, Charles J. Morrill, Andrew Pierce, Jr., C. Ranken, Jr., Joseph Seligmen, and J. J. Taussig.

Of the new Directors, Messrs. Seligman, Hays and Morrill are also Directors in the Atlantic and Pacific railroad. It is understood to be the Board's intention to go on and complete the Carondelet branch immediately.

At a meeting of the new board of directors held subsequently, Hon. Joseph Brown was unanimously re-elected President, John C. Porter, Secretary and Treasurer, A. A. Talmage, Superintendent; C. L. White, Auditor; W. P. Lewis, General Freight Agent; E. A. Ford, General Passenger Agent; W. H. Patriarch, General Supply Agent; and E. B. Gibbs, Master Mechanic.

St. Louis, Salem and Little Rock Railroad.

This company was organized to build a railroad from Cuba, Crawford county, to Salem, Dent county, distance forty and a half miles. Capital stock, $500,000, has all been subscribed, the line permanently located, and they expect to complete it this year. The gauge is to be the same as the Atlantic and Pacific road, with which it forms a junction at Cuba; to be built in the most substantial manner, with steel rails. The corporators own the Simmons iron mountain, near Salem (the present objective point), which will be developed by this road, and by the erection of furnaces and iron works. The directors are A. L. Crawford, New Castle, Penn., president; Wm. Brewster, Erie, Penn., secretary; Wm. L. Scott, Erie, A. J. Crawford, Terre Haute, and C. C. Simmons, St. Louis. The well-known financial ability and business character of the parties named is a sufficient guaranty that the road will built, especially as they have made large investments dependent upon this road for development. —*Little Rock Gazette.*

☞ The Boston *Advertiser* says that the Air Line Railroad will undoubtedly be ready for business within four months. About fifteen miles of it will be ready for the rails within three weeks, when the work of laying them will commence. The citizens of Colchester will build a branch road to connect with the Air Line three miles long. When ready for ties and rails it will be presented to the Air Line, which will finish, stock and run it. The grading will cost the town of Colchester about thirty thousand dollars.

☞ The Missouri, Kansas and Texas Railroad is completed 38 miles south of the Arkansas river —nearly to the north fork of the Canadian. The company are building a branch to Fort Smith, and making preparations for the speedy construction of an independent line to St. Louis. The Holden branch is in progress, to be completed within a year from this date. The Missouri river, where the company propose to bridge it, at Jefferson City, is 3641 feet wide.

☞ The Venango *Citizen* says: It is almost a certainty that a railroad will be constructed down the west side of the Allegheny river from that city to Parker, and possibly to Pittsburg, passing through the immense coal fields of Butler county. A corps of engineers are now engaged in locating the route, and work will be commenced as soon as possible. It is probable that the road will be extended to connect with the Titusville and Buffalo road.

☞ The Randolph (Texas) *Courier* of recent date, says: "A friend of ours who recently traveled over the completed portion of the Cairo and Fulton railroad, between Little Rock and Little Red river, pronounces it the best new road, in every particular, that he ever traveled over, and that in fact it excels in smoothness and comfort many old roads."

☞ At a meeting of the Board of Directors of the Panama Railroad Company, held on the 2d inst., Mr. Alden B. Stockwell was unanimously elected President, and Mr. Francis W. G. Bellows, Vice-President. Subsequently the Board appointed Mr. Henry Smith, Treasurer, and Mr. John Keeler, Secretary.

☞ John J. Patterson has been elected President, and F. S. Jacobs Secretary and Treasurer of the Spartenburg and Union Railroad.

Kansas Pacific Railroad.

The Kansas Pacific Railroad Company has purchased $3,000,000 of the stock—three-fourths of the whole—of the Denver Pacific Railroad, which will give it a connection with the Union Pacific Railroad, entirely under its control. An English company, known as the North and South Railroad Company, will shortly commence to build a line from Kit Carson, Col., to Fort Lyon, Col., a distance of fifty-five miles, and this will be held by the Kansas Pacific, under a long lease. It will be built during the Summer, and will be important in regard to the new Mexican trade. This new road will afterwards extend towards Sante Fe and Albuquerque, and connect with the Southern Pacific Railroad on the 32d parallel.—*St. Louis Republican.*

☞ The financial condition of the Cary Improvement Company is represented as being most satisfactory. The balance on hand at the commencement of the year was $9,142 35; receipts from all sources, $255,089 72; expenditures, $262,022 28; leaving a balance on hand of $2,209 84. The directors for the ensuing year, recently elected, are: S. Willard, John Low, R. A. Richards, Julius Hallgarte, John C. Jones, W. Pratt, T. Hope; Secretary, W. Pratt.

☞ A decree has been entered by Judge Barnard in the foreclosure of the mortgage of property owned by the Boston, Hartford and Erie Ferry Extension and Railway Company, ordering the sale of the property of the company amounting to about $1,000,000. The property comprises the Newburg and Fishkill ferry and large tracts of land and trestle work at Dunning's Point, and the dock and storehouse property at Newburg. The sale is announced for the third of May next.

☞ The track of the Northern and Southern Divisions of the New-Jersey Midland Railroad was connected on the 28th ult., making a continuous line from New-Durham, three miles above the Erie Tunnel, to the State line, connecting the New Jersey Midland with the Unionville Railroad at Unionville, and with the New York and Oswego Midland Railroad at Middletown.

☞ The Oxford (Pa.) *Press* says that there has been considerable talk in that town, recently of the construction of a narrow gauge railroad from the coal regions above Reading, to Middletown, on the Delaware railroad, and thence to the Delaware bay, via Lancaster, Quarryville, Oxford, Louisville and Elkton. The *Press* claims that the project is not altogether speculative.

☞ The interest of the state of Tennessee in the Knoxville and Charleston and Rogersville and Jefferson railroads, has been sold—the former to Messrs. Steers & Patterson for $105,000, and the latter to Capt. Jaques, of the East Tennessee, Virginia and Georgia Railroad, for $28,000.

☞ The survey of the route of the Memphis and Kansas City Railroad through Arkansas has been completed. The State line was reached in township 11, range 8 west, sixty-three miles from Batesville. The elevation above that place is about 700 feet.

☞ Grading on the Northern Pacific railroad is completed from the east to seventy miles west of the Minnesota line; rails and equipment for the road to Missouri river are purchased, and also for two hundred miles on the Pacific end.

☞ Proposals will be received until the 8th inst., by J. M. Byers, chief engineer, for the graduation, masonry, bridge superstructure and ballasting of the Pittsburg, Virginia and Charleston Railway, extending from Dravosburg to Monongahela City, sixteen miles. Profile and specfications can be seen and all information obtained at the company's office, 64 Fourth Avenue, Pittsburg, Pa.

☞ The Pewabic Mining Company will pay a dividend of $1 per share April 5.

OFFICE OF THE
Toledo, Peoria & Warsaw
RAILWAY CO.,
No. 80 BROADWAY,
NEW YORK, April 1, 1872.

THE COTPONS DUE 2d of APRIL on Second Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company, will be paid, on and after that date, at the office of the Farmers' Loan and Trust Company, No. 26 Exchange Place, less Government Tax.

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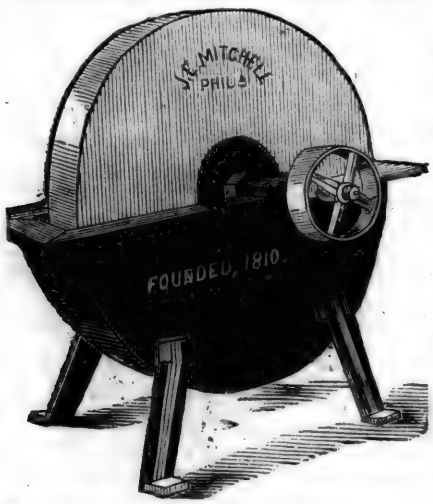
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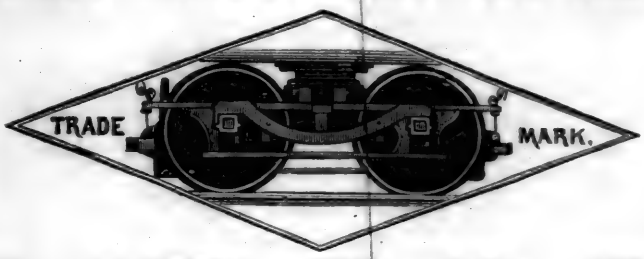
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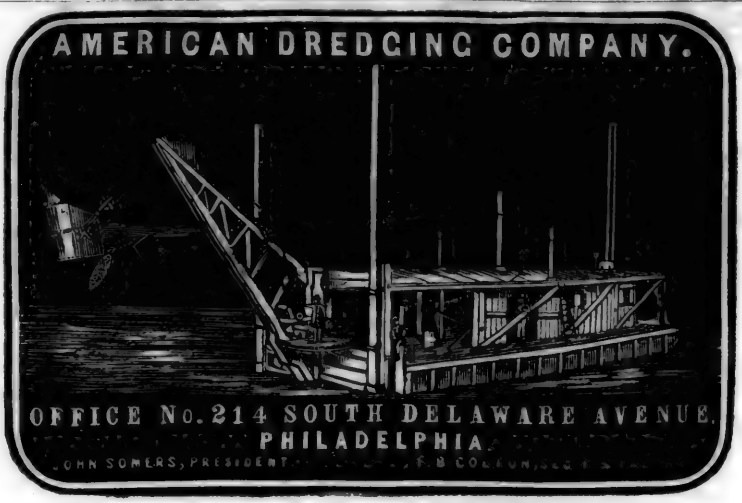
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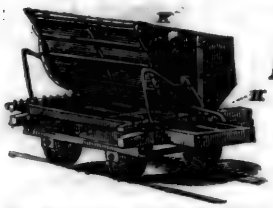
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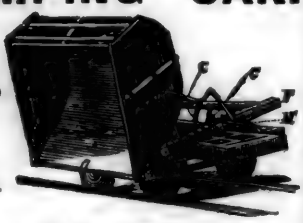


Fig. No. 1, Car Loaded & at Rest.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 15.] SATURDAY, APRIL 13, 1872. [WHOLE No. 1,877. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 13, 1872.

Grand Trunk Railway of Canada.

During the year 1871, there was an increase in the gross receipts of the Grand Trunk Railway of $1,043,273, the whole amount being $8,313,014, and expenses about $6,400,000. The managers are confident that the receipts of 1872 will largely exceed those of 1871, as the two past months show an increase of $150,000. Within a month or two the balance of the Grand Trunk equipment bonds, amounting to one and a quarter millions of dollars, have been disposed of at par. The work of improving the line is steadily going on. One hundred and ten miles of steel rails were laid up to January, 1872, and it is estimated that in four years the whole line will be relaid with steel, as iron has been found unsatisfactory on account of the rigor of the seasons, and the immense amount of freight transported. In the improvement of the rolling stock, twenty-two first-class passenger cars, twenty Pullman cars, twenty engines and a very large number of second-class passenger and freight cars have been added the past year, and more have been ordered for future use. During the past three years, one-thousand changeable gauge cars, for through traffic in freight, have been added, and fifteen hundred ordinary box and platform cars, making a total addition to the carrying capacity of the road of twenty-five hundred cars. The company have also ordered a new and commodious iron ferry-boat for use at Sarnia, large enough to transport a full passenger train,

APRIL INVESTMENTS.

To those who have funds to invest, and to those who wish to increase their income from funds already invested in other securities, we recommend Northern Pacific Seven-thirties. Bearing Seven and Three-tenths (7 3-10) gold interest, and secured by a First Mortgage on both the Road and Land Grant of great extent and value, they combine unusual Profitableness with unquestionable Security.

The proceeds of all sales of Land are required to be devoted by the Trustees of the Bondholders as a Sinking Fund to the purchase and cancellation of the First Mortgage Bonds, or temporarily to the payment of interest thereon, if necessary. This provision will make the Railroad Company itself a large purchaser of its own securities in the open market after the Road is completed, and until the Bonds mature or are all brought in.

The Northern Pacific Railroad Company will, during the present month of April, offer for sale and settlement about Two Million Acres of its Lands in Minnesota, and many thousand acres are already taken and applied for. Thus the immense landed estate of the Company begins at once to be available.

All marketable stocks and bonds will be received (by express or otherwise) at current prices in exchange for Northern Pacific Seven-Thirties without expense to the investor.

Pamphlets and full information will be furnished on application.

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Early Railways and Direct Lines.

It has been one of the difficulties attending the prosecution of the early railways in any part of the country, that they have been located not with reference to the shortest line between two important points in the commerce of any state or section, but to suit the needs or aspirations of small towns lying between. Subscriptions to the stock were needed, and these could only be secured by such variations from the proper route as must have disgusted the locating engineer. Mr. A. was rich; he lived in the town of B.; if the railway could run through the town of B., Mr. A. would subscribe for so much stock; if not, not; and therefore the road was located to suit the ulterior purposes of its stockholders, and not with the view of securing its economical working or the greatest amount of business. We have abundant examples of this. When the various railways which now constitute the New York Central Railway, were built, the policy which we have described was very influential in locating parts thereof—that part of the road between Syracuse and Rochester, instead of being built on the line of the Erie canal, which furnished easy grades and a right of way at low cost, was diverted so as to pass through Auburn, Geneva and Canandaigua—towns which contained wealthy capitalists and influential politicians, whose wishes could not be ignored—thus adding about thirty miles to the proper length of the road, and increasing the cost of operating it, which results from very heavy grades, and a bridge nearly a mile in length across the foot of Cayuga Lake. Then, again, between Rochester and Buffalo, the proper route was *via* the Niagara Falls, as affording better grades, and securing the pleasure travel to that resort; but Batavia and Attica had "influence" to which the interests of the road were sacrificed. The result was that it has been necessary to build a railway on the direct and natural route between Syracuse and Rochester, and from Rochester along the celebrated "ridge road" to Niagara Falls. The secondary structures have become the trunk lines, and the primary roads are now quite lateral in their character. The Erie railway did not escape similar difficulties. Its western terminus was fixed at Dunkirk, to satisfy a senti-

ment, and the consequence was that branches, extending to more suitable points on either hand, soon became necessary. Other instances might be cited to demonstrate that, between leading and distant points, the public imperatively demand that railways shall be built and operated over the most direct and expeditious routes.

We find on consulting railway maps, that in locating and building many western railways, the same difficulties have been encountered, with precisely the same results as in this State. Some of the older roads—(and a road West of the Mississippi that is five years old, is an "old" road)—are as crooked as ram's horns, and seem to have been located with reference to the needs of ambitious towns—"great" only in the dreams of their projectors, furnishing little local business, and not in position to command the traffic of a trunk line. —We see the natural result, high rates and increase of time. The straightening process, inevitable from the start, has begun; and they, if not already so, are threatened with soon being left in a subordinate and lateral position. An important work in this "straightening out" process, is the St. Joseph and Denver City Railroad, which will connect, by a route nearly straight, the important geographical positions of St. Joseph in Missouri, and Kearney City in Nebraska. It needs but a cursory examination to enable any intelligent person to discover that this road, when built, will become, naturally and inevitably, from its position, a part of the great trunk line connecting the Atlantic and Pacific Oceans, commanding a large proportion of the freight and passenger business of the Union and Pacific Railways. It will not be more practicable to ignore the advantages of a direct route and easy grades in this case, than in others which we have cited. The business so secured and assured, together with the revenue to be derived from the sale of fertile lands granted by Congress in aid of its construction, cause the bonds issued by this company to take rank among the most desirable now offered upon the market. Paying interest at the rate of eight per cent. per annum, selling at 2½ per cent. discount from par, and free from taxation of every character, they provide a security for the investment of idle capital, in which nothing is to be desired; intrinsic value and a high rate of interest seldom combined are there. The whole country is interested in the progress made in the construction of this road—a ship canal around Niagara Falls would not be more important, and its completion will work great benefits to all having relations of any kind with the Pacific Coast and the Far West.

Improved Dumping Cart.

We herewith present to the consideration of our readers a simple yet important improvement in dumping carts, which will, we think, commend itself to all extensively using such carts on rail way works or canals, in brickyards, excavating for building, mines, coal yards, etc.

The object of the device is to so facilitate the dumping of such carts that even boys may perform the driving and dumping, and do the latter almost instantly.

The tail-board, instead of being slid in between cleats fastened to the side of the cart body, or hinged to the same, is fixed to two supporting arms, extending backward from the shafts, to which latter the arms are attached at a point a little in front of the axletree, which causes the tail-board to move backwards, when it lifts, so that there is no strain upon it whatever.

The shafts, instead of being attached directly to the axle-tree, are pivoted strongly to the side of the body, and a little in front of the axle-tree, and the cart body is fastened firmly to the axle-tree, so that the latter forms the pivot upon which the body turns in dumping.

A lever and catch is attached to the front of the body, so that when, after dumping, the latter assumes the position shown at the left of the engraving, it is firmly held in position until the catch is unlocked by the hand lever projecting sidewise from the front of the body, and convenient to the hand of the driver, whether standing on the ground or upon a foot board fastened to the under side of the shafts, just in front of the body of the cart. It is impossible for the body to play from side to side (as is the case with other carts) on account of the shafts being attached to the outside of the body, near to the wheels, which gives the horse great control over the cart.

The cart is shown dumped at the right of the engraving. It will be seen that starting up the horse will at once bring the body into the position shown at the left of the figure, and lock it there.

This arrangement obviates all the difficulty of removing or raising the tail-board when the cart is loaded, caused by pressure of the contents. A very slight exertion releases the catch in front of the cart, which instantly dumps, and the moment the horse is started, again closes.

For further particulars address William and Henry Hand, Plainfield, N. J.

The Winter of 1871-2 in the Northwest.

The following table gives the average temperature during the past winter (1871-2), at the points named. Except in two instances, the figures are furnished by the United States Signal Office at Washington, and represent three daily quotations of the thermometer at each place—morning, noon and evening:

	Dec. 1871.	Jan. 1872.	Feb. 1872.	Mar. 1872.	Mean.
Louisville, Ky	35°	33°	33°	35°	34
St. Louis, Mo.	31	28	32	36	31¾
Chicago	23	27	26	29	26
Baltimore	30	35	36	33	33½
Philadelphia	30	29	32	32	30
Washington	33	33	34	33	33
New York	30	30	30	29	29¾
Helena, Montana	18	26	36	42	30
Kalama, W. T.	31	32	44		36

The temperature at Helena, Montana, may properly be taken as a fair average for the territory, and hence for the mountain section of the Northern Pacific Railroad, where climatic difficulties should be encountered if anywhere. Helena is on the general route of the road, directly in the mountains, and but a few hundred feet below the highest point on the line. Notwithstanding the past winter has been the coldest ever known in Montana, and a surprise to the people, it will be observed:

1. That the average temperature at Helena (latitude 46½°) for the four months was the same as that of Philadelphia, although the latter city is 4200 feet lower and 450 miles further south.

2. It was four degrees warmer at Helena than at Chicago, and only three degrees colder than at Washington.

3. During February and March it was much warmer at Helena than at Philadelphia, Louisville, St. Louis or Washington. During March it was 9 degrees warmer at Helena than at Washington and Baltimore.

4. The average winter temperature at Kalama, Washington territory, on the finished portion of the Northern Pacific road, (in latitude 46°), was several degrees warmer than at Louisville, Washington or Baltimore, in latitude 39°. The greatest cold of the past winter at Kalama was 14° above zero.

Letters from members of the Montana territorial government, dated March 6ht, state that for three weeks previous to that time (beginning about the middle of February) the weather had been so mild that all signs of winter had disappeared; farmers had put in nearly all their spring grain crops, and new grass was three inches high in the valleys. The significance of this can be appreciated when it is remembered that in the Atlantic States, as late as March 6th, intensely cold weather and heavy snows prevailed; trains were blockaded on many eastern roads, and up to the 2d of April frost had not left the ground in Pennsylvania, and the grass had not shown the slighest tinge of green.

These simple facts, mainly derived from official sources and easily verified, are the strongest possible corroboration of the statements hitherto made by the promoters of the Northern Pacific Railroad as to the climatic advantages of the valley route across the continent.—*Philadelphia Inquirer, April 6.*

Camden and Atlantic Railroad.

The receipts of this road for the years ending December 31, 1870 and 1871, were as follows, viz:

	1870.	1871.
From passengers	$222,069 04	$246,870 80
" freight	92,094 33	95,675 71
" express	15,750 90	17,423 96
" U. S. Mail	3,000 00	3,000 00
" miscellaneous	1,529 96	1,629 96
	$334,444 23	$364,500 43
Expenses viz:		
Running account	$51,258 36	$54,676 57
Workshop account	27,796 22	33,058 21
Superintendence	29,146 55	31,099 29
Station	13 238 66	13,474 67
Construction	3,608 68	4,648 41
Repairs to real estate	252 34	98 35
Repairs and renewals to roadway	46,610 69	96,624 63
Station repairs	2,012 26	3,513 69
Telegraph	1 054 45	939 35
	$175 078 21	$238,133 17
Balance	$159,366 02	$126,867 26

The president in his report says that the earnings for the year ending December 31, 1871, were $364,500 43; and the expenses of operating the road for the same period, $184,120 82—leaving the sum of $180,379 61 over the current expenses, and which has been appropriated, as follows:

Interest on bonded debt	$78,797 56
Insurance, taxes, legal expenses, premium on gold	11,677 74
Renewals for May's Landing Road	49,265 59
Increase to rolling stock	28,393 69
Construction	4,648 41

Two items in the foregoing statement require notice, namely, that for renewals, and that for increase to rolling stock. In regard to the latter, it was found necessary to purchase a new engine for the Summer's business, which cost $11,250 00

Ten second-hand passenger cars were also purchased for the same purpose for 8,400 00

These for a moderate outlay, were put in good condition, and will now, in all probability, last from five to eight years.

Two eight-wheel box and thirteen eight-wheel flat freight cars, and one wreck car, were built in the company's shops, at a cost of 8,743 69

Total $28,893 69

In the year 1862, it was proposed to build under the provisions of your charter, a branch road of about seven miles in length, from Egg Harbor City to May's Landing, the head of navigation on the Great Egg Harbor River. The route was located, and from five to six miles graded, when the enterprise had to be abandoned, owing to the financial difficulties under which the company was at that time laboring. A separate charter

was obtained early in 1871, and an agreement entered into with the new company, to lease their road when finished for a period of 999 years, at an annual rent of $2,675 for the first five years, and of $5,000 per annum for the residue of the term. The road was not to cost over $70,000, and to be paid for by the issue of $37,500 of bonds, and of $32,500 of stock. The road to be laid with a forty-pound rail, and constructed in a manner satisfactory to your president.

It was after consideration thought that a forty-pound rail would prove too light in case it should be found expedient to work the branch with the engines used on the main line, and that the iron from the main track, though deteriorated by a use of nineteen years, would answer a better purpose. An additional clause was therefore added to the agreement, wherein it was stipulated that the May's Landing Railroad Company should pay this company the price of a forty-pound rail, with fastenings, viz., $34,825 10, and that this company should supply such iron as they saw fit.

In order that an adequate number of good rails might be obtained for this purpose, iron sufficient to lay ten miles of main track, was purchase for.... .... $87,059 37
Additional cost for spikes, handling and transportation 4,303 99

Making a total of.... .... $91,363 36
Deducting from this amount the sum paid by the May's Landing Road.... .... $34,825 10
And that received from sales of old iron.... .... 7,272 67
42,097 77

There remains a balance of.... .... $49,265 59

to be charged to the renewal of roadway, consequent on the above named contract.

This iron has all been received, a portion of it laid, and a corresponding amount of old iron delivered to the May's Landing Road, which road is now completed to the extent of the grading and bridging, and will be opened for traffic during latter spring or early summer months.

On the ninth of August the Vineland Railroad, crossing your road at Winslow, and connecting with the New Jersey Southern at Atsion, was opened to freight and passengers. The business derived from this road has not thus far met our expectations, but it is increasing and will, doubtless, continue to do so until it becomes a source of considerable revenue.

A road from Atco to Williamstown, and thence to Glassboro, on the West Jersey Railroad, is now in the course of construction, and it is expected to be completed during the present year. As this road will pass through a rich and thickly populated district, and as there is an important glass factory at Williamstown, we may anticipate an accession of both passengers and freight from this connection.

There is also in contemplation a road from Blackwoodtown to White Horse, a distance of about four miles. This road your board has offered to lease at a rental of seven per cent. on its cost, not to exceed $15 000 per mile, and to guarantee bonds to an amount equal to one-half the cost. The benefit expected to be derived from this acquisition is an increase in the Marl business. Blackwoodtown being underlaid by a thick stratum of marl, said to be excelled in quality by none in New Jersey.

During the present month, and therefore not falling strictly within the province of this report, a purchase has been made of the Cooper's Point and Philadelphia Ferry Company, its franchises, stock, boats, and property of every description, for the sum of $82 800, to be paid for in the preferred stock of the railroad company, at par.

This purchase had become necessary to enable the company to carry on its business in a satisfactory manner.

An inspection of the "Comparative Statement of the working of the road for 1870 and 1871," in the report of the superintendent, will show a considerable increase in the ratio of the expenses to the earnings of the year 1871, over that of 1870, namely, from 51.14 to 64.03. This increase is almost wholly due to the heavy roadway renewal consequent on the contract with the May's Landing Road. Without such explanation the statement would lead to the belief that the road had not been so economically worked as in previous years. To place this subject in its proper light, the following table, including all repairs, but excluding roadway renewals, is submitted:

	1870.	1871.
Miles run by engines..	163,636	198 433
Total receipts	$334,444 23	$364,500 43
Working expenses.... ..	$166,613 99	$184,120 82
Receipts per mile run...	$2 04	$1 88
Expenses per mile run..	$1 01	$0 95
Ratio of expenses to receipts....	49.81	50.51

From the foregoing table it will be seen that there have been 29,797 more miles run, and $30,056 20, more income received in 1871 than during the previous year. That the receipts per mile run were sixteen cents less, and that there has been a reduction in the working expenses of six cents per mile.

The average number of miles run to a ton of coal, and to a quart of oil, is as follows:

Miles run to one ton of coal.... .... 74.30
" " " quart of oil.... .... 32.75

In consequence of the large sum expended on the track, it is confidently believed that for three or four years to come it will require nothing beyond the ordinary renewals not exceeding in any one year that of 1870; namely, $4,640. Nor is it supposed there will be any necessity for procuring additional engines or cars during the present year.

It is proposed to run the ferry, not under its old charter, but under the charter of the railroad company—a supplement to which permits this to be done.

The receipts for the year, after deducting the running expenses, interest, insurance, taxes, &c., were still sufficient to have paid a dividend of about nine per cent. on the entire stock. This balance, however, as has been seen, was appropriated to renewals, construction and additions to the rolling stock,—expenditures not likely to be required during the present year. And as there appears no reason to suppose the business will diminish, but, on the contrary, as the prospect is that it will increase, the stockholders have grounds for a reasonable expectation of receiving a dividend out of the year's operation.

The company have 9 locomotives, 19 first and 24 second class passenger, 4 baggage, 2 mail, 1 smoking and 97 freight cars. Miles run by locomotives with passenger trains, 142,801; with freight trains, 40,113; with gravel, wood, construction and switching trains, 10,519—total miles run, 193,433. Number of through passengers carried, 66,018½ do. way do., 249,349½; excurtionists, 51,450—total, 366,818. Number of passengers carried one mile, 14,568,875. Tons of freight carried, 66,443½.

Balance Sheet.

Capital stock—common..	$377,100 00
" preferred....	753,600 00
Fractional scrip....	1,019 58
First mortgage bonds....	490 000 00
Second mortgage bonds....	500,000 00
Third mortgage bonds....	100 00
Bonds and mortgages....	72.389 60
Second mortgage coupon scrip....	9,215 62
Wages due in December	4,046 31
Bills payable....	47,124 01
Due for materials (principally for May's Landing and Egg Harbor City Railroad)....	47,261 90
Balance of income....	126,867 26
	$2,428,174 28
Cost of road....	$1,767.075 16
Equipment....	859 751 83
Profit and loss....	101 896 28
Interest on bonded debt....	78.797 56
Discount, interest, insurance, etc....	7,193 55
Taxes and premiun on gold....	4,484 19
Car hire....	261 30
Cash on hand....	11,472 85
Materials on hand....	22.814 03
Notes and bills receivable....	4,804 84
Due by May's Landing and Egg Harbor City Railroad and others.	39,593 06
Stock and bonds of Sea View House	30 529 63
	$2,428,174 28

President.—Robert Frazer.

Directors.—Robert Frazer, Anthony J. Antelo, Andrew K. Hay, Samuel Richards, Walter D. Bell, Samuel R. Colwell, John Lucas, John F. Starr, James B. Dayton, Charles Cambles, Jr. Enoch A. Doughty, John S. Newbold, Charles F. Davenport.

Secretary and Treasurer.—D. M. Zimmerman.

Superintendent.—E. Collins.

Camp's Improved Dumping Cars.

We extract the following paragraphs from the Philadelphia correspondence of the *N. Y. Herald*:

"I have been much interested in the operations of the American Dredging Company, who have the contract for dredging the marsh land that has been selected as the most available site for the wharves of the American Steamship Company.

"The facility and regularity of their operations, the economical and rapid working of Camp's Dump Cars, which have been chosen by the company for their special merits in doing this kind of work, and the aggregate amount of work accomplished daily, * * * is another evidence that the Pennsylvania Railroad and the American Steamship Company mean business."

We refer those interested to Mr. Camp's advertisement—in another column. Now that the frost is out of the ground, and the season for railroad work has opened, we would recommend the attention of railroad men and car builders to this valuable improvement. Three or four of our first class companies, East and West, will probably soon have them at work.

Steel-Headed Rails.

The Chief Engineer of the Philadelphia and Reading Railroad condemns the use of the so called steel-headed rail, on the ground that the steel head is found to separate from the body—a difficulty not yet overcome by a peculiar arrangement of the pile in rolling, which had been intended to obviate it. Of all this class of rails laid on the main track of this railroad since March, 1869, over 25 per cent. have been removed. The solid steel rails, on the contrary, have uniformly proved satisfactory, showing but little wear, after a service of about four and a half years.

☞ By the report of the Maine Central Railroad Company, just issued, it is shown that the Knox and Lincoln Railroad, a fifty-mile link of the great shore line, delivered to and received from the Maine Central in 1871, for Boston, 4944 passengers, and for Portland, 2999. The European and North American Railroad delivered and received during the same year, for Boston, 4289, and for Portland, 2582. These roads were opened to business November 1. When completed to Bangor the Knox and Lincoln Railroad must

inevitably be one of the first passenger roads in New England. A large pleasure travel for Mount Desert and Penobscot Bay will undoubtedly set in with the hot season.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1871, were as follows:

From freight		$4,737,974 64
" passengers		1,440 856 79
" sleeping cars		29,889 00
" extra baggage		2,475 00
" mails		76,500 00
" express		145,886 47
" rent of property		170,958 93
" rent of cars and engines		21,261 69
" dockage		4,606 34
		$6,630,803 87
Net earnings over Chicago, Burlington and Quincy Railroad		317,866 34
Net earnings over Peoria & Oquawka Railroad		104,770 25
Total earnings in Illinois		$7,052,440 46
Earnings over leased lines in Iowa—		
Dubuque and Sioux City		945,277 37
Iowa Falls and Sioux City		282.277 90
Cedar Falls and Minnesota		121,146 08
Total		$8,401,141 81
Less operation expenses, viz:		
Salaries	$161,770 49	
General expenses	251,704 51	
Legal expenses	26,706 66	
Claims and damages	58,810 59	
Station expenses	688,775 52	
Freight train expenses	705,973 70	
Passenger "	276,238 79	
Repairs of engines	431,366 20	
" cars	425,277 75	
" tools, &c.	39,220 80	
Cleaning engines	49 858 57	
" cars	20,520 17	
Equipment expenses	58,717 53	
Repairs of road	1,157,913 90	
" bridges	132,424 67	
" fencing	49,455 65	
Operating St. Charles Air Line	4,279 95	
Insurance	33,894 81	
Repairs of Lake Shore protection	16,937 00	
Cairo and Columbus Transit Steamer expenses	18,586 76	
Dunleith Elevator expenses	1,118 40	
Loss and damage of freight by fire (not insured)	32,370 20	
		4,641,919 62
Leaving net earnings		$3,759,222 19
Deduct—		
Charter tax paid State of Illinois	$463,512 91	
Charter tax paid State of Iowa	19 532 91	
Rent of leased lines	543,328 93	
		1,026,374 75
		$2,732,317 41
Add—		
Amount applicable to Interest Fund, as per Land Office Report	$168,978 36	
Amount applicable to Free Land Fund, as pr Land Office Report	154,406 87	
		323,385 28
Net amount, as shown in General Balance sheet		$3,056,232 67

It will be seen that the gross earnings of the whole line were $8,401,141 81; operation expenses, $4,641,919 62; State taxes, $483,045 82; and rent of leased lines in Iowa, $543,328 93—leaving net earnings, $2,732,847 44, against $2,857,321 80, in 1870; a decrease of $124,474 36. The percentage of expenses to earnings, including State taxes, was 61 per cent., against 60.5 per cent. in 1870.

The gross earnings in Illinois were $7,052,440 46, and the net, $2,771,918 21—a decrease, compared with last year, of $18,187 01; and of leased lines the gross earnings were $1,348,701 35; working expenses $824,910 28; State taxes, $19,532 91; and rent $543,328 93—showing a deficit of $39,070 77. The president in his report says:

Illinois produced in 1870 and 1871 large harvests of corn, and fair crops of other cereals, which afforded a large freight traffic in Illinois the past year, and covered the decrease in earnings from business of the Iowa leased lines, caused by the partial failure of the crops in that State in 1870-71, up to the date of the Chicago fire, in October last.

The loss of traffic consequent upon the destruction of the business portion of the city by fire, has been large. Opportunely a demand from the Gulf States for the products of the Northwest, made a heavy freight traffic south, over the road in November and December.

The Earnings of the line in Illinois were		$7,052,440 46
The working expenses	$3,817,009 34	
And the State tax	463,512 91	
		4,280,522 25
Leaving net Earnings		$2,771,918 21
The Earnings of the leased lines in Iowa were		$1,348,701 35
Which, deducting the working expenses	$824,910 28	
ent	543,328 93	
And taxes	19,532 91	
		1,387,772 12
Shows a deficit of		$39,070 77
In working the Iowa lines, and reduces the net Earnings of all the lines operated by the Company to		$2,732,847 44
Against net Earnings in 1870		2,857,321 80
A falling off in 1871, of		$124,474 36

Making the proportion of expenses and taxes to gross earnings 61 per cent.

The total receipts from freight transportation in Illinois, show a gain of $128,084 20 over those of 1870.

The net earnings over the Chicago, Burlington and Quincy Railway, under the contract of 1867, show a falling off as compared with 1870, of $103,728 87, which is chiefly due to the lighter traffic from the Iowa lines. The Toledo, Peoria and Warsaw contract yields a gain of $36,951 57 over the earnings of 1870.

19,372,210 bushels of grain were forwarded from stations in Illinois, and 4,684,590 bushels from stations in Iowa upon our lines.

Of this quantity, 18,796,100 bushels were received at Chicago, and 2,362,140 bushels at Cairo; 89,386,000 feet of lumber were forwarded from Chicago, a falling off of 32,934,000 feet as compared with the shipments of 1870.

The total quantity of freight transported in 1871, was 1,831,944 tons, equal to 262,150,386 tons hauled one mile, which yielded an average revenue of 2.32 cents per mile. In 1870, 265,409,371 tons were hauled one mile at the rate of 2.31 cents per ton; in 1869 the receipts were 2.48 cents per ton per mile.

The Passenger service in Illinois shows a loss of $282,929 69 from 1870, a part of which is attributable to a reduction made in the tariff in August last.

The loss of records prevents the usual full reports of the Freight and Passenger departments.

The reports of the General Superintendent and Chief Engineer, to which you are respectfully referred, show in detail the working of the line.

The profits of this railway depend largely upon cheap transportation to the seaboard. At the present moment this is controlled by three Trunk lines of railway, which by means of their extensions, by leases, and traffic arrangements with new railways, cover the larger portion of Illinois, Iowa and Missouri. During the winter months they are overburdened with traffic, obliging the local western lines to await their convenience in taking freight. These railways have been extended during the past five years with unparalleled rapidity, without a corresponding increase of the capacity of the Trunk lines. At this season they give direct rail transportation from Central Illinois to the Atlantic States, at the same cost as obtains from Chicago.

The interest of the Trunk lines is adverse to legislation by the General Government or by the State of New York, tending to an improvement of the canal system. Scarcely any reduction in time, or cost of transportation by the New York canals has been effected, while on other canals the adoption of steam power for towage has proved eminently successful.

The interests of this railway are closely identified with those of the City of Chicago, its terminus, on Lake Michigan, in securing a return to the water route of the products of this State, in transit to eastern markets. Until a more liberal policy is obtained with reference to the canal improvements, we must sensibly feel the loss of the control of the local traffic in Illinois, and be obliged, as we have been since 1866, to increase our tonnage and mileage of trains, without a corresponding gain in net earnings.

The Company lost in the October fire its Passenger Depot, Freight Depot, the Land Office, several small buildings, and 26 freight cars. The loss on all the buildings, except the Land Office, was covered by insurance. Elevator A, on our station grounds, owned by private parties, was also destroyed; seriously crippling the grain receipts. The Freight Depot has been rebuilt. The building of a Passenger Depot is delayed, pending the determination of questions touching the title to lands conveyed by the Legislature of Illinois, in 1869, to this Company, the Michigan Central, and Chicago, Burlington and Quincy Railway Companies, for a joint passenger station.

A contract has been entered into with the Gilman, Clinton and Springfield Railway, by which all its Chicago and New England traffic is to pass over this road, and fifteen per cent. of our gross earnings therefrom is annually, for a term of thirty years, to be set apart to be invested in its first Mortgage Bonds.

We have substituted for the Chicago, Burlington and Quincy traffic agreement of 1867, one with that, the Chicago and Iowa, and the Chicago, Dubuque and Minnesota Railway Companies, under which we secure the eastern traffic of the latter line between Dunleith and Forreston, and a lower rate of toll between the main line and Chicago via Mendota and Forreston on all our northwestern traffic.

Negotiations pending at the date of the last annual report, for the extension to Cairo of the Southern railway system, have progressed so far that we anticipate being able to submit to the shareholders at the May meeting, a plan whereby this desired connection will be secured at an early day.

It seemed desirable in June last, to establish a fixed rental upon the Dubuque and Sioux City line, in lieu of the percentage paid under the present lease for twenty years; and it was agreed to submit this proposal to our shareholders at a special meeting in November. Circumstances prevented the proposed lease being submitted. The light crop in Iowa of the past two seasons, and the opening of competing railways, have resulted in a smaller traffic than was anticipated.

The gradual settlement of the country on the Sioux City extension, will yield a large increase of the traffic of this line.

The Land Department sold in 1871, 48,927.31 acres of the lands donated to aid the construction of the railway for $459,404 26, making the aggregate sales to the close of 1871, 2,215,789.77 acres for $23,349,721 24, and leaving unsold at that date 379,210.23 acres. $1,633,153 53 was collected, of which $1,000,000 has been added to the Construction Bond Fund.

The loss by fire of the Trustees' records, and of a part of the bonds delivered, prevent their further literal compliance with the terms of the Construction Mortgage. To protect the purchasers of lands, it has been deemed advisable to place at the control of the Trustees a sufficient fund to pay all the bonds. They had received, as shown by their statement of December 31, 1871, $13,605,500 of bonds which have been canceled, or destroyed by fire. The Construction Bond Fund amounting to $2,630,000, now at their disposal, with $300,000 to be added this year, will, with interest accruing to the fund pay the balance of the $17,000,000 Construction Bonds.

General Balance Sheet.

Permanent expenditures		$33,610,185 52
Interest & dividend account	$11,762,552 37	
Less avails of interest fund	3,056,232 67	
		8,706,319 70
Net cash assets		1,212 538 87
Working stock of supplies		831,335 91
		$44,360,380 00
Capital stock		$25,280,510 00
Canceled bond scrip		16,870 00
Funded debt—		
Construction bonds due April 1, 1875, 7 per cent	$3,062,500	
Construction bonds due April 1, 1875, 6 per ct.	332,000	
Currency Redemption Bonds due April 1, 1890	2,500,000	
Sterling Redempt'n B'ds due April 1, 1875	2,500,000	
	$8,394,500	
Less Construction Bond Fund	2,630,000	
		5,764,500 00
Bonds delivered Land Department	$13,605,500	
Less in hands of trustees	306,500	
		13,299,000 00
		$44,360,380 00

Net Cash Assets.

Cash assets, New York office		$1,780,928 02
Less sundry coupons, etc.		154,539 67
		$1,626,388 35
Liabilities Chicago office	$1,222,545 79	
Less assets	708,696 31	
		413,849 48
Total amount at debit in General Balance Sheet		$1,212,538 87

Permanent Expenditures.

Construction	$249,322 75
Equipment	158 511 56
Engineering expenses	2,526 96
Right of way	250 00
	$410,611 27
Add amount at debit of this account in last annual report	33,199,574 25
Total amount at debit in General Balance Sheet	$33,610,185 52

Interest Account.

Construction bond coupons, April and October		$235,065 00
Interest on redemption bonds, in currency		150,000 00
Interest on sterling redemption b'ds		150,000 00
Premium on gold and exchange used to pay coupons in New York and London		38,116 75
		$573,181 75
Dividends on shares—		
Dividend of January 30, 1871, 5 per cent	$1,263,775 00	
Premium on gold used to pay gold dividend of January 30, 1871	135,809 99	
Dividend of August 1, 1871, 5 per cent	1,263,785 00	
U. S. tax on above	63,188 99	
		2,726 558 98
		$3,299,740 73
Less interest received during the year 1871 on $1,552,500 Construction Bond Fund		77,500 00
		$3,222,240 73
Add amount at debit of this acc'nt in last Annual Report		8,540,311 64
Total amount at debit in General Balance Sheet		$11,762,552 37

Capital stock has been increased $270 by the conversion of canceled bond scrip.

The working stock of supplies consists of wood, coal, etc., on Chicago, Northern and Iowa Divisions, $59,723 12; materials and tools in road department, $371,838 10; materials at shops, $396,848 91; stationery, $2,925 78—total, at debit in General Balance Sheet, $831,335 91.

The lands remaining unsold are located as follows: on Main Line—south of Ohio and Mississippi Railroad 248,196.34 acres; between Scandoval and Decatur, 58,137.01 acres; between Decatur and Dixon, 4,353.88 acres; between Dixon and Dunleith, 12,568.33 acres. On the Chicago Branch—between Odin and Tolono, 37,636.01 acres; and between Tolono and Chicago, 18,018.66 acres—total, 379,210.23 acres.

The length of road is as follows: Main Line, Cairo to Dunleith, single track, 455.72 miles; Main Line Junction to Calumet, single track, 235.23 miles; Calumet to Chicago, double track, 14.55 miles; total in Illinois, 705.50 miles. Dubuque and Sioux City Railroad, 142.89 miles; Iowa Falls and Sioux City Railroad, 183.69 miles; Cedar Falls and Minnesota Railroad, 75.58 miles; total in Iowa, 402.16 miles. Track of Dunleith and Dubuque Bridge Company, 1.31 miles—total, 1,108.97 miles. Sidings between Cairo and Dunleith, 61.82 miles; between Main Line Junction and Chicago, 48.02 miles; on Dubuque and Sioux City Railroad, 12.75 miles; on Iowa Falls and Sioux City Railroad, 8.04 miles; on Cedar Falls and Minnesota Railroad, 3.06 miles—total, 133.69 miles. Total, main track and sidings, 1,242.66 miles.

During the year 6 first class engines were built at the company's works, making the number owned by them at the close of the year, 193; of these 34 were employed on passenger trains, 112 on freight trains, 26 switching, etc., and 21 undergoing repairs.

The number of miles run by engines with passenger trains, was 1,469,684; with freight trains, 3,453,554; with construction trains, 123,726; switching, 663 890—total, 5,710,854—an increase, compared with the previous year, of 323,248. Cost of repairs $468,958 71. Cost of repairs per mile run, 8.21 cents against 10.45 cents in 1870, 11.27 in 1869, and 12.72 in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 21.50 cents, against 25.15 cents in 1870, 25.49 cents in 1869, and 27.57 cents in 1868—the total cost being $1,228,038 89, against $1,355,465 95 in 1870, 1,381,349 88 in 1869, and $1,266,531 96 in 1868. The cost of oil, waste and tallow per mile run, has been 0.63 cents; of fuel, 6.01 cents. Av. miles run to a pint of oil, 14.29; to a ton of coal, 35.83.

The company have 79 passenger, 6 smokers, 1 officers', 1 pay, 45 baggage, mail and express, 17 sleeping, 2,512 grain, 50 Blue Line, 320 stock, 271 flat, 15 fruit, 10 Continental Line, 1,137 coal, 4 powder, 4 derrick, 3 tool and 2 tank cars, and 6 large and 10 small snow plows. During the year there have been built at the shops of the company and charged to construction account, 2 first class sleeping cars, 1 baggage car, 15 fruit cars, 10 house cars to be run in the Continental Line, and 67 coal cars. There were also built and charged to repairs, 26 cars to replace those burned in Chicago October 9th, and 14 house, 2 stock, 8 coal, and 2 flat cars to take the place of cars that have been missing since 1869. The cost of repairing passenger cars has been 2.12 cents, and of freight cars 0.58 cents per mile run.

The total number of passengers carried was 1,286,584—a decrease of 90,001. Number carried one mile, 60,590,862—a decrease of 3,714,356. Av. number of miles traveled by each passenger, 89.32. Av. fare of each passenger, $1 47.62. Revenue per mile of road, $1,714 64.

Tons of freight transported 1,831,944—an increase of 208,000. Tons carried one mile, 262,150,386—a decrease of 3,258,985. Tons carried one mile north, 144,755,699; do. south, 117,394,687. Tons of local freight carried one mile, 222,268,446; do., through do., 39,881,940. Av. distance each ton was carried 143.09 miles. Av. revenue per ton per mile, 2.32 cents. Revenue per mile of road, $5,494 91.14.

The amount of expenditures in road department, has been: for operation, $1,495,961 19; and for construction $249,322 75. There were used in repairs of road, 308,219 cross ties, and 11,108.19 tons rails, of which 214.15 tons were steel. 22 891 rails were repaired.

President.—John Newell.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, ex Officio. Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872; Lucien Tilton, George Bliss, John M. Douglas, until May, 1873; W. H. Gebhard, Wilson G. Hunt, Jonathan Sturges, until May, 1874; J. Pierpont Morgan, Louis A. Von Hoffmann, John Newell, until May, 1875.

General Superintendent.—A. Mitchell.

Treasurer.—W. K. Ackerman.

Land Commissioners.—Peter Daggy.

Chief Engineer.—L. H. Clarke.

☞ The directors of the Maine Central Railroad have decided to build an iron truss bridge across the Androscoggin, in place of the one recently burned.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,166	95,828	121,702	174,812	181,297	200.550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,333	633,758	768.719	729.274	783,099	807,815	777,183	828,447	746.800	612,805	7.983.513
1871	536,498	486,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322.278	355.270	335,985	409,251	401,283	357.956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275.140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342.897	348,039	408,686	408,859	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353.236	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317.839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754.671	547.842	7.976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211.530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251.940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,208.444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,308,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,349
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	240,169	274.021	249,355	319,012	317,887	339.239	319,573	284,156	3.273,719
1871	270,204	273,751	315,140	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616,666	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,561	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401.142
1872	642,466	527,068	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418.869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	285,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325.501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384.431	412,030	408,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 890	6,517,646
1869	454.590	330.400	420,951	460,288	630 844	678,923	586,531	525,547	724,782	1,040,102	801.136	496,596	7,250 068
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,318	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304.463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246.109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 580 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2.915,543
1870	196,787	218,234	263,065	270,934	248,266	249,987	211,219	300.071	318.957	365,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	298,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	243,328	260.449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,310	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,198,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.287	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	966,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,755,083
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,285,386	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,190,094	1,143,309	899,258	9,642,177
1871	508,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,642	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,628	127,817	175,950	171,868	157,396	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	106,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,983	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309 591	364,724	382,006	406,766	351,789	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,869	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,979	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	628,560	617,585	753,467	999,065	887,288	716,829	5,709,183
1870	426,520	500,130	589,254	706,606	803,436	746,436	643,048	644 051	728,621	719,696	570,168	508,053	7,654,094
1871	479,473	372,925	498,560	554,040	708,464	708,174	670,695	661,805	694,402	777,998	708,143	643,908	7,576,949
1872	578,888	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$			p. c.	$		$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000		87,061	22,593	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,783	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	100	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	101
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	907,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.85	210	15	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	312,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44
Sept. 30,'70	3.25	26	6	Genesee & Water st.(Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	850,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	6.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,946	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	68
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,387	400,000	100,000	81,557	172,240	12,419	—	100	100	90
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,997	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (O. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,800	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,800	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,969,777	888,100	1,100,000	—	570,593	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,998	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	31,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	51½
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	16,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	786	—	50	50	....
Oct. 31, '70	2.40	18	8	Williamsport .....Pa.	38,580	15,800	5,000	41,480	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	8 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,006	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1885	....
Central Park, N. & E.River: 1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18-	....
Eighth Avenue (N. Y.): 1st Mortgage.....	206,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	100,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	16,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	000,000	7	J.& J.	1875	....
Real estate.....	000,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	000,000	7	J.& J.	1885	....
Utica, Clinton & Bingham. 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage.....	130,000	7	J.& J.	1883	....
West Hoboken. 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1874	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2r6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,444,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	A. & O	Oct. '71 4
Washington Br.....100	1,650,000	A. & O.	Oct. '71 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref.100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M & N.	Nov. '71 6
Buffalo, N. Y. and Erie*.100	960,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,683,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,1. 9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850 400	F. & A.	Aug '71 1½
" " pref.100	769,800	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*..... 50	2,445,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Jan. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*1 0	3,9.6 3 00	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415 013	J. & D.	D.c. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin , Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967 800	— & —	.....
" " pref... 50	423,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*.. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A N	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 4
Columbus and Xenia*... 5	1,.80,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....	1,000,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & P sump sic v...1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.....	1,1 0,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,683	— & —	.....
Cumberland Val. R.V. ...	1,325,000	A & O.	Oct '71 4
Danbury and Norwal. . 5.	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee* .. 5	452,850	— & —	.....
" " pref. 50	2,000,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,300,000	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 00	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,600	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	800,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	50,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb. '66 4
" pref.....100	8,539,910	.....	Jan. '72 3½
Erie and Pittsburg* 50	1,000,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,.40,000	J. & J.	Jan. '72 4
Georgia	2,100,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) . 100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,650	M. & N.	Nov. '71 5
Harlem Extension	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.. 50	1,000,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,.80,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J & J	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*1 0	800,000	J & J	Jan. '72 4
Lake Shore & Mich. So..100	34 446,000	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	263,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½
Little Miami.*..... 50	$5.871,450	J.A. J.O.	Jan. '72 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehil'l. 50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Sonuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	800,000	M. & N.	July '71 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp..100	805.000	J.A. J.O.	Jan. '72 2½
New Jersey* 100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*..... 100	4,000,000	irregular.	July '71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
N rthern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051 800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,250,450	J A. J.O.	Jan. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,.00	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J & J.	.....
Paterson and Ramapo*..100	245 000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626,250	M.J. S.D	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,582,650	J. & J	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams 10n	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Oct. '71 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Jan. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..1 0	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred. ...100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. mnute..100	2,300,000	— & —	.....
" " " pref.ex 2.040.000		May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '71 3½
Schuylkill Valley* 50	578,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151 400	M & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	446,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267.300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,.89	— & —	.....
Taunton Branch 100	500,000	J & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	3,380,000	J. & J.	July '71 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Oct. '71 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Oct. '71 5
Brondw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.A.M.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	304,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..1 0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ...10 0	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Phi.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 6
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	902,.00	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75.000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan*.100	6,847,400	J A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,004,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,000	— & —	.....
" pref..... 100	8,648,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	4,000,000	— & —	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,00.,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,734,000	6	Jan. & July.	1880	114†
.. .. coupon	4,681,000	6	" "	1880	115†
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861..... registered	125,154,950	6	Jan. & July	1881	114†
.. .. coupon	64,166,250	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s)..... registered	34,055,700	6	May & Nov.	1882	111½
.. .. .. (5-20s)..... coupon	254,624,800	6	" "	1882	112†
Loan of March 3, 1863..... registered	53,398,050	6	Jan. & July.	1881	114†
.. .. coupon	21,601,950	6	" "	1881	115½
Loan of March 3, 1864 (5-20s)..... registered	2,476,500	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s)..... registered	36,839,900	6	May & Nov.	1884	112
.. .. .. (5-20s)..... coupon	40,211,900	6	" "	1884	112½
Loan of March 3, 1865 (5-20s)..... registered	42,619,450	6	May & Nov.	1885	109½
.. .. .. (5-20s)..... coupon	120,166,700	6	" "	1885	111½
.. .. 2d series (5-20s)..... registered	83,939,350	6	Jan. & July.	1885	111½
.. .. .. (5-20s)..... coupon	165,541,550	6	" "	1885	111½
.. .. 3d series (5-20s)..... registered	92,140,300	6	Jan. & July.	1887	112½
.. .. .. (5-20s)..... coupon	228,836,200	6	" "	1887	112½
.. .. 4th series (5-20s)..... registered	12,942,500	6	Jan. & July.	1888	113
.. .. .. (5-20s)..... coupon	26,323,500	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)..... registered	138,296,450	5	Mar. & Sept.	1904	108
.. .. .. (10-40s)..... coupon	56,276,850	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71. registered	120,211,200	5	F. M. A. & N.	1881	111½
.. .. coupon	79,788,800	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	15,520 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	399,874,306	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	93
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805.000	7	" "	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	6,927,000	6	Jan. & July.	'81-'82	100†
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	83
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1866).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,695	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	100
.. — .. .. of 1843	160,000	6	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	646,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	445,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,923	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1893	98½
.. — .. of 1864.....	4,379,560	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1888	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'72-'87	93
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100†
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- 74	100½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105½
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	8	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	pleas.	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1875	106½
.. —	5,150,100	6	" "	1872	106
.. —	2,099,000	6	" "	1873	106
.. —	473,000	6	" "	1874	105½
.. —	880,000	6	" "	1875	106
.. —	1,106,420	6	" "	1877	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	5	" "	1874	....
.. — .. .. (old)..	3,639,400	6	Jan. & July.	71-'91	36
.. —State Bonds for R. R. (new).	2,626,080	6	April & Oct.	'71-'91	....
.. — .. .. (new).	1,739,000	6	Jan. & July.	'92-'98	22
.. —Funding &c. Bonds of '66-'68	2,800,400	6	April & Oct.	'92-'98	....
.. —	1,821,400	6	Jan. & July.	1899	27
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14½
.. — .. (")..	1,600,000	6	" "	1875	....
.. — .. (")..	4,096,399	6	" "	1881	101
.. — .. (")..	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	6	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	6	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	36†
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	(6)
.. —*Funding Bonds	4,069,502	6	" "	"	60
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'76	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866.... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866..... coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	...
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guarnteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1890	44½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	51
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	200,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1865	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Crossent)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102½
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1880	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	90½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	96
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	84½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	91½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2 837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st Mortgage gold	26,010,000	6*	Jan. & July.	New York.	'96-'99	101½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley;						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	96
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	100½
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guarnnteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	691,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	94
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,786,000	7	Feb. & Aug.	" "	1892	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,061,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.)	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	96
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	700,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	77
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	$21,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,263,000	7	May & Nov.		1884	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1873	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.S.L.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,500	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	102
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1858, (cons'd)	1,916 6 9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.)	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	" "	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	95
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	94
3d Mortgage	6,000,000	7	" "	" "	1883	95½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1852	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'd (($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	---	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,733	5½*	— & —	"	1878	....
Mortgage Bonds	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1899	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,509,500	8	March & Sept.	"	1885	91½
1st Mort. (Q. and Palmyra R.R.)	700,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1876	103
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	85
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,530,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	63½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1886	....
Indianapolis & Madison (J.M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S. & M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
3d Mortgage assumed	3,107,000	7	April & Oct.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R. (L.S.& M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1903	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	"	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C. & N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
2d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	98
S. Fund Bonds(L.S.& M.So.1,013m)	2,000,000	7	" "	" "	1870	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol. M. coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort. (M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,683,000	7	" "	" "	1877	99½
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund, Clev. & Tol. R.R. 162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff. & E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1866	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands, &c., S F. free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	350,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1890	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort. of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort. of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	101½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	...
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	...
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1880	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	423,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	19-0	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,900	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor. gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	183,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort. (B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,464,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	84½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1900	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pitteburg:						
1st Mort. of Aug. 1, 1860....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,887	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	109½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,480	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	107½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So. Haven RR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort. (Det., Hills. & Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund.....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,683,000	7	" "	" "	1877	99½
Middletown, Unionville & W. Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.).						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,316,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent.).....	208.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.).....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,316,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148.500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1878	....
2d Mortgage (").....	2,000.000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,920	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1890	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage* .....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1870	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Strnitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,000	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	"	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1<0,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	250,000	7	April & Oct.	New York.	1883	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	2,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	91
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592.000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(s.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	103
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	104,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1873	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1886	....
North Eastern						
1st Mortgage.....	31.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141.500	7	" "	"	1899	....
Funded Interest.....	117,400	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,245,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84½
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	94½
Oil Creek and Allegheny River:						....
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	590,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	83
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	486,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						....
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(OB&Q):						....
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1880	90
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						....
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Rampo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,234	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	103,900	6	Various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	79-'90	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,060	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1885	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1888	93½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	102½
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						....
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1908	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						....
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sky f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	106½
Raleigh and Gaston:						
1st Mortgage	80,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgige (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute.						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1864	81½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864.	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 18 8	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,000,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)(or$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.	[illegible]	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar. by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67.	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67.	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	18,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,696,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1908	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	80
Income Mortgage	10,000,000	10	March & Sept.	"	1874	84½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July	Philadelphia	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	"	1891	38
Equip. Loans of 1866–'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	98½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia	1873	100½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	760,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	99
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	81
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	93
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	80
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan	2,000,000	6	" "	"	1897	14
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99
Gold Loan	980,000	6*	" "	"	1894	94½
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	— & —	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	93
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511.000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6 8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge... ....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150.000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930.000	.....	.....	42.0	87,679	.....	.....	182,680	78,839	—	100	....
May 31, 1871	53 0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27.000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598.695	29,999.000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200.000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased & oper. by	Grand Trunk.	.....	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris .. N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,063	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,580	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	375,984	—	1.650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,593,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	—	600,000	99.000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	—	Bellville and Southern Illinois.... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600.000	.....	.....	.....	—	.....	.....	.....	42 000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154 639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	288.9	.....	.....	10 mos.	5,785,987	863,186	10	100	154½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H	2,850,000	*	267,192	218 888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572.495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131.677	2,215,000	255,000	384,844	932.176	67.5	.....	.....	10 mos.	934.754	186 879	8	100	141
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5, 71,995	*	302.258	450.000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	148½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	155½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666.007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie... N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445.000	2,445.000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1.638,132	10,855,700	.....	2,156 846	—	.....	.....	.....	2,156.846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360.000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	52
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific... .....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209.162	1,130,795	980,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	50
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915.577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	78½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. by	West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	168,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.5	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100 0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,784,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1.000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B. & Ohio.)	842,436	68,323	—	100	30½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	—	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919.962	.....	.....	227.4	427.428	6,086,373	7,213,298	677,325	59,886	—	100	....
ept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila. a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350.972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	14,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	133½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...	Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	.....	73.0	(Re-organiza. of Cin. Peru & Chic.)	.....	.....	106	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes	Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	....	(Is now completed to Danv.)	.....	.....	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased & oper. by C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.		52,000,659	*	1,832,950	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	79½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..	Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Will be completed in 1871.)	.....	.....	.....	.....	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa.		26,703,243	*	439,304	1,564 451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,810,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	110½
Jun. 30, 1871	270.0	—	8.6	—	.....	.....	.....	.....	Chicago and South Western..	Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	....	(Will be completed in 1871.)	.....	.....	.....	.....	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick	Mo.	845,000	—	.....	.....	345,000	500,000	.....	.....	—	(Leased and oper.by North Missouri.)	.....	.....	.....	.....	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	8	Cin., Cumber. Gap & Charles. ¶..	T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....	40.0	25,000	.....	.....	24,379	2,096	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...	Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....	Ohio & Ind.	2,000,000	—	.....	.....	2,000,000	2,000,000	.....	.....	—	(Leased & oper. by Ind., Cin. and Laf.)	.....	.....	.....	.....	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	261,277	26,713	—	100	...
Jun. 30, 1871	18.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...	Tenn.	1,000,000	—	.....	.....	1,000,000	.....	.....	.....	—	(Leased & oper. by Kentucky Central.)	.....	.....	.....	.....	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....	Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	—	(Leased & oper. by Ind., Cin. and Laf.)	54,000	6	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..	Ohio	.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorganization of Cin.& Zanesville.)	.....	.....	.....	.....	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.	Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	.....	42.0	.....	152,136	44,851	.....	.....	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..	Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	23½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind..	Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,809,033	27,294,924	148 875,519	3,328,281	980,044	7	100	90½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning	Ohio	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased & oper. by Atl. & Gt. West'rn.)	.....	.....	.....	.....	7	50	...
Jun. 30, 1871	78.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....	Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....	76.7	.....	199,157	60,617	.....	.....	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....	Ohio & Penn.	11,278,837	*	218,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	16,807,404	2,763,741	1,187,430	10	100	91½
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...	Ohio, Ind & Ill	37,010,174	—	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. & oper. by Pitts.C.&S.L.)	3,293,193	1,107,470	.....	.....	100	30½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley	Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	—	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....	New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	—	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..	N.Hampshire.	1,108,859	—	.....	.....	350,000	.....	.....	.....	—	(Leased & oper. by Concord.)	25,000	.....	.....	.....	7	100	115½
Jun .30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..	Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River	Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,864	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	10	100	140
Dec. 31, 1870	—	—	—	44.0	.....	.....	.....	.....	Connecticut Valley.....	Connecticut.	982,000	—	.....	.....	789,251	.....	194,752	.....	—	.....	.....	.....	.....	.....	100	...
Dec. 31, 1870	67.5	1.7	.....	—	.....	.....	.....	.....	Connecticut Western.....	Connecticut.	1,599,393	*	.....	.....	1,419,365	81,000	.....	.....	—	.....	.....	.....	.....	.....	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper. by Phila. & Trent.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River	New Hampshire.	257,000	—	.....	.....	200,000	30,000	.....	.....	—	(Oper. by Northern N. H.)	.....	.....	.....	.....	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..	N.York.	447,528	—	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2 5	—	3	—	—	117	Cornwall	Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania.	Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....	Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	.....	.....	.....	.....	Danv., Hazleton & Wilkesbarre....	Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	.....	—	(Nearly completed at date.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....	Iowa.	1,018,000	*	.....	.....	258,000	880,000	.....	.....	—	(Being constructed at $26,000	pr.mile.)	.....	.....	.....	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	.....	141.4	.....	.....	.....	1,062,406	395.011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union	Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....	31.8	.....	.....	.....	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....	Ohio.	850,000	—	.....	.....	309,276	701,000	.....	.....	—	(Leased & oper. by Little Mia mi.)	.....	.....	.....	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....	Delaware.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	.....	110.5	(Leased & oper. by P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....	Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	108½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific*	Colorado.	5,000,000	—	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased & oper. by K Pacific.)	304,715	136,421	.....	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....	Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....	Michigan.	11,648,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..	Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased & oper. by Mich.Cen.)	.....	.....	.....	.....	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....	Maine.	300,000	—	.....	.....	122,000	175,000	.....	.....	14.0	(Leased & oper. by Me. Cent.)	18,000	.....	.....	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware	Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased & oper. by Phila., Wil.& Balt.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....	New Hamp.	480,000	—	.....	.....	480,000	.....	.....	.....	—	(Leased & oper. by Boston and Miami.)	29,000	.....	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi.	Iowa.	2,000 000	—	.....	.....	500,000	1,000,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western	Iowa.	1,732,892	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....	Iowa	5,880,000	—	.....	.....	5,000,000	880,000	.....	.....	—	(Leased & oper. by Ill. Centr.)	393,598	.....	.....	.....	—	100	74
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...	N. York.	741,000	—	.....	.....	468,000	273,000	25,000	.....	—	(Und. reorns. to be completed in 1871.)	.....	.....	.....	.....	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...	N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....	Penn.	264,000	—	.....	.....	89,800	175,000	.....	.....	—	(Leased oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	...
Dec. 31, 1870	7.5	—	0 3	—	—	—	—	—	East Mahanoy	Pennsylvania.	391,604	—	.....	.....	392,550	.....	.....	.....	—	(Leas. & oper. by Phila. & Reading.)	.....	.....	.....	.....	50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....	Pennsylvania.	1,484,290	—	.....	.....	1,209,200	495,900	.....	.....	—	(Leas. & oper. by Phila. & Reading.)	.....	.....	.....	.....	8	50	79
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..	Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	109½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. & oper. by Phila. & Wil.& B.)	76,772	25,320	.....	.....	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....	Pennsylvania.	122,000	—	.....	.....	100,000	80,000	.....	.....	—	(Leas. & oper. by Pennsylvania.)	.....	.....	.....	.....	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....	Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....	Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No returns—road incomplete.)	.....	.....	.....	.....	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(Leas. & oper. by N. Centr.)	.....	25,000	.....	.....	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..	Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leas. & oper. by N. Central.)	165,000	.....	.....	1½	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....	New Jersey, N. York & Pa.	64,972,451	3,440,588	582,548	—	83,536,900	22,398,800	.....	.....	845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,364,601	—	100	684
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....	Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. & oper. by Pennsylvania.)	.....	.....	.....	.....	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..	Maine.	2,404,792	182,279	223,511	—	520,700	3,000,000	.....	.....	58.0	96.100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville..	Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	.....	.....	.....	.....	Evansville, Henderson and Nashville.	Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No returns of operat'n.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	.....	.....	.....	.....	Evansville, Terre Haute & Chi..	Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Com'ence operations in Jan. 1871.)	.....	.....	.....	.....	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..	R. I.	330,089	*	23,289	1,406	150,000	150,000	269,450	.....	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....	Pennsylvania	130,000	—	.....	.....	90,000	—	35,800	.....	—	(Leased & oper. by Phg. & Connellsv.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg	Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	128
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....	New Jersey.	393,731	—	.....	.....	150,011	100,000	143,720	.....	13.0	(Oper. by Belv. & Delaware.	27,550	loss.	.....	.....	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....	Michigan.	3,221,759	*	1,118,282	78,316	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..	Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109 0	—	1.1	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....	Indiana.	2,800,000	—	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened for traffic in fall of 1870.)	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....	Penn.	159,427	—	.....	.....	80,000	14,000	65,632	.....	—	(Oper. by Phila. & Trenton.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....	N. Jersey.	283,745	*	99,267	.....	283,745	—	99,267	.....	23.0	89,644	.....	.....	62,912	5,8..	—	100	...
Apr. 30, 1871	—	—	—	80.0	—	—	—	—	Frederick and Pennsylvania Line	Md.	500,000	.....	.....	.....	306,000	250,000	.....	.....	—	(Rapidly approaching completion.)	.....	.....	.....	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-organ.of Buff. Bay., Braz. & Colo.)	.....	.....	.....	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson.	Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. by Receiver.)	.....	.....	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....	Georgia.	4,166,000	*	1,316,844	246,144	4,200,800	211,235	625,953	.....	232.0	910,753	.....	.....	1,500,098	667,538	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....	New York.	289,361	.....	.....	.....	104,294	226,300	75,500	.....	11.7	31,940	.51,150	58,264	30,356	10 050	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)	.....	.....	.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	8,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,867,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,684	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Western	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	40
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	...
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	100½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	166½
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,561	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000	.....	.....	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000	.....	.....	....	(Leased & oper. by Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L.Sh. & Mich. So.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	6	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,133,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,883,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	94½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction on at $33,000 p. m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)	.....	49,507	.....	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,649,250	2,556,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	119.5	76.6	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. i | n 1871.)	.....	.....	.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)	271,651	64	100	94	...	...	...
Dec. 31, 1870	25.0	—	....	67.0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jan. 30, 1871	51.0	—	—	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,837	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	20	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,894	8,680,912	8,478,000	805,465	748,977	381.6	1,500,940	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,843,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	.....	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	160	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	—	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,068	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	.....	2,500,000	150,000	.....	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	—	3,400,500	2,895,320	149,349	—	123.8	229,572	6,381,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1871	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	—	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	198,610	102,629	10	100	152
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	.....	.....	.....	.....	200,000	.....	.....	.....	.....	(Owned	& oper. by	Concord.)	.....	.....	.....	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,462	—	258,000	300,000	98,855	—	.....	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	.....	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	838	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	—	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	1044
Dec. 31, 1870	54.0	—	8.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	—	—	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.Tenn., Miss. & Ala.		8,752,559	*	386,008	771,054	—	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnished.	In h	—	ands of S	tate Rec	eiver.)	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	.....	.....	.....	—	2,350,000	.....	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	—	1,074,288	2,528,000	590,810	—	130.3	457,576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	—	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold by	bondho	lders.)	—	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	—	14,665,848	5,224,989	306,143	894,521	329.8	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	—	41,048	880,000	.....	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	.....	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	—	149,092	.....	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,628	—	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego on	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	—	110,050	225,000	50,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	—	1,500,000	1,100,000	.....	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,116	—	—	—	—	65,426	118,500	.....	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	.....	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	—	323,375	.....	.....	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	—	21,847,981	17,205,573	898,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	60
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	7	50	106
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	—	—	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	—	4,657,950	.....	.....	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	167.0	—	—	—	—	Mississippi River	Tennessee.	.....	.....	.....	.....	—	1,200,000	17,000p.m	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	.....	.....	.....	—	.....	20,000p.m	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	.....	.....	—	10,007,500	7,750,000	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	—	4,000,000	6,400,000	.....	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	—	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	—	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	—	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of New	York w	ho bough	t it for $2	,500,000.)	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	95
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,282	68 675	—	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	148
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,602	—	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.0	—	28	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	—	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and North western ¶	Tenn. & Ky.	.....	.....	.....	.....	—	.....	.....	.....	—	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	—	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	—	1,000,000	—	—	—	—	(Leas. b	y Del. Coal & N	av. Co.)	.....	.....	10	50	111
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	—	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	.....	.....	—	500,000	800,000	.....	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	750,249	—	—	—	—	605,000	93,300	2,000	—	—	(Leas. &	oper. by P	hg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	.....	.....	.....	—	850,000	2,200,000	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,956,994	*	140,264	.....	—	7,295,200	850,000	.....	—	—	(Oper. in	cons. with	Camd. &	Amboy.)	.....	10	100	126
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	6	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	—	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	24
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	—	—	—	—	—	3,000,000	3,000,000	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	—	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	—	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	—	.....	.....	.....	—	....	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	—	—	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	—	89,428,330	13,881,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	97
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,000,017	.....	.....	—	8,200,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	112
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	—	221,700	141,500	33,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	—	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	143
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	—	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	809,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	—	1,887,400	985,000	.....	47,791	67.5	338,059	.....	.....	746,089	205,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	—	1,000,000	—	—	—	—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	—	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	—	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	—	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	—	—	—	—	—	—	—	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	—	7,500,000	13,000,000	.....	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	—	3,150,000	3,882,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	102
Dec. 31, 1870	138.0	4.0	128.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	—	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,814,682	1,271,962	6	50	784
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	—	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	113
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,462	*	850,000	—	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	—	10,000,000	50,000p.m	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	—	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	—	5,051,800	529,800	101,464	271,239	122.0	(Leas. &	oper. by V.	Central.)	.....	.....	6	100	86
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	—	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	47
Dec. 31, 1870	95.6	3.5	49.3	—	31	17	5	274	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	—	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	85
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	—	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	112
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	—	2,892,540	5,340,676	574,313	.....	292.6	555,236	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,341,313	—	—	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	95,559	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400,000				450,000	200,000			....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,418		355.0	2,213,116	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	91
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	123½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		—	(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—					Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381	.....	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,600		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900	.....		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	58½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	175
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	117½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530.471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389.328	120, 06	10	100	128
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	100
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,276	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661.717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	66	16	829	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	886,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600,87	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,582	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—					Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			.....	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	393,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593.514	15,296,580	19,605,175	1,324,943	475,270	10	100	99
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	17
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.l	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	90½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684		.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	16	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0					Sav., Griffin & North Alabama..Ga.& Ala.	499,128	*	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....				—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—					Schuylkill Valley.....Pennsylvania.	576,050		.....	.....	576,050	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Ph	ila. & Read	ing.)	28,803	5	50	.....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	69
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	6	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	123
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	93
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpaic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,281	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	81
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	62
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and. Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	23½
" " 2d pref	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102½
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	203,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	61
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,516	6	6	36½
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,883,997	6	6	32½
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	50 —	@ 55 —
Pig, American, No. 1		50 —	@ 52 —
Pig, American, No. 2		49 —	@ 50 —
Pig, American, Forge		47 —	@ 48 —
Bar, Refined, English and American		100—	@105 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
	—Store Prices.—		
Bar, Swedes		120 —	@130 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ½ to 1 in.		105 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2½ to 2½ rnd. & sq.		110 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@ — —
Large Round		117 50	@122 50
Scroll		117 50	@147 50
Ovals and Half-round		120 —	@130 —
Band		— —	@117 50
Horse Shoe		115 —	@125 —
Rods, ⅜@3-16 inch		110 —	@150 —
Hoop		130 —	@172 50
Nail Rod	per lb.	— 7½	@ — —
Sheet, Russia, as to assortment	(gold)	— —	@ — 18½
Sheet, Single D. and T. Common		— 6	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7¼	@ — 8
Sheet, Galtanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	74 —	@ 75 —
Rails, American, at Works in Penna. c'y.		83 —	@ 85 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 16 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½ @ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 9 @ — 10
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @ 5 75
Cut, 8d. and 9d.		— — @ 6 —
Cut, 6d. and 7d		— — @ 6 25
Cut, 4d. and 5d		— — @ 6 50
Cut, 3d		— — @ 6 25
Cut, 2d and 3d. Fine		— — @ 8 —
Cut Spikes, all sizes		— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @ 7 75
Clinch, Kegs		7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...	per lb.	— 20 @ — 33
Copper		— — @ — 51
Yellow Metal		— — @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 50
Straits	(gold).	— — @ — 42
English	(gold).	— — @ — 41

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....	per box. 13 75 @14 —	15 — @ 15 50
I. C. Coke	12 — @12 50	14 — @ 14 50
Coke Terne	10 50 @10 75	11 75 @ 12 —
Charcoal Terne	11 75 @12 —	13 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	11½ @ — 12
Crude, 40 @ 47 gravity (in shipping order)	—	— @ — 16½
Refined, Standard White (in ship'g order)	—	— @ — 21½
Refined, S. W. (in jobbing lots)	—	— @ — 23
Refined, S. W. (in tin)	—	27½ @ — 28
Naptha, Refined, (65 @ 73 gravity)	—	10 @ — —
Residuum	per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @ — 48
Copper, Bolts	— — @ — 48
Copper, Braziers' (over 16 oz.)	— — @ — 48
Copper, Nails	— — @ — 51
Copper, Old Sheathing, &c., mixed lots	— — @ — —
Copper, Chile Pig	— — @ — —
Copper, American Ingot	— 44 @ — 45
Yellow Metal, New Sheathing and Bronze	— — @ — 30
Yellow Metal, Bolts	— — @ — 32
Yellow Metal, Nails	— 30 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90 @ 6 —
German	(gold)	5 90 @ 6 —
English	(gold)	5 95 @ 6 80
Bar		— 8½ @ — —
Pipe		— — @ 10 —
Sheet		— — @ 10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @ 12 —
Liverpool House Cannel		— — @ 17 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Canton Co.	95	....	....	....	....	....
Central Pacific 6s	102½	....	101¾	101¼	101	101½
Central of N. Jersey	....	....	110½	109½	109¾	110½
Chicago & Alton	....	....	117½	117¾	....	....
" pref.	....	....	....	....	....	123
" 1 M.	105	....	105	105	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	134	133¾	....	....	....
" 8s, 1883	....	....	....	....	113¾	....
Chic. & Northwestern	81½	83½	83½	84½	82½	82
" pref.	94½	....	95½	94½	94½	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	101
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	115½	116½	116	115½	112¾	111½
Chi., R. I. & Pa. 7s, 1896	....	101½	101½	....	101½	....
Clev., Col., C. and Ind.	90½	90	90½	90¾	90	90
Clev & Pittsburg guar.	92½	92½	92	92½	92	91½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	86	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	....	....	....	....	....
Col., Chi., & Ind. C.	31½	32½	32¾	32¾	33½	31½
" 1 M.	89½	....	89½	90	90	90
" 2 M.	....	77¾	....	77	....	....
Del. & Hudson Canal	119½	....	119	....	119¾	....
Del. Lack. & Western	109½	109½	....	109	108¾	108½
" 1 M. 7s	....	....	....	102	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	61½	63	62½	62½	65	64½
" pref.	80	....	80	80	81	81
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	97½
" 3 M. 7s, 1883	....	....	96	....	....	....
" 4 M. 7s, 1880	91½	....	....	....	92	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	92	92	....	....	....	....
Hannibal & St. Joseph,.	43	42	41½	41	41	40
" pref.	....	62	....	....	....	....
" 8s, conv.	....	....	....	....	....	91½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	133	133	....	....	....
" bonds	103½	....	....	....	103	....
Lake Shore & Mich. S'th.	96½	96½	96½	96	96½	95½
Lake Shore Div. bonds	....	94½	....	95	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116	....	116	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	99	99	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	3	3	....	2½	2½	....
Milw. and St. Paul	62	63	63	60½	61½	61½
" pref.	80½	80½	....	80½	80½	80
" 1st mort.	93½	93	....	....	....	93½
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	95	....	....	....	....	....
Missouri 6s	96	96	....	....	95½	95½
" H. & St. J. 1ss	....	....	....	93	93	....
Morris and Essex	95½	95½	95½	....	....	95½
" 1st mort.	105	....	....	....	....	....
" 2d mort.	99	....	98	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	102½	....	102½	....	....	....
" 6s. S.F. 1883	94	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	99½	99½	98½	99	98½
" certificates	91½	....	....	91½	92½	92
N. York and Harlem	112	114½	112½	112	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	103	....	103	103	....	103
N. Carolina 6s, old	....	....	....	....	36	....
" new	20½	....	....	....	....	....
Ohio and Miss.	48½	49½	49	48½	48½	48½
" pref.	77	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	63½	63½	64½	63½	64½	64
Panama	92	....	....	....	90½	91
Phila. and Reading	115½	117	117	117½	....	117½
Pitts., Ft. W. & Chi. gtd.	....	....	96½	....	....	....
" 1 M.	....	....	106	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	100	....	....	....	....	....
Quicksilver Mining Co.	37	....	39	39	40½	39½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	100
" 2 M. pref.	....	88½	....	....	88½	....
" Income bds.	....	....	....	....	81½	....
Tennessee 6s, old	....	....	....	....	67	67½
" new	....	66¾	67½	....	67	67
Tol., Wab. & Western.	79¾	79½	79½	78½	79½	78½
" pref.	....	....	....	....	....	....
" 1 M.	....	97	....	....	97½	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	91	91	90	....	....	....
Union Pacific	38½	39½	38¾	37¾	38¾	38
" 1st mort.	92	91½	91½	91½	91	91½
" L. Gt. 7s	82½	82	81½	81½	81½	81
" Inc. 10s.	87	87	86½	....	85	84½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	60
" consol.	....	....	....	....	....	....
" def. cert.	16	....	....	....	....	17

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	107⅞	....	108	....	....	....
U. S. 5s, 10-40s, coup.	....	108⅝	108¼	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	111¼
U. S. 5s, 1881, coup.	110¼	....	....	109⅝	....	110⅝
U. S. 6s, 1881, reg.	....	....	....	....	....	114⅝
U. S. 6s, 1881, coup.	115⅛	....	....	....	....	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	112⅛	....	....	112⅛	112⅝	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	112¼	....	....
U. S. 6s, 5-20s, reg. '65.	109⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	111⅜	....	....	111⅛	111⅜	....
U. S. 6s, 5-20s, r. n. '65.	111⅛	111½	111½	111⅛	....	....
U. S. 6s, 5-20s, c. n '65.	111⅜	112⅜	....	111⅛	111⅜	....
U. S. 6s, 5-20s, reg. '67.	112⅝	112⅝	113	....	....	112⅜
U. S. 6s, 5-20s, c. 1867.	.113	....	113	113	113	112⅜
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	113½	113	113½	112⅜
U. S. 6s, Pac.R.R.issue.	115⅜	....	....	115	....	115½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa preferred	47½	47½	47½	47½	47½	....
Camden and Amboy	126½	126½	126½	126⅜	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96⅛	96½	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Lehigh Navigation	45½	45½	46⅜	47⅜	47⅜	47½
" 6s, 1884	....	....	....	....	....	....
" Gold L.	93	....	93½	....	94	94⅛
" R. R. L.	93	....	93½	....	94	94
" Conv. L.	....	....	....	95½	96	....
Lehigh Valley R. R.	59½	59	59½	59½	59⅝	59½
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	96	96
Little Schuylkill R.R.	....	....	46⅜	....	....	....
" 7s.	....	....	....	....	....	....
Minehill	53½	....	....	....	....	53½
Morris Canal	....	....	....	....	49	50
" pref.	....	....	....	....	125	....
North Pennsylvania	....	....	51	....	....	51
" 6s, 1880	....	....	....	....	100½	....
" 7s.	....	....	....	....	97	97½
" 10s, 1887	....	....	....	....	....	....
Northern Central	39	39½	39	39½	....	....
Oil Creek & Alleg. Riv.	39½	39⅝	40	40½	41⅝	50
" 7s.	82⅜	82⅜	....	83	....	....
Pennsylvania R. R.	61½	61⅜	61⅝	61⅝	61½	61⅜
" 1st M.	....	....	99	99	....	....
" 2d M.	....	....	97⅛	....	....	....
" Gen. mort.	....	....	....	92⅜	93	....
" " reg.	92⅜	....	....	....	92⅜	....
Penn. State. 6s.1st series	101½	....	....	101⅜	....	101½
" 6s, 2d series.	103½	105	....	105	....	105
" 6s, 3d series.	107½	....	....	....	....	....
Philadelphia City, 6s.	....	....	97½	97½	97⅞	....
" new	101½	101⅜	101⅝	101⅝	101⅞	101⅞
Philad., Germ. & Nor.	87½	87½	....	87½	....	....
Phila. & Reading	58	58½	58⅜	58⅝	58⅝	58⅝
Philadelphia and Erie.	29⅜	....	29½	....	29	....
" 6s.	....	....	....	....	....	....
" 7s.	89½	89½	....	....	....	....
Phila., Wilm. & Balt.	56½	56⅝	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	16½	16½	16⅝
" 6s, 1882	78⅝	....	....	78½	78½	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse).	21⅜	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	33½	....
13th and 15th sts.	....	21½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875.	....	....	100½	100½	....	....
" 1886	....	....	....	....	....	....
" 1890	....	98½	98	98	98	98½
" 1884	....	....	....	....	....	....
" 1900	98½	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	93½	....	94½	94½	94½
Marietta & Cin. 1st M.	....	98⅜	....	98	98	97⅜
" 2d M.	89½	....	....	....	89⅜	....
" 3d M. 8s.	76½	76½	76⅜	....	....	....
Northern Central	....	....	39	39	38⅝	....
" bonds, 1885.	....	....	....	....	....	94
" " 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	....	94⅜	94⅜	94⅜	94⅜	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	93	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	58½	....	58½	57	55½	55⅜
" Defer. Certif.	17	16½	16½	....	16	....
City Passenger R R.	....	....	....	....	....	24

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 10.

	Th.4.	F 5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	....	155	154½	154½	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	145½	147	....	146¼	146¼	
Boston and Providence	153	154	....	....	155½	
Boston, Hartford & Erie	5½	8½	....	7⅜	7	
" 7s, new	44½	45⅜	45⅜	45½	45½	
Cheshire, pref.	....	....	....	....	....	
Chi., Burl. & Quincy	....	134	134	....	....	
Concord	....	....	....	....	....	
Connecticut River	140	....	....	....	....	
Eastern	108⅜	109½	....	109½	109⅜	
Fitchburg	....	....	....	137½	138	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	116	116½	116½	....	116	
Northern, N. H.	....	....	....	....	113	
Ogdens. & Lake Champ.	86½	....	86½	86½	86	
" pref.	103	102½	....	....	....	
Old Colony & Newport	....	112	112½	112	112	
Ph., Wil. & Baltimore	56⅜	56½	56⅜	56⅜	56⅜	
Portl'd, Saco & Ports.	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s	90½	....	90½	89	....	
" Land Grant 7s	....	....	81½	81	....	
" Income 10s.	86	86	85½	....	....	
Vermont & Canada	....	99½	....	99⅜	99⅜	
Vermont & Mass.	84	84	....	....	85	
South Boston (Horse)	....	....	....	....	71⅜	
Cambridge "	....	....	....	101	....	
Metropolitan "	....	....	....	....	....	
Middlesex "	....	....	....	....	....	
Central Mining Co	36	39	40	40	42	
Copper Falls "	16	16⅜	17⅜	18	17⅜	
Franklin "	14⅜	17	15½	15½	15	
National "	8	8½	....	9½	9	
Pewabic "	13½	14	15	14⅜	14½	
Quincy "	59	61	62½	64½	64	

London Stock Exchange.

	Closing Prices. Mar. 29.	Mar. 22.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	78 — 82	75 — 80
Do. do., 2d mort., 1881	68 — 72	70 — 75
Do. Penn., 1st mort., 1877	— — —	— — —
Do. do., 2d mort., 1882	— — —	— — —
Do. Consol. 7 per cent. mort. 1890	— — —	— — —
Detroit and Milwaukee 1st mort. 7s	76 — 80	76 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	41½ — 41¾	41½ — 41¾
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	101 —103	101 —103
Do. 100 dol. shares, all paid	109½—110½	108½—109½
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort 7s, 1897	90 — 92	87 — 90
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	100 —102
Do. General mort. 6 p. c. 1910	95 — 97	95 — 97
Do. $50 shares	49 — 51	49 — 51
Philadelphia and Erie 1st mort. 1881.	98 — 100	98 —100
Do. with option to be paid in Phila.	98 — 100	98 —100

American Railroad Journal.

Saturday April, 13, 1872.

Stock Exchange and Money Market.

There has been extraordinary activity in the line of call loans to the Stock brokers, at rates varying widely, the extreme range having been from the legal rate, in a very few instances, to the same rate per annum and additional commission of ¼@⅜, and even in some negotiations, as much as ½ of one per cent. per day. The course of the market throughout has been more or less severely against the borrowing interests, due, in a considerable measure, according to current street reports, to speculative manipulations of the supply of money, which led to the withdrawal from free circulation of large amounts of funds, with a view to the aggravation of the Money pinch, and to the depression of share values, in the interest of the more daring operators for a break in prices. The alleged interference with the available supply of Money led to much angry discussion in financial circles, but without any substantial gain to the market, or advantage for parties needing help. Most private lenders made full and unreserved use of the pressure, for their individual benefit, with little, if any regard, for the position of borrowers. The city banks were not able to afford much aid, in view of their own reduced resources, but they generally endeavored to accommodate their customers, and meet their necessities as far as practicable. There was a very slow movement in the discount line, with rates on choice to very good business paper ranging nominally from 8@12@15 per cent. per annum. The closing quotations for call loans on Wednesday were $\frac{1}{16}$@⅛ of one per cent. per day, added to the legal rate. The U. S. Sub-Treasury office increased its coin and reduced its currency reserves slightly. The city banks enlarged their loan and discount average nearly 1¾ millions during the week, while slightly reducing their outstanding circulation. The U. S. Sub-Treasury held currency balance at the close of business on Tuesday of $4,026,802, and a coin reserve, of $69,070,242.

The city banks, in their latest return, show a reduction of $2,954,500 of legal tender notes, $1,620,600 of specie, and $1,993,300 of deposits; an increase of $1,716,000 in their loan and discount averages, and a decrease of $4,700 in their item of circulation. The city bank exchanges, last week, averaged $156,387,000 and thus far, this week, about 135 millions daily. The banks now hold only $1,189,250 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,764,100, against $15,512,186 same time last year. The city bank deposits are now $201,065,500, against $215,793,673 week ending April 8, 1871. The legal tender reserve amounts to $38,695,200, against $50,945,997 same time last year. The circulation now stands at $28,014,700 against $31,568,901 same time last year. The loans are now $278,483 400 against $290,107,870 at this date last year.

The coin reserve of the city banks is now about 19¾ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 38⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $81,103, and enlarged its coin reserve $317,304 as the result of the week's business. The receipts of the office were $3,839,843 in coin, and $4,712,868 in currency; payments, $3,522,539 in coin, and $4,798,972 in currency. The office received $3,388,000 in coin or its equivalent, from customs; and disbursed $157,788, of coin interest.

Government revenues yielded fairly, through the week. The excises yielded within the week about 3¼ millions, and thus far since July 1, 1871, $99,562,237. The customs at the port of New York, last week were $3,279,327; at the outports, equal to about $1,100,000 more, all in coin, or coin certificates.

Gold has been quoted somewhat stronger, in view of the heavy importations of foreign goods, and the comparatively moderate exports of domestic produce. The speculative demand has shown rather more spirit, though kept in check by the severe stringency in Money. The customs call has been up to a fair average, and the outward movement has been on an enlarged scale.

The range of the price during the week has been from 109⅞@110½ and the closing quotation on Wednesday was 110⅜ against 110 the pre-

ceding Wednesday. The specie outflow, last week, was $916,474. The Gold Exchange Bank clearances have averages about 2⅝ millions per day during the week.

The customs demand for Gold last week, averaged $564,667 a day; thus far, this week, it has averaged $580,000 a day, or equal to a weekly aggregate of $3,480,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $14,411, and since Jan. 1, 1872, $575,216 against $2,787,040 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $123,776,090 against $114,773,792 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 6, 1872, $62,274,942, against $66,901,670 same time in 1870-'71.

The export drain of specie was $916,474 last week, against $846,617, same week preceding year. The shipments since July 1, 1871, have been $28,831,380 against $56,370,300 same time in 1870-'71.

Under the Treasury programme for April, Government propose to sell Gold as follows: Thursday, April 18—One Million; Thursday, April 25—One Million. And to buy in U. S. bonds as follows: Wednesday, April 17—One Million; Wednesday, April 24—One Million.

Foreign Exchange has been very quiet, with rates quoted about the same. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109¼; sight bills on London, 110.

The produce exports from this port, week ending with April 9, were to the currency value of $4,369,131.

Government securities have been generally strong in price, despite the money pressure, and the demand has been fair, mainly for investment purposes.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115¾@115⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) 112⅝@112⅞; U. S. Five-Twenties of 1864 at 112⅝@112⅞; U. S. Five-Twenties of 1865, 113¼@113½; U. S. Five-Twenties of 1865 consolidated, 111⅞@112; U. S. Five-Twenties of 1867, 112¾@113; U. S. Five-Twenties of 1868, 113⅛ 113⅜; U. S. Ten-forties at 108⅜@108⅝; U. S. Fives of 1881 (Funding Loan) 110@110¼. Six per cent. currency bonds, 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Mar. 27.	April 3.	April 10.
Consols.....	93 1/16	93⅛	92⅝
U.S. 5-20's of 1862..	92⅝	92¾	92¾
U. S. 5-20s, 1865....	93¾	94	94
" 1867	93¾	93⅝	93⅛
" 10-40s	89½	89¼	89¼
Erie	54½	54	54½@55

State bonds have been in moderate demand, at variable prices.

A fair demand prevailed for Railway Bonds, chiefly from investment purchasers, at firm prices, despite the unusual activity in the Money line. Central Pacific Sixes have been in demand on home and foreign account, and strong in price, closing at 101¾@102. Chesapeake and Ohio have been selling to fair extent at 94 per cent. and accrued interest.

Railway and Miscellaneous share property, has been active, and values have fluctuated materially, influenced, mainly, by the extreme and persistent stringency in Money, said to be largely due to speculative manipulations of the supply of funds, though, in good part, also to the recent rapid increase of values and of stock dealings, at the Stock Exchange, which called for much more liberal pecuniary aid, to keep the speculative machinery in free working order.

There has been a brisk movement in Ingot Copper at a further material rise in prices; sales, 1,500,000 lbs. at 42c.@45c., closing at 45c., cash, and 35½c.@36c. for June to October delivery. Iron has been held above the views of buyers, and has been very quiet, with Scotch Pig scarce, and quoted $50@$52 for Glengarnock Pig, to arrive; $52@$55 for Eglinton do., on the spot; $52, for No. 1 American, do., and $50@51 for No 2 do., do. Lead, Spelter and Zinc, inactive. Pig Tin shows a further improvement in price, on an active business, stimulated by the continuously favorable foreign advices; sales, 3,000 slabs Straits at 40c. @40½c., gold, per lb. Tin plates have been strong in price and in good request, with sales reported of 1,000 boxes I. C. Charcoal, to arrive at $13 37½; 1,000 boxes Charcoal Terne, at $11 50 @$11 75; and 500 boxes Coke Terne, $10 50, gold, per box.

General business has been moderately active, with values of the leading kind of domestic produce fairly supported. Middling upland cotton closed on Wednesday at 23½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,458,058 bales, against 3,396,638 bales same time in the preceding year; exports 1,617,342 bales against 2,370,350 bales in the previous year; stock at the ports at latest dates, 371,429 bales against 555,208 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand and heavy at 9@13½ cts.; Veals at 9½ cts.; Sheep at 7@10 cts. Swine, dull at 4¾ @5 cts. per lb., all live weight. The week's receipt were 6,909 Beeves, 2,670 Veal Calves, 20,004 Sheep and Lambs; and 22,215 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of $12,745,852 including $5,429,901 of dry goods.

Ocean freights have been moderately active but rates have been quoted lower, and very irregular particularly by Steam to British ports.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie, 9½; do. 1st mort., 44¼; Long Island R. R., 72; New Jersey R. R., 126½; New Jersey Southern R. R., 24; Albany and Susq. 2d mort., 97; Toledo and Wabash Equipment bonds, 87⅞; Ohio and Miss. consol, 94⅛; do. 2d mort., 84⅝; Milwaukee and St. Paul 1st mort Iowa Div., 90; Toledo, Peoria and Warsaw 1st mort. E. D., 94; do. W. D., 91; do. 2d mort., 84⅛; Long Dock bonds, 96½; Cedar Falls and Minnesota 1st mort., 83⅞; Central of New Jersey 1st mort. new, 105; do. scrip, 106½; Great Western 1st mort. 1888, 95¾; Galena and Chicago 1st mort., 104½; Detroit, Monroe and Toledo 1st mort., 98¼; North Missouri 1st mort., 92; Cleveland, Painesville and Ahstabula new, 94; Lake Shore and Michigan Southern scrip, 91; do. consol., 100; La Crosse and Mil. 1st mort. 8s, 100; South Side (L. I.) 7s, 92; Adams Exp., 97⅛; U. S. Exp., 71⅛; Wells Fargo Exp., 80; Am. Mer. Union Exp., 73¼; Western Union Tel., 73; do. 7s, 96¼; Quicksilver pref., 53; Brunswick City Land, 9; Atlantic Mail S. S. Co., 32; South Carolina 6s, new, Jan. and July, 37¾; do. Apl. and Oct., 36; North Carolina 6s, special tax, 14½; Kentucky 6s, 100; Alabama 5s, 60; Louisiana 8s, Levee Bonds, 77; New York State 7s, Bounty Loan, reg., 108; Consol. Coal of Md., 43; Spring Mt. Coal, 60; Pennsylvania Coal, 219; Maryland Coal, 22½; Brooklyn 6s, W. L., 96¾.

Philadelphia.—Catawissa R. R., 16; Lehigh Valley 7s, new, 101¼; do. allotments, 59½; Pennsylvania allotments, 58¾; West Jersey 7s, 101; Warren and Franklin 7s, 92½; Philadelphia and Reading deben. bonds, 82½; Susquehanna Canal 6s, 75; Pennsylvania and New York Canal 7s, 96½; Huntingdon and Broad Top Mountain 1st mort., 100; Wilmington and Reading 7s, 96⅛; Chesapeake and Delaware Canal 6s, 94; Lehigh Nav. Consol. Gold Loan, 99; Allegheny Valley 7-30s, 94; Connecting R. R. bonds, 87; Allegheny Co. 5s, 78⅜; Fifth and Sixth Streets R. R., 44. The latest quotations are: City 6s, 97¾@98; do. free of tax, 101½@101¾; Pennsylvania State 6s, W. L. 100@101; do. 1st series, 101@101¼; do. 2d series, 104½@105; do. 3d series, 107@108; Reading, 58⅝@58⅝; do. mort. 7s, 1893, 102½@—; do. mort. 6s, 1880, 93@94½; Camden and Amboy, 126@126½; do. mort. 6s, 1889, 96¼@97; do. 1883, 91@93; do. 1889, 91@92; Pennsylvania R. R., 61½@61⅝; do., allotments, 58¾@58⅞; do. 1st mort., 98½@99¾; do. 2d mort., 97⅛@97¼; do. General mort. coupon, 92@93½; do. reg., 92¼@92⅝; Little Schuylkill R. R., 47@47; Morris Canal, 48@50; do. pref., 124@125; do. 6s, 90@91; Susquehanna Canal, 8@—; do. 6s, 74½@75; Schuylkill Nav., 8@8¼; do pref., 16@16¼; do. 6s 1882, 78@78½; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 94@95; do. 5s, 57@—; Lehigh Coal and Navigation, 46⅞@47; do. 6s, 1884, 87@—; do. R. R. Loan, 94@94½; do. Gold Loan, 94@—; North Pennsylvania 50@—; do. 6s, 101@103; do., 7s, 97½@98; do. Chattle 10s, 110@112; Philadelphia and Erie, 28½@28¾; do. 6s, 87@—; Minehill, 53@53¼; Catawissa, 15@17; do. pref., 47@47¼; Lehigh Valley, 59¾@60; do. allotments, 59¼@59½; do. 6s, new coupon, 95@96; do. reg., 95@96½; do. 7s, 101@101; Fifth and Sixth streets, (horse,) 44@45; Second and Third, 64@66; Thirteenth and Fifteenth, 21@21⅛; Spruce and Pine, 33@34; Green and Coates, 47@48; Chestnut and Walnut, 56@58½; Hestonville, 21½@22; Union, 75@—; Germantown, 36@39.

Boston.—Fitchburg and Worcester R. R. 7s, 1889, 90½; Old Colony and Newport 6s, 1876, 97¾, Vermont Central 1st mort., 81¾; Eastern R. R. 6s, 1874, 98; do. 1889, reg., 95; Vermont Central and Vermont and Canada 8s, 98¾; Chicago, Burlington and Quincy 1st mort. 7s, 1890, 100⅛; Little Rock and Fort Smith 7s, 1900, 20; Atchison, Topeka and Santa Fe 1st mort. 7s, 1899, gold, 81⅞; Burlington and Missouri River R. R. 8s, 1894, 111; Stanstead, Shefford and Chambly 7s, 88; Jackson, Lansing and Saginaw

100¼; Cincinnati, Sandusky and Cleveland R. R., 23⅛; Conn. and Pass. Rivers R. R. pref., 89½; do. 6s, 1876, 95; Rutland R. R., 17; do. pref., 61; do. scrip., 87; Granite Railway, 69; Summit Branch, 46¼; Portsmouth Gt. Falls and Conway R. R., 100; Taunton Branch, 111¼; Boston Water Power, 57⅛; Waverly Land, 7⅛; Cary Imp., 14⅞; New Hampshire 6s, 1873, 100; Maine 6s, 1889, 100¼; Massachusetts 6s, 1879, gold, 109⅞; do. 1875, gold; 107; do. 5s, 1893, 98½; Boston 5s, 1879, gold, 99; Charlestown 5s, 1877, 93; do. 6s, 1892, 100; Roxbury 5s, 1879, 92¾; St. Louis 6s, 1879, 91; do. 1880, 90; do. 1886, 90; do. 1886, 89¼; Chicago 7s, 1890, 97¼; St. Louis Co. 7s, 1881, 99; Cincinnati 7 3-10s, 106; Salem 6s, 1877, 99; Cook Co., Ills., 7s, 1889, 96¾; Allouez Mining Co., 15¾; Aztec, 70c.; Astor, 50c.; Algomah, 1; Calumet and Hecla, 159; Canada, 30c.; Dana, 1⅛; Dawson, Silver, 4½; Evergreen Bluff, 3; Eagle River, 1⅛; Great Western 75c.; Humboldt, 1¾; Hanover, 3; Hilton 2¾; Mesnard, 2; Madison, 1½; Minnesota, 8; Native, 50c.; Petherick, 4⅛; Phœnix, 27¼; Pontiac, 1½; Ridge, 15¼; Rockland, 5⅜, South Side, 1; Superior, 1; Shuniah, Silver, 9¾; Star, 70c.; Schoolcroft, 30; Tremont, 70c.; Toltec, 1½; Winthrop, 80c.; Washington, 90c.

Baltimore.—Northern Central 6s, 1900, gold, 93⅜; Orange and Alexandria 4th mort., 8s, 85; do. 3d mort. 8s, 95; Virginia and Tennessee 2d mort. 6s, 79½; Orange, Alex. and Manassas 7s, 84⅝; Central Ohio 1st mort., 84½; Memphis City 6s, 55; Maryland Defense Loan, 104; George's Creek Coal, 77. The latest quotations are: Pittsburg and Connelisville 7s, 1898, 94@94½; Baltimore and Ohio, 150⅛@—; do., pref., 100⅛@—; do., 6s, 1875, 96½@—; do., 1880, 99@—; do., 1885, 94@94½; Northern Central, 39⅛@39¼; do. 6s, 1885, 93⅜@95⅝; do., 1900, 86@87; do., 6s, 1900, gold, 93⅜@93⅝; N. W. Va. 1st mort., 99@99; do., 2d mort., 98@98½; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97¼@97¾; do., 2d mort., 89¾@90¾; do., 3d mort., 76¼@76¾; Central Ohio, 30@33; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 86@—; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95@96; do., 3d mort., guar., 96@96; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 84@86; Richmond and Danville bonds, 80@83; Orange and Alexandria 1st mort. 6s, 92½@95; do., 2d mort. 6s, 83⅛@84; do., 3d mort. 8s, 94@—; do., 4th mort. 8s, 84¾@86; Orange, Alex. and Manassas 7s, 84¾@85; Virginia and Tennessee 8s, 88@91; do., 6s, 1st mort., 93@95; do., 6s, 2d mort., 79¼@80; Baltimore 6s, 1875, 100½@100¾; do., 1884, 98@98¼; do. 1886, 99@99¼; do., 1890, 98@—; do., 1893, exempt, 99@—; do., 1900, exempt, 97¾@98; Memphis City 6s, 54½@55¼; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103¼@104; City Passenger R. R., 24@24; George's Creek Coal, 78@81.

☞ Mr. E. H. BIERDEMAN, a relative and one of the New York correspondents of Messrs. BISCHOFFSHEIM & GOLDSCHMIDT, of London, has joined Mr. JACOB RUBINS in establishing a Stock-exchange house here, under the style of Messrs. E. H. BIERDEMAN & Co., at No. 22 William-street.

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Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ THE CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS are among the most substantial and satisfactory Securities which we can recommend for investment. The Iron and Coal Interests along the line of the road are attracting the attention and capital of practical workers in these minerals in this country and Great Britain, and are found to be more valuable and important than those of any other section of the country.

The IRON, COAL, SALT, TIMBER, and AGRICULTURAL RESOURCES of the region which it traverses, together with the through traffic which it will command as a *short, low-grade, economical East-and-West Trunk Line*, assure an immense and profitable business.

Price of the Bonds, 94 and accrued interest from Nov. 1. Principal and interest payable in gold in New York City.

Full information furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for Chesapeake and Ohio Bonds at their current prices.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

THE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$3,729,752	$3,457,095
" cotton	3,134,697	3,123,689
" silk	4,634,671	4,007,608
" flax	1,356,144	1,849,565
Miscellaneous dry goods	1,545,511	1,292,918
Total entered for consump	$14,400,775	$13,730,875

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$1,541,998	$1,819,104
" cotton	814,508	996,148
" silk	824,147	1,041,270
" flax	859,480	802,649
Miscellaneous dry goods	276,503	210,450
Total withdrawn from warehouse	$4,316,636	$4,869,621
Add entered for consump.	14,400,775	13,730,875
Tot. thrown on the market	$18,717,411	$18,600,496

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$1,381,042	$1,374,007
" cotton	703,148	693,511
" silk	957,565	1,180,957
" flax	424,894	631,040
Miscellaneous dry goods	311,588	307,073
Total entered for wareh'g.	$3,728,237	$4,186,588
Add entered for consump.	14,400,775	13,730,875
Total entered at the port.	$18,129,012	$17,917,463

The imports of foreign dry goods at New York for three months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$8,308,666	$9,293,941
" cotton	7,389,409	8,262,411
" silk	8,782,807	9,469,569
" flax	3,722,861	4,559,120
Miscellaneous dry goods	1,864,017	3,519,653
Total entered for cons'p.	$31,067,760	$35,104,694

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$3,543,838	$4,637,474
" cotton	2,045,873	2,720,823
" silk	2,063,392	3,098,545
" flax	2,038,483	2,283,165
Miscellaneous dry goods	536,184	545,434
Total withdrawn from warehouse	$10,227,770	$13,285,441
Add entered for consump.	31,067,760	35,104,694
Total thrown on the market	$41,295,530	$48,390,135

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$3,742,590	$4,583,514
" cotton	2,244,369	2,733,707
" silk	2,011,039	3,471,029
" flax	1,410,693	1,885,801
Miscellaneous dry goods	643,468	716,168
Total entered warehouse	$10,052,159	$13,340,219
Add entered for consump.	31,067,760	35,104,694
Total entered at the port.	$41,119,919	$48,444,913

Imports of foreign dry goods at New York for nine months from July 1.

Year.	Value.
1865-6	$115,644,914
1866-7	88,451,059
1867-8	62,420,141
1868-9	73,199,277
1869-70	76,651,848
1870-1	99,446,751
1871-2	113,129,312

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—EFFECT OF SPECIAL NOTICE AFTER ACCEPTANCE OF GOODS.

The facts in the late case of The Detroit and Milwaukee Railway Company *vs.* Adams and others, (15 Mich. 458,) are fully and clearly stated in the following opinion by

CHRISTIANCY, J.—This was an action brought by the defendants in error against the company in a justice's court, to recover the value of one sack of wool alleged to have been delivered to them as common carriers for transportation.

The justice found the defendants below liable for the wool as common carriers. The proof of the loss was clear and uncontradicted, and that it occurred before the balance of the wool (of which it was a part) was shipped from the depot of the defendants.

And if there was evidence before the justice tending to show that the wool was delivered to and accepted by the company as common carriers, then the finding of the justice must be held conclusive though the case should be such that we if allowed to weigh the evidence might have arrived at a different conclusion—unless, indeed, it should appear that admitting the truth of the evidence, the plaintiffs, for some reason, had no right, to rely upon it, or admitted upon the trial some fact, or state of facts which would clearly defeat or avoid such tendency. Was there, then, any evidence, in this case tending to show that this sack of wool was delivered to, and accepted by the company as common carriers?

It was shown, and not disputed, that the general business of the company was that of common carriers of goods and passengers for hire or reward; that they kept a building or depot in Pontiac for the reception of property for transportation over their road, and for the delivery of property coming to that place upon their road there was evidence that the plaintiffs sent one hundred and two packages of wool to this depot at different times between the 15th and 25th of October. (On which particular day the package subsequently lost was sent, did not clearly appear) That this wool was sent to the defendants' depot for the purpose of transportation over their road consigned to H. Hollister, Hartford, Ct., which was plainly marked upon the packages, and that the freight agent in charge of the depot was notified for which it was sent, there, and of the wish of the plaintiffs that the whole might be sent off together. That the agent told the plaintiffs where to leave the wool, and pointed out the place in the depot where it should be put and defendants, men assisted in unloading the wool and putting it in. That after part of the wool had been thus delivered, the agent saying he could not then get cars to send it all together, it was agreed that plaintiffs should not send up the balance until notified by the agent that he could ship it as he said they were considerably filled up then in the depot with produce; that in a few days after, and about the 24th or 25th of October, having received notice from the agent, of his readiness to ship, the balance was sent to the depot. Part of the wool was shipped on the 26th of October, and part on the 3rd of November, but the sack in question was not shipped, and could not be found.

We think this evidence tended strongly to show the delivery to, and acceptance by the defendants as carriers; that it was thus delivered and accepted as it came, and was placed in the depot, and that the delay in the shipment was for the convenience of the company, till the necessary cars could be got ready. But it is insisted by the company that the effect of this evidence was entirely destroyed by a notice to plaintiffs that the company would not be responsible, except upon certain conditions, presently to be mentioned.

The only proof of such notice, and of the time and manner in which it is claimed to have been brought home to the plaintiffs, is this. After the defendants' agent had given the notice that he was ready to ship, and the balance of the wool had been brought to the depot, the plaintiffs signed a shipping request in the following words:

"The Detroit and Milwaukee Railroad Company will please receive the undermentioned property, addressed to H. Hollister, Hartford, Ct., and transport over its line, subject to its tariff, and forward under condition stated on the other side.

"102 sacks of wool. 20,300 lbs.

"H. Hollister, Hartford, Ct.

(Signed by plaintiffs.)

The printed form was furnished by the company and the blanks filled by the plaintiffs. On the opposite side of the sheet, under the head of "General notices and conditions of carriage," was, among others, the following printed notice:

"That they will not be responsible for any article or articles conveyed upon their railroad, unless the same be signed for as received by a duly authorized agent, and a declaration or shipping note upon the regular printed form, as provided, presented to the agent, setting forth the description of the goods, and the parties to whom they are to be delivered. And when goods are intended, after being conveyed by this railroad, to be forwarded by some other company or conveyance to their final destination, the duplicate receipt furnished by the consignor must specify the same, and the articles marked accordingly."

Whatever might have been the effect of this notice, if given in this manner before the property was delivered, at the depot; it certainly came too late to affect the question of a prior delivery to and acceptance by the company, as carriers, or their liability for its safe keeping, while awaiting transportation. At this stage of the transaction, if the property had already been accepted by them as carriers, the plaintiffs had a right to treat the notice as only intended to affect the liability of the company in respect to the carriage of the property; if, in fact, it could have been construed as anything more than this, if given before the property was received in the depot.

The judgment of the Circuit Court, affirming that of the justice, must be affirmed with costs.

Judgment affirmed.

☞ The Staunton (Va.) *Spectator* says work on the Valley railroad between Harrisonburg and Staunton, is about to be commenced. Two sections have been let to contractors, the ninth and the twenty-sixth, the former to Mr. P. M. McCabe, of Maryland, and the latter to Messrs. Kelly & O'Connor, of Virginia. The sections on this road are numbered from Harrisonburg, so that the twenty-sixth section is the last, counting from Harrisonburg.

Tax on Commercial Travellers.

From the Richmond Dispatch, April 5.

Judge Bond, of the United States Circuit Court, on yesterday rendered his decision in the case of the Commonwealth vs. W. H. Barrett, of New York city. Barrett is a non-resident trader, who was arraigned before the Police Justice of Richmond a few months ago for violation of the city ordinance and State law by selling goods by sample without license. He was duly fined, and thereupon carried his case, by writ of *habeas corpus*, before Judge Underwood at Alexandria. This judge decided both the State law and the city ordinance, under which the Police Justice acted, unconstitutional, and ordered the discharge of the prisoner. An appeal was taken by the representative of the State to the United States Circuit Court, whose decision affirming that of Judge Underwood was rendered yesterday. Judge Bond said:

I shall order the discharge of the petitioner in this case because I am of opinion that the law under which he is in custody is in violation of the second section of article four of the Constitution of the United States.

By the provisions of the twentieth section of the act of Assembly of Virginia, of March 24, 1871, the specific license required of every person not a resident merchant who desires to sell goods by sample in Virginia is fixed at one hundred dollars, It makes no difference what is the amount of his stock either at home or present with him. The tax is a fixed one, and is not dependent on the amount of his sales.

On the other hand, every merchant resident in Virginia is allowed by the same act to sell his goods by sample anywhere in the State without taking out any license such as is required of the non-resident trader. To be sure, the resident merchant pays a license also as a trader, but his special license is much lower than that fixed upon the non-resident, and the whole amount with which he is charged is dependent upon the amount of a resident merchant's sales.

In addition to the privilege of keeping a store and selling his goods to his customers, upon the payment of his license, the resident merchant is entitled by the law in question to exhibit his goods all over the State without a sample merchant's license.

I think this is a discrimination against the citizens of other States, and comes within the decision of the Supreme Court in Ward vs. State of Maryland, by which such discrimination is determined by the Supreme Court to be unlawful.

The ordinance of the city of Richmond requiring a license from non-residents and exempting residents from its application is so clearly illegal that no argument is necessary to show it.

The party must be discharged.

The Phœnixville Bridge Works.

The celerity with which work is turned out at these works is shown by this fact. On the 10th of February, Messrs. Clarke, Reeves & Co., the proprietors of these works, received an order for two very considerable iron bridges to go to Costa Rica, Central America. They were wanted for shipment by the 7th of March. Notwithstanding the short time allowed, the bridges were completed and shipped a week before the time agreed upon. Owing to the admirable system established, iron bridges of ordinary spans for road or railway purposes can be furnished with the greatest promptness. In fact, iron bridges, roofs and viaducts can now be bought and delivered with about the same rapidity as so many yards of tape or cotton cloth. The book of designs issued by Messrs. Clarke, Reeves & Co. is an interesting volume to engineers and others interested in this class of structures, and shows somewhat in detail many valuable features of the system in vogue there.

Public Debt Statement.

WASHINGTON, D. C., April 7.—The following is a statement prepared at the Treasury showing the progress of reduction of the public debt and interest from March 1, 1869, to April 1, 1872:

	Debt March 1, 1869.	Debt April 1, 1872.
Five-twenty six per cent. stock	$1,602,587,350	$1,120,717,350
Other six per cent. stock	283,677,400	283,681,200
Ten-forty five per cent. stock	194,567,300	194,567,300
Other five per cent. stock	27,022,000	20,009,000
Funded five per cent. 1881, new		200,000,000
Total funded debt	$2,107,854,050	$1,818,965,850
Greenback and old Demand Notes	$356,021,073	$357,590,906
Greenback Certificates, three and four per cent	71,140,000	80,198,000
Gold Certificates	28 775,560	29,283,400
Fractional Currency	36,781,547	42,283,399
Past due Notes and Bonds	6,422,464	26,684,652
Total Treasury Circulation	$499,140,644	$486,040,357
Less Gold in Treasury	98,741,261	120,200,610
	$400,399,383	$365,839,747
Less Currency in Treasury	18,853,529	10,431,299
Net Treasury Circulation	$383,545,854	$355,408,448
Total Debt less Cash.	$2,491,399,904	$2 174,374,298
Yearly interest in Gold,	$124,255,350	$104,992,278
Yearly Interest in Currency	2,134 200	912,720
Total amo'nt of yearly interest charge	$126,389,550	$105,904,998

The American Steamship Company.

The immense increase in the capital and production of the manufactures of this city in the last ten years, as revealed in the revised census, has barely ceased to attract attention and comment, when we have another subject which will first cause wonderment and then call forth admiration. The American Steamship Company is an enterprise which our generous neighbors have been asserting never had any other existence than on paper, and which long since had died a natural death. True, like most Philadelphia schemes, it was not every day advertised through general press agencies, nor did its directors keep themselves continually before the public; but it has gone on growing, nevertheless the lack of these features, which would be indispensable a hundred miles to the north of us. Its funds have been increasing, its ships are under way; and, some time in June, when the thousands of strangers will be here, they will be shown a spectacle that New York, Boston, Baltimore and none of the rest have ever seen—the launch of an American iron steamship, built of American materials, owned by American capital, and to be manned by an American crew. The report of the directors of the steamship company, submitted at the first annual meeting yesterday, is the most gratifying exhibit we have lately had of our city's growth and prosperity. The finances are in admirable order: Received on account of instalments to stock, $696,020; on account of subscription bonds, $1,358,000; on interest account, $3,175 92; total receipts, $2,157,155 93. Wm. Cramp & Sons have been paid to date $617,500, and $1,424,500 have been deposited with the Pennsylvania Railroad Company to secure the fulfilment of the steamship company's contract with these ship-builders. The entire fleet of steamships will be finished and delivered by the first of January, 1873.—*Philadelphia Press.*

Chicago, Danville and Vincennes Railroad.

The Chicago, Danville and Vincennes Railroad Company, and the Western Indiana Railroad Company have been consolidated into one corporation under the former name. This gives the C., D. & V. Company a line of its own directly through the best portion of the Indiana block coal fields, and the shortest line which can be made between them and Chicago.

The new line will begin at Rossville, cross the Wabash river at Covington, and run thence directly south to Coal Creek and the Southern line of Fountain County. All of the rails for the extension have been purchased; ten miles of the road are already graded, and track laying will commence in May.

It is not yet determined whether the company will continue the line to Brazil in Clay County.

The Rosendale Viaduct.

ROSENDALE, N. Y., April 7, 1872.

The crossing of the first train over the Wallkill Valley Railway bridge was celebrated at Rosendale yesterday. About five thousand people were present, including many prominent men from various points in the vicinity. The first train over consisted of an engine, tender and seven cars. The test was completely satisfactory, the bridge showing no signs of weakness.

The bridge was begun in August, 1870, and was completed last January. It is built of iron, in five spans, supported by heavy stone piers and abutments, and iron columns. It is 150 feet high being the highest span bridge in the United States, and its total length is 988 feet. It cost $225,000.

The Wallkill Valley Railway is now completed to that point and the track is ready for the rails to this city. The road is expected to be finished to this place in about two months.

☞ The Albany (N. Y.) *Evening Journal* says the proposed railroad to connect Buffalo, in this State, with the Pennsylvania oil districts seems likely to be built, notwithstanding the apparent defeat of the Southern Improvement Company's monopoly. It says the oil interests of Titusville will not be satisfied until any future combinations to oppress them are rendered impossible, and the inhabitants of Buffalo, Jamestown and other towns on the line of the proposed road extend substantial encouragement. The new company has been chartered by the New York Legislature and the Pennsylvania section can be constructed under the general railroad law of that State. The proposed route of the road, on a direct line, is a little more than one hundred miles long.

☞ The Atlantic and Pacific railroad is completed so as to connect with the Missouri, Kansas and Texas railroad in the Cherokee Nation. This, according to the Galveston papers, affords the shortest route from Texas to St. Louis.

☞ The bridge over the Occoquan, on the Alexandria and Fredericksburg Railroad, has nearly been completed, and it is expected that the trains will pass over it in two or three weeks.

☞ The interest due April 1 on the first mortgage bonds of the Wallkill Valley Railway Company will be paid at the Bull's Head Bank on presentation.

Movements of Produce.

Exports from New York to foreign ports of certain leading articles of domestic produce for three months from January 1st—

	1871.	1872.
Ashes—Pots, bbls	277	428
Do. pearls, bbls	36	28
Beeswax, lbs	87,739	54,006
Breadstuffs—		
Wheat flour, bbls	496,925	196,577
Rye flour, bbls	959	1,309
Cornmeal, bbls	26,150	40,783
Wheat, bush	2,193,863	1,772,710
Rye, bush	.....	170,320
Oats, bush	12,804	7,843
Barley, bush	15,995	.....
Peas, bush	11,177	64,298
Corn, bush	791,396	3,355,220
Candles, bxs	13,007	17,086
Coal, tons	2,339	22,679
Cotton, bales	231,154	102,374
Hay, bales	5,904	10,065
Hops, bales	7,178	1,542
Naval Stores—		
Crude turp., bbls	8	415
Spirits turp., bbls	4,366	4,696
Rosin, bbls	91,804	105,218
Tar, bbls	1,061	3,385
Pitch, bbls	576	955
Oils—whale, galls	3,067	4,891
Do., sperm, galls	141,654	190,963
Do., lard, galls	12,051	89,962
Do., linseed, galls	2 459	1,017
Petroleum, galls	16,780,549	12,980,445
Provisions—		
Pork, bbls	49,446	45,262
Beef, pkgs	23,269	9,797
Do., tcs	46,795	14,349
Cutmeats, lbs	28,732,445	88,735,662
Butter, lbs	1,128,672	1,028,507
Cheese, lbs	5,755,551	1,499,080
Lard, lbs	28,987,010	55,765,371
Rice, tcs	1	31
Do., bbls	2,110	4,026
Tallow, lbs	6,529,132	13,521,422
Tobacco, hhds	9,837	7,975
Do., crude, pkgs	6,062	9,544
Do., manf., lbs	2,017,933	1,786,276
Whalebone, lbs	91,872	4,818

Receipts of certain articles of domestic produce at the port of New York for three months from January 1st:

	1871.	1872.
Ashes, bbls	1,827	1,761
Breadstuffs—		
Flour, bbls	678,885	485,071
Cornmeal, bbls	66,576	45,823
Wheat, bush	651,242	381,074
Rye, bush	1,707	5,340
Oats, bush	482,008	887,361
Barley and malt, bush	205,693	706,066
Peas, bush	8,587	54,148
Corn, bush	1,861,924	3,953,344
Cotton, bales	379,139	225,434
Naval Stores—		
Crude turp., bbls	1,680	2,602
Spirits turp., bbls	10,929	11,416
Rosin, bbls	120,032	158,810
Tar, bbls	4,866	14,152
Pitch, bbls	150	474
Provisions—		
Pork, bbls	99,903	56,494
Beef, bbls	69,495	11,766
Cutmeats, pkgs	86,719	167,333
Butter, pkgs	117,833	122,925
Cheese, pkgs	72,854	67,374
Lard, tcs. and bbls	108,631	173,477
Do., kegs	5,380	6,981
Whiskey, bbls	43,311	53,752

☞ The value of foreign imports at the port of Boston from January 1 to March 29, 1872, was $14,720,407, against $13,603,610 for the corresponding period of 1871—an increase of $1,116,797.

European Steam Communication with the Chesapeake and Ohio Railroad.

The steamship "Caspian" of the Allan line, which arrived at this port from Liverpool, last Friday, had among the steerage passengers more than one hundred who were going West, from this point through Cincinnati. They were obliged to go to Baltimore, The "Nestorian," of the same line, which left Liverpool on the 26th inst.; has more than one hundred and fifty colonists for this port bound to Nebraska. They, also, will have to be forwarded via Baltimore.

With the completion of the Chesapeake and Ohio Railroad this summer, this state of affairs will be changed, and the cheapest route to the West will be by this line. Colonel Lamb has arranged for an immigrant ticket to Cincinnati and the West, from Liverpool via Norfolk, so soon as this road shall be finished, which ticket will be the cheapest from Great Britain to the West, and will attract through this port a surging tide of humanity. The immigrants will go from here to Richmond, take the trains to Huntington, and at Huntington—until the railroad is extended west of the Ohio—take steamers one hundred and forty miles to Cincinnati, where trains are leaving hourly for all Western points.

It is apparent that our direct trade movement has much to encourage it in the certainty of an early completion of the Chesapeake and Ohio Railroad in an unbroken line to Huntington.—*Norfolk Journal, March* 31.

Boston, Hartford and Erie Railroad.

In the suits of the receivers of this road against Henry N. Farwell and against George W. Long and Co., the Supreme Court has decided in favor of the receivers. The case was made upon petitions to compel the respondents to surrender to the receivers coupons due July 1, 1857, and January 1, 1858, to the amount of $72,353 06 of bonds of the Hartford, Providence and Fishkill Railroad Company, secured by a first mortgage of the railroad between Providence and Waterbury, bearing interest at seven per cent., and also coupons due July 1, 1857, to the amount of $15,000 of bonds of the city of Providence—*Boston Journal.*

☞ A dispatch from Halifax (N. S.) states that the local government have adopted a series of resolutions to aid the Western Railway Company by a grant of 150,000 acres of the crown lands, and an annual subsidy of $30,000 for ten years. Also to give the New Glasgow and Louisburg Railway Company the same quantity of land and one-half the royalty on coal raised in Cape Breton for forty years. These measures, and others promised to furnish assistance to projected railroads, are said to meet with public favor.

☞ The Titusville *Courier* learns from private advices that the projected railroad from Erie south, to pass through Meadville and Franklin, and unite with the Baltimore and Ohio road, via the Connellsville route, is meeting with a good deal of encouragement. A committee from Erie, headed by Judge Marvin and William A. Galbraith, Esq., have lately visited Baltimore, and had a very satisfactory interview with the officers and directors of the Baltimore and Ohio road—so much so, in fact, that immediate steps will be taken to organize the movement.

☞ A dispatch dated Denver, April 5th, states that track laying on the second division of the Denver and Rio Grande narrow gauge railroad between Colorado Springs and Puebla began some days ago, and will reach Arkansas in time to commence running regular trains from Denver to Puebla by the first of May.

☞ The Manchester *Journal* says it is reported that the Delaware and Hudson Canal Company will relay the track on the old Albany Northern road bed, from Eagle Bridge to Albany, thus making a direct route over their own road all the way from Rutland to Troy and Albany. It is also said that a short line will be built from the State line end of the Harlem extension railroad to Wait's Corners, or some point on the Rensselaer and Saratoga railroad, perhaps Eagle Bridge.

☞ The ordinance providing for a renewal and extension of the mortgage due the city of Baltimore by the Pittsburg and Connellsville Railroad Company has passed both branches of the City Councils, and now goes to the mayor for his approval. The mortgage is extended to the extent of $5,000,000, some $280,000 being available for side tracks, equipment and paying present liabilities.

☞ The Wilmington (N. C.) *Journal* says that the Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroad Companies have subscribed largely to the stock of the Wilmington, Charlotte and Ocean Steamship Company, and that new steamers are to be at once built and put on the line, with a schedule of two per week, between that city and New York.

☞ The Philadelphia *Press* says that the Wilmington and Western Railroad Company have just completed a contract for a branch road connecting the Wilmington and Western proper with Landenburg, on the Pennsylvania and Delaware Railroad.

☞ The directors of the Allouez Mining Co., recently elected, are: Horatio Bigelow, James P. Brewer, Oliver B. Cook, Samuel R. Spinney, Geo. F. Bemis, J. Frank Emmons of New York, A. P. Thomas of Michigan. The amount of assets over all liabilities is stated to be $53,567 62.

☞ The contract for constructing the Canadian North Shore Railroad has been awarded to Messrs. Dunlap, Smith & Keith of Chicago, who competed with Canadian and English firms for the job. The road is to cost $7,000,000, and be completed in 1875.

☞ The Westminster *Advocate* says that a survey has been made from Dillstown and Petersburg to Littlestown, and it is proposed to continue the survey on to Westminster, for the purpose of connecting that road either with the Western Maryland or the National railroad.

☞ It is stated that the contract for the construction of the Grand Junction (Ca.) Railway has been awarded to Messrs. Brooks, Ryan & Co., at from $15,000 to $16,600 per mile. The contractors bind themselves to construct any of the four routes surveyed.

☞ The total exports from Philadelphia during March, amounted to $921,314, of which $299,759 was sent in American and $621,555 in foreign vessels.

☞ Gilson Homan, vice-president of the Great Western Railway of Canada, has been elected a director of the Erie Railway Company, in the place of O. H. P. Archer, resigned.

☞ The Providence (R. J.) *Journal* says the construction of the Woonsocket Railroad is assured. The company has contracted with strong, reliable parties to build a first class railroad from Providence to Pascoag, the present season, completing the work by the first of January next. About $200,000 of the requisite capital for making it a first-class road remain to be subscribed.

☞ The Western Maryland railroad has been completed to the Antietam, within one mile and a half of Hagerstown. The bridge of the Antietam is in course of construction, and is expected to be finished during the present week, and the cars running through from Baltimore to Hagerstown by the 20th instant.

☞ The Williamsport *Pilot* says the Western Maryland Railroad work is to be at once recommenced on the Williamsport end of the Western Maryland railroad.

☞ The estimated earnings of the Erie Railway for the week ending April 7, 1872, were $356,514; against $200,949 for the corresponding period of 1871—an increase of $55,565.

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THE UNDERSIGNED HAVE FOR SALE 1,060 tons 80-pound fish pattern rails, now on the way to New Orleans.

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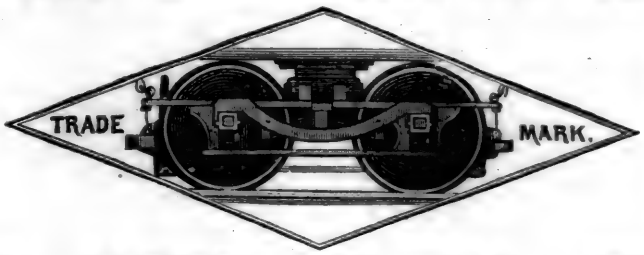
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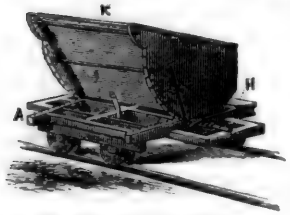
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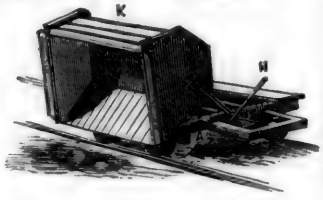


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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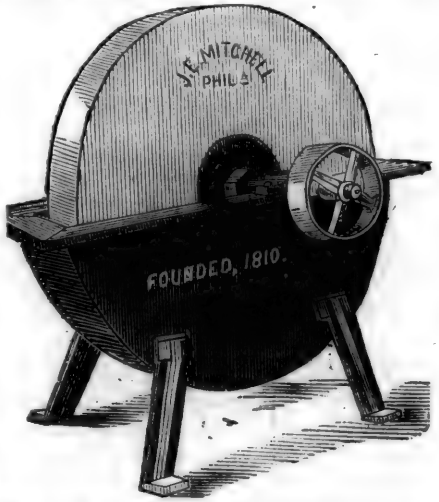
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SECOND QUARTO SERIES, VOL. XXVIII., No. 16.] SATURDAY, APRIL 20, 1872. [WHOLE No. 1,878, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 20, 1872.

Miller & Smith.

A year since we called the attention of our readers to Messrs. MILLER & SMITH, a young house then just commencing in the business of railway supplies. These gentlemen, as we then stated, have been in the schools of theory and practice in the manufacture of iron, and we consider them first class experts. They are men of integrity and education, and our prediction that their business venture would be crowned with the success which their knowledge and energy merited has been more than fulfilled, as many of our leading railroad men who have had large dealings with them can testify. We repeat that our railways need the services of just such a house as theirs, and the more such metallurgical experts are employed to aid railroad men in the selection of good material the more the quality of railroad iron will be improved, the running and maintenance expenses be decreased, and the fewer the accidents from broken rails whose fearfully increased number has so swelled the death record during the past winter. We again point out to our readers their advertisement which will be found in another column.

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To all seeking investment combining large profit with abundant security, we offer and recommend the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company.

The high character of these Bonds is permanently established, and holders are fully protected, not only by the ample security afforded in the mortgage, but by a most careful and economical administration of the affairs of the Company.

Capitalists, and all who require a pre-eminently safe security, should investigate the claims of the Northern Pacific First Mortgage Bonds. They have thirty years to run, and bear interest at the rate of 7 3-10 per cent. in gold.

Many holders of 5-30s are exchanging them for Northern Pacifics, and thereby INCREASING THEIR ANNUAL INCOME NEARLY ONE-THIRD.

The highest current rate will be paid for all marketable securities received in exchange.

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Schenectady's New Route to the East.

The Schenectady *Union* says a company has been organized to construct a railroad between Schenectady and Hoosac Tunnel, which will open a direct and short route between the two places. Such a link of road connecting the New York Central, West Shore and Schenectady and Susquehanna roads with the roads of New England, will be very important—being not only the shortest route between the western country and Boston, but also to the New England States. This new road from Schenectady, running in nearly an air line to Boston via Hoosac Tunnel, will be comparatively about fifty miles shorter than any other route, and will also open a direct route to the Pennsylvania coal fields.

New Routes for Commerce.

In ancient times, not only the growth but the very existence of important cities depended upon their relation to the means of prosecuting commerce between distant regions; and the varying routes which have been taken by the trade between Europe and Asia have an important place, not only in the history of commerce, but of civilization. Palmyra, or "Tadmor in the Wilderness," is an illustration of the idea intended to be conveyed. Built in a desert region, and without any self-sustaining surroundings, it nevertheless flourished for centuries, and attained enormous wealth and population, simply as a channel for the commerce carried on by means of caravans across the deserts lying between Southern Asia and Southern Europe. The discovery of the passage around the Cape of Good Hope was the death blow to its prosperity; and although but a few hundred years have elapsed since that discovery, nothing is left of the great city, but its rivers. Venice and Alexandria suffered from the same cause, though not to an equal extent, because they had some commercial importance of their own. Coming down to a later period, we find in the development and growth of Liverpool, Glasgow, and Havre, the natural result of the routes which the commerce of the world has been seeking. "Westward the star of Empire takes its way;" and practically commerce and Empire are nearly synonymous terms. Empire does not remain long where commerce does not flourish. Important political results also have followed the adoption of new routes by commerce, for there can be no doubt that Western and Christian Europe would have long ago ceased to tolerate Constantinople in the hands of Turks and Mahommedans, but for the fact that the seat of the ancient Eastern Empire has ceased to have any commanding commercial importance; its trade is as insignificant as its political influence.

We have been led into these reflections by some remarks in the late report of the Illinois Central

Railroad Company for 1871, touching the diversion of its trade by new railroads which tap its route at various points, and have direct communication with the Atlantic seaboard. Not that we anticipate any serious inroad upon the business or substantial prosperity of this great corporation, whose excellent and honorable administration has been of the greatest credit to American railroad management, both at home and in Europe; but the facts here adverted to may be accepted as a new demonstration of the truth that antagonism may be developed from what it aims at. The Illinois Central Railroad, traversing the whole length of the fertile state from which it takes its name, has been of almost incalculable value to it. Towns have sprung up, and the teeming soil along its route opened to cultivation; and thus it has developed the resources of the region through which it passes to such an extent that additional railroad facilities have been demanded and secured for reaching the ultimate markets. These railroads, grown, as it were, out of the loins of the Illinois Central, have become no inconsiderable rivals for its business. A glance at a railroad map shows how this is. For some years past it has been observed that the actual movement of grain has not been accurately shown by the receipts at the Lake Ports. St. Louis has asserted its pretentions as a leading grain receiving market; but her increased prominence is mainly due to the development of agriculture West of the Mississippi, and the grain reaches her mostly by river. But for several winters the quantity of grain, and other products of the West, received at the Atlantic seaboard, have been largely in excess of the reported shipments from the principal western markets, whence such shipments were formerly almost exclusively made—Chicago and Toledo, for example. The explanation is found in the fact, that by means of the railroads which cross the Illinois Central at several points on its route, it has been practicable to ship western products from interior towns at the West to consumers at interior towns of the East. The home trade of New York in Western staples has, from this cause, not had its natural growth. But this sort of business was soon overdone; the interior markets were found to be easily glutted, and two or three years ago much loss has resulted therefrom. Within the past year, therefore, business has in a measure returned to its accustomed channels, as is seen in the greatly increased demand at this market from coastwise and interior points, for flour and grain. The enormous surplus of agricultural products grown at the West will go where they may find prompt sale, abundant means of transportation, and ample banking facilities. But as the report very truly remarks, the railroads crossing that road give direct rail transportation to the Atlantic seaboard at the same cost as obtains from Chicago.

The prosperity of the Illinois Central Railroad is greatly promoted by the comparatively cheap and expeditious water communication with distant sections of the United States, and the Southern and Northern seaboards, by means of the Mississippi River at its Southern and the Great Lakes at its Northern termini. The report observes that "the loss of traffic consequent upon the Chicago fire was opportunely attended with an increased demand from the Gulf States for the products of the Northwest which made a heavy freight traffic South." How can a railway so eligibly situated incur more than a check to its prosperity? The very rivalry to which it is now exposed must soon redound to its advantage. Reference is made to the neglect by the General Government and by the State of New York to improve the canals connecting the Great Lakes with the Atlantic seaboard; and it is observed that until a more liberal policy prevails, "we must sensibly feel the loss of the control of the local traffic in Illinois, and be obliged, as we have been since 1866, to increase our tonnage and mileage of trains, without a corresponding gain in net earnings." These apprehensions are doubtless exaggerated. At any rate, the present position is a natural result of circumstances. Illinois now needs development in new fields and in new industries; and in such development her railroad system will have a basis of prosperity greater than it has yet enjoyed.

Columbus and Hocking Valley Railroad.

The earnings of this road for the year ending December 31, 1871, were:

From passengers		$120,660 95
" freight		417,545 77
" express and mail		9,867 31
" telegraph		868 38
		$548,942 41
Expenses viz:		
Road	$81,308 30	
Locomotives	23,758 44	
Transportation	106,791 83	
Car	18,224 57	
General operating	29,741 69	
Loss and damage	3,348 58	
		$263,209 41
Net earnings		$285,733 00

The earnings, expenses, etc., for the three years ending December 31, 1869, 1870 and 1871, compare as follows:

	1869.	1870.	1871.
Earnings	$150,229 73	$372,229 41	$548,942 41
Expenses	77,058 96	161,814 59	263,209 41
Net	$73,170 77	$210,914 82	$285,733 00

In 1869 about 40 miles of the road was open; in 1870, 62 miles; and in 1871, the whole road, extending from Columbus to Athens, O., 72.28 miles, with branch from Logan to Straitsville, 13 miles, was in operation. The ratio of expenses to earnings was in 1869, 51.30 per cent.; in 1870, 43.33; and in 1871, 47.95. The Vice President, in his report, says:

At a meeting of your board of directors, held February 8, 1871, the time of holding the annual meeting of the company for the election of directors was changed from the fourth Tuesday of January to the second Tuesday of April, in order to give sufficient time for the closing up of the business and making full reports of the fiscal year ending the 31st December.

The road having been completed to Athens and opened for business July 25, 1870, the past year has been the first full years business of the entire road, and the results, we trust, are satisfactory.

The road has been worked without an accident to a passenger and to but one employe.

With the opening of the Straitsville Branch on the 2d of January 1871, the increased business from the additional number of mines, and from the fact of the Straitsville coal proving superior for gas and furnace purposes, thereby creating additional markets, made us short of the necessary amount of cars to supply the demand, so that contracts were made for two hundred coal and twenty-four flat cars, and for two road and one switching engine, all of which have been received.

With the increase of equipment and business, we found it necessary to make over two miles of sidings at Columbus and on the line during the year.

The Cincinnati, Sandusky and Cleveland Railroad Company having located their road from Springfield to this city, during the early part of the year, an arrangement was made with them for the purchase of sufficient ground, by each company, to have a good connection for the transfer of cars before their track crossed the Cleveland, Columbus and Indiana Central Railway, thereby making for them, and us, an independent transfer track, which will prove valuable to both corporations.

During the year a valuable trade for coal, from your road, was commenced through Cleveland to points on the lakes, and with a large increase of cars which the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company are now having built for that trade, we hope to develop a large business—the quality of our coal, both from main line and branch, being such as to give us a preference over the majority of coals with which we come in competition.

During the last quarter of the year the miners advanced their rates of digging, and made such demands of the operators, that, on the first of December, all work stopped except at one mine, (Floodwood), where the men were not connected with the Miners' Union, and remained so during the entire month, which should have been the best month of the year; causing a loss to our company, for December and a part of January, of not less than $50,000.

About the middle of January the difficulties between the miners and operators were adjusted, and a scale of prices agreed on for fifteen months from January to April, 1873, and it is thought we will have steady work through the year.

The strikes that have occurred during the past two years have deranged our business, discouraged the operators, and delayed the furnishing of sufficient equipment, and occasioned loss to the miners, operators and our company.

It is hoped that the principle adopted of agreeing on a scale of prices for a year in advance will be continued, so that operators can, with safety, contract for coal to be delivered through the entire year, giving a uniform business to the road, and on which the company can estimate the amount of equipment that will be required, and arrange to have it furnished.

The heavy traffic on the road has made it necessary to renew some of the rails. Two hundred and seventy tons have been purchased and placed in main line during the year.

In order to have a test between iron and steel rails, fifty tons of steel rails have been purchased and placed in sidings at the South Depot, where the heaviest wear occurs of any part of the road. The result, so far, is largely in favor of the steel. Both the iron and steel rails above referred to have been charged to road repairs. During the present year quite an amount of iron or steel rails will be required for renewal.

During the year the masonry for the bridge at Walnut Creek has been built, and a combination bridge, built by McNairy, Claflin & Co., Cleveland, placed on the same, the entire structure costing $13,500.

The large amount of equipment required for the business of the road made it necessary to procure machinery and power to keep up the repairs, in place of having the work done at private shops as has been done since the opening of the road. Contracts were made with the Columbus Machine Company for the power, and with the Niles Works, of Cincinnati, for the machinery, to the amount of about $12,000, which are now in use, and will have to be increased as the business increases.

During the year valuable additional grounds have been purchased at Columbus, and one car house (for repairing) and a store-house built. Some fencing has been done, and quite an amount

of material has been contracted for to be used this season.

In order to meet the expenditures for equipment, additional sidings, shops and machinery made necessary by the increase of business, and to pay off the floating debt of the company, so as to be able to pay to the stockholders the net earnings of the road, the board, on the 16th of September, resolved to borrow one million dollars, and secure the same by a mortgage on its entire property. Accordingly, an issue of one thousand bonds of one thousand dollars each, payable in twenty years from January 1, 1872, was made, three hundred of which bonds being set apart for the redemption of a like amount, and the whole amount of the bonds issued on the Straitsville Branch. The consent of a majority of the stock of the company was obtained and placed on record.

About $250,000 of the above bonds have been sold by contract for the purchase of equipment and for cash. The balance will be used as the necessities of the company shall require.

It is hoped that the working expenses can be kept under fifty per cent., as has been done since the opening of the road, which is shown in the report of the Superintendent; but in that regard much will necessarily depend on the rates at which the business of the road shall be done. We are encouraged to hope that the rates can be maintained, as they are not only lower than those of a majority of the coal roads of the country for coal transportation, but are sufficiently low to compete successfully with the transportation on the Canal.

In submitting this report your Board can not but congratulate you on the steadily increasing value of your property. They regard the permamanent success of the road as established.

The company own 16 locomotives, 8 first-class passenger, 1 passenger and baggage combined, 3 baggage, 490 eight-wheel coal, 60 box and 50 flat cars; while that owned by private parties, and running on the road, consists of 357 eight-wheel and 100 four-wheel coal cars, which, with the small number of cars furnished by connecting roads, does not supply the demand. The company also own 8 caboose cars for freight trains, 16 hand and 10 small dirt cars. Miles run by passenger cars, 214,414; by baggage cars, 95,143; by freight cars, 3,666,435—total, 3,975,992. Mileage of locomotives, 348,437. Number of passengers carried east, 67,456; do. west, 75,144—total, 142,600. Pounds of coal forwarded, 605,532,485. Tons of pig iron transported, 16,086. Pounds of freight carried east, 69,098,035; do. west, 700,682,056—total, 769,780,091.

INCOME ACCOUNT.

Balance from previous year		$128,416 53
Earnings as above		548,942 41
		$677,358 94
Operating expenses	$263,209 41	
Interest on Straitsville bonds	11,613 20	
Interest on 1st mortgage bonds	107,034 52	
Interest account	10,382 94	
		392,240 07
Balance to credit of income account		$285,118 87

GENERAL ACCOUNT DECEMBER 31, 1871.

Capital stock, (paid in)	$899,867 25
Bonds issued (30 year 7 per ct. mort	1,500,000 00
Bonds issued (10 year 7 per ct. mort	300,000 00
Due to agents and connecting roads	6 458 42
Bills payable	157,621 58
Income account (net earnings)	285,118 87
Due individuals	53,717 32
Equipment bonds (20 year 7 per ct.)	79,000 00
	$8,281,783 44

Cash on hand	$26,195 07
Construction (proper)	1,949,517 80
Straitsville branch (construction)	239,210 01
Equipment	659,297 74
Real estate, (shop, switch and depot grounds)	83,398 14
Fencing	9,814 73
Right of way	91,546 16
C., S. & C. transfer track	5,423 85
Discount on bonds	132,476 03
Lancaster city bonds	300 00
Dis., on Straitsville Branch bonds	53,513 00
Telegraph line	4,279 61
Bills receivable	5,913 29
Discount on equipment bonds	16,010 34
Material on hand	838 24
Due from agents and connecting roads	1,056 25
Due from individuals	2,993 68
	$3,281,783 44

President.—B. E. SMITH.

Vice President.—M. M. GREENE.

Directors.—B. E. Smith, M. M. Greene, William G. Deshler, William Dennison, Theo. Comstock, W. B. Brooks, Isaac Eberly, C. P. L. Butler, John Greenleaf, John L. Gill, John D. Martin, C. H. Rippey, S. W. Pickering.

Secretary and Treasurer.—J. J. JANNEY.

Superintendent.—JOHN W. DOHERTY.

Auditor.—T. J. JANNEY.

The St. Joseph Bridge.

An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for "The St. Joseph Bridge Building Company," a corporation organized for that purpose under the general corporation laws of the State of Missouri, to construct a bridge across the Missouri river at or near Saint Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near Saint Joseph, or to the river on the opposite side of the same, near Saint Joseph, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near Saint Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot passengers.

Section 2. That any bridge built under the provisions of this act may, at the option of person or persons, or corporation building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the same shall be made of unbroken continuous spans it shall not be of less elevation in any case than fifty feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than three hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river and not less than three hundred feet in length: *And provided also*, That if a bridge shall be built under this act as a drawbridge, the same shall be constructed as a pivot drawbridge, with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low water mark, and not less than ten feet above extreme high water mark, measuring to the bottom chord of the bridge, and the piers of said bridge shall be parallel with the current of the river: *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same, but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains: *And provided further*, That the corporation building said bridge may, if not unauthorized by the provisions of its charter of incorporation, enter upon the banks of said river, either above or below the point of the location of said bridge, for a distance of seven miles, and erect and maintain breakwaters or use such other means as may be necessary to make a channel for said river, and confine the flow of water to a permanent channel, and to do whatever may be necessary to accomplish said object, but shall not impede or obstruct the navigation of the said river; and all plans for such works or erections upon the banks of the river shall first be submitted to the Secretary of War for his approval.

Section 3. That any bridge built under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge.

Section 4. That in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of the Missouri river, at or near the crossing of said bridge, and caused or alleged to be caused thereby, the cause shall be commenced and tried in the district courts of either judicial districts of Missouri or Kansas in which the said bridge or any portion of such obstruction touches; and the right to alter or amend this act so as to prevent or remove all material obstruction to the navigation of said river by the construction of said bridge is hereby expressly reserved, and all such alterations, when required by law, shall be made at the expense of said bridge company; and the plan on which such bridge is intended to be built, and shall be built, shall be first submitted to and approved by the Secretary of War.

Section 5. That the Saint Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the Saint Joseph and Denver City Railroad Company, and which was granted to said last named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person, or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid, from the Saint Joseph and Denver City Railroad Company, to construct any other bridge than the one now being constructed at Saint Joseph, Missouri.

Approved, March 5, 1872.

☞ The Upper Hudson and Schuylerville Railroads have been consolidated, and will be leased for a term of years by the Delaware and Hudson Canal Company. D. A. Bullard is President of the new road.

☞ The official returns of the Union Pacific Railroad shows that the gross earnings for February were $534,115 and the expenses $392,354, making the net earnings $141,761.

From the Missouri Democrat, March 27.

Tax on Railroad Receipts.

LEGALITY OF THE CONVENTION ORDINANCE OF 1865.

The North Missouri Railroad Company, Mr. M. K. Jesup vs. Constantine Maguire.

OPINION OF THE SUPREME COURT.

This case comes here for review on appeal from the St. Charles Circuit Court, before which the parties voluntarily appeared, submitting the matters in controversy between them on an agreed statement of facts. The court entered judgment for plaintiffs, and it is to reverse that judgment that this appeal is prosecuted.

Whilst some minor and incidental matters have been discussed, the real questions presented by the record all resolve themselves into one, namely, the validity of the convention ordinance of April, 1865, relating to railroad indebtedness. The first section of the ordinance and all that is material to be here noticed, provides that "there shall be levied and collected from the Pacific Railroad Company, the North Missouri Railroad Company and the St. Louis and Iron Mountain Railroad Company an annual tax of ten per centum of all their gross receipts for the transportation of freight and passengers (not including amounts received and taxes paid to the United States) from the first of October, 1866, to the first of October 1868, and fifteen per cent. thereafter; which tax shall be assessed and collected in the county of St. Louis, in the same manner as other State taxes are assessed and collected, and shall be appropriated by the General Assembly to the payment of the principal and interest now due, or hereafter to become due, upon the bonds of the State, and the bonds guaranteed by the State, issued to the aforesaid railroad companies."

The tax specified in the ordinance was to be collected from each company only for the payment of the principal and interest on the bonds, for the payment of which each company was liable, and whenever such bonds and interest were fully paid, then no further tax was to be collected from the company.

The objections urged against these ordinance, and contained, in the argued case, are that it is unconstitutional; that it violates the Fifth and Seventh amendments to the Constitution of the United States, and it is also opposed to that provision which declares that no State shall pass any law impairing the obligations of a contract.

The position assumed that the ordinance is invalid because it is repugnant to the amendments designated, cannot be maintained. By a series of adjudications in the national courts it has been definitely settled that these amendments are limitations of power on the general government, and have no application to the States.

In the case of Bonen vs. the city of Baltimore (7 Peters, 243) the whole question was fully considered and ably examined upon a writ of error to the Court of Appeals of the State of Maryland. The error alleged was that the State court sustained the action of the defendant under the act of the State Legislature, whereby the property of the plaintiff was taken for public use in violation of the fifth amendment. The court held that its appellate jurisdiction did not extend to the case presented by the writ of error, and Chief Justice Marshall, declaring the unanimous judgment of the court, said:

"The question presented is, we think, of great importance, but not of much difficulty. * * * The Constitution was ordained and established by the people of the United States for themselves, for their own government, and not for the government of the individual States. Each State established a constitution for itself, and in that constitution provided such limitations and restrictions on the powers of its particular government as its judgment dictated. The people of the United States framed such a government for the United States as they supposed best adapted to their situation, and best calculated to promote their interests. The powers they conferred on this government were to be exercised by itself, and the limitations in power, if expressed in general terms are naturally, and we think necessarily, applicable to the government created by the instrument. They are limitations of power granted in the instrument itself, not of distinct governments framed by different persons for different purposes." And, in conclusion, after a thorough examination of the several amendments which had then (1823) been adopted, he observes: "These amendments contain no expression indicating an intention to apply them to State governments. This court cannot so apply them." * * *

The plaintiff here, the North Missouri Railroad Co., made default in the payment of the interest on the bonds guaranteed by the State, and by the provisions of an act of the Legislature, approved February 16, 1865, entitled "an act to provide for the completion of the North Missouri Railroad and its west branch, and for the construction of a bridge over the Missouri river," the mortgage or first lien of the State was released for $4,350,000 (the amount which the State had guaranteed for the company) and made a second lien, in order that $6,000,000 of first mortgage bonds might be placed upon the road to complete it and build the bridge. The act also provided for the appointment by the Governor of a fund commissioner for the company to receive all moneys belonging to the company and to disburse the same as follows:

First. To said corporation the amounts required from day to day for the actual, current expenditure in operating said railroad and carrying on the ordinary business of said corporation.

Second. The amount of his salary as such fund commissioner in monthly instalments.

Third. The interest upon said mortgage as the same should fall due.

Fourth. The cost of construction and equipment of the said railroad.

Fifth. The accruing dividends on preferred stock, not exceeding six per cent. per annum thereon, in accordance with the provisions of the act in relation thereto.

Sixth. The interest due on the outstanding bonds of the State of Missouri, previously loaned to the company.

Seventh. The payment of the principal of the first mortgage bonds, or if none should have become due, then to the payment of the principal of the bonds of the State; and

Lastly. The balance to be paid to the corporation.

The ordinance was adopted by the people in June, 1865, after the passage of the legislative enactment, and after its acceptance by the company. It is now claimed by the plaintiffs that the act of February, 1865, was a contract between the State of Missouri and the North Missouri Railroad Company, and that the ordinance levying a tax on the gross receipts of the railroad company was in direct violation of the contract, because the State's lien was postponed to the lien of the first mortgage authorized by that act, and it was expressly provided that the interest on the first mortgage so created be paid to the Fund Commissioner, out of the earnings of the road, in the third class of disbursements, and the interest on the lien of the State—the sixth class of disbursements; that the ordinance requiring a tax of ten per cent. on the gross earnings to be paid to the State was in violation of the distribution of the earnings provided for by law, and an attempt on the part of the State to make itself a distributee—the first class.

It is readily admitted that the law of 1865, was a contract, and within the protection of the Constitution of the United States, and the State, after the acceptance of that law by the corporation, could not by an act, except the extinguishment of the mortgage thereby authorized, resume the position of first mortgagee. But is there anything in the act to prevent the State from exercising the sovereign power of taxation? The act does not pretend to grant exemption from taxation in express terms, and the courts will never presume or infer that the State intends to abandon or surrender the important right of taxation. Whatever restrictions may have been imposed by the adjudications of the national tribunals on the sovereign right of the States to exercise this vital power of taxation untrammeled, in cases where the State had parted with the right for a valuable consideration, yet all the courts proclaim that the abandonment of the right can never be presumed—that the intention to abandon must appear in the most clear and unequivocal terms. Nor can their be any donbt of the power of the State, by reason of its sovereignty over the whole subject of taxation, to impose taxes on property previously exempt, or to raise the rates unless there has been some express contract in limitation of this power upon a consideration deemed to be a part of the value of the grant or the charter. * * *

It is also argued that the tax is unequal, and is therefore opposed to the clause in the Constitution which enjoins a uniform rule as to the imposition of taxes on all property. But it must be observed that the ordinance which we are considering is a part of the Constitution itself, expressly made so by its provisions on its adoption by the people. It is, therefore, a part of the fundamental law of the land. Of course it must stand as well as any other part of the Constitution, and cannot be nullified by the more general provisions of the same instrument concerning the powers of the Legislature in reference to the general subject of taxation.

We have thus far assumed that the assessment provided for in the ordinance came within the scope and character of taxation. But the point is taken and advanced by the plaintiffs that it is not a tax, that it amounts to a sequestration of property for the purpose of paying a debt, and has none of the criteria or element of a tax. The question then arises, is the burden thus imposed by the people on these corporations a tax within the proper meaning of that term, as legally defined? "Taxation," says Chief Justice Marshall, "is said to be an absolute power which acknowledges no other limits than those expressly prescribed in the Constitution, and, like sovereign power of every description, is trusted to the discretion of those who use it." (McCulloch vs. Maryland, 4 Wheat., 429.)

In the case of Glasgow vs. Rowse, (43 Mo. 498,) it was said, "taxes are burdens or charges imposed by the legislative power upon persons or property to raise money for public purposes or to defray the necessary expenses in administering the government," A tax differs materially and essentially from a debt. The one is founded on contract; the other is not. A law which specifically appropriated the property of the citizen, and took it from one person and transferred it to another, would not be an exercise of the taxing powers, no matter by what name it was called. To settle and fix the line of demarcation is a matter of great and perplexing difficulty; but mere oppressiveness in tax laws is no ground for setting them aside, or arresting their operation. (Glasgow vs. Rowse supra.)

The power of the sovereign authority to tax is unlimited, and is a power to destroy. The only restraint is in the responsibility of those in whom the power is intrusted. Thus in the People ex rel Griffin vs. the Mayor of New York (4 Coms. 419, 423) it was held that the two clauses of the Constitution, which declare that no person shall be deprived of his property without due process of law, and that private property shall not be taken for public use without just compensation, have no application to the taxing power. It was also decided in that case, that the power to tax implies a power to apportion the tax as the Legislature shall see fit, and that the power of apportionment has no limit where there is no Constitutional restriction. * * * Redress against unjust taxation must be sought in the same way, and no other, as redress against unjust and oppressive legislation in the general enactment of laws is sought.

The judical department of the government furnishes no redress in such cases. There is no oppression in a legislative act, except where, in the attempted injustice or oppression, some constitutional provision is violated. * * *

It is admitted by the agreed case that the bonds of the corporation are outstanding, and have never been paid. But the agreed case nowhere finds

that the ten per cent. tax levied upon the gross earnings of the road decreased the fund to such an extent as to endanger the prompt payment of interest on the preferred bonds in any manner, or to shut out any of the distributees prior in order to the claims of the State for interest.

I cannot therefore see that the ordinance is obnoxious to the charge of imparing the obligation of a contract, and I think also that it provides for nothing more than the legitimate exercise of the power of taxation.

As to whether there was any informality in the matter of making the assessment, need not be discussed. If the ordinance was valid, the assessor had jurisdiction, and in such a case, the collector cannot be held responsible for any informal or irregular proceeding of the assessor.

It follows, therefore, that the judgment of the Circuit Court must be reversed.

Judge Bliss concurs. Judge Adams was not a member of this court when this case was argued.

DAVID WAGNER.

Miller's Platforms, Couplers and Buffers.

The most careless reader of the daily papers of the present age must have been forcibly reminded at times, of the apparent carelessness, or rather, low estimate placed upon the value of human life by the public at large. Take the thousand and one hideous accidents, recorded by the historical record of the press, for one short year, and it would make a bulky volume, filled with tales of suffering, misery and horrible deaths. The every day reader of the daily paper long ago has become calloused by the oft repeated tale of accidents, which are so much alike in their ghastly monotonousness, that a new horror must be gigantic in its desolation, and heart-rendering in detail to ensure more than his passing attention.

There are so many ways for sending poor humanity across the border, in this wonderful America, that it would take volumes to elucidate them all, but of all accidents, the one most prolific in horrors, is the railroad accident. Year after year rolls on, thousands are crushed out of existence, burned alive, or else crippled to a living death by its cruel and criminally careless causes, but the public does not complain, except in a feeble spasmodic way, and accepts the results of bad railway management, as the necessary results of the present railroad system.

The wealthy corporations, which ostensibly were organized for the benefit of the public, have too long regarded its safety as a matter of trivial importance, in comparison with the draining of its pockets to accrue to their vast Aladdin growing wealth. The times are changing. The subject of safety is beginning finally to be discussed, and great and ingenious minds have been set to work to try and alleviate some of the greatest evils at least. Already marked improvements have been noted, and leading railroads have made use of them. When the important evils are remedied, then the minor ones may be attended to; and in time American railroads may do a more exclusive business of passenger transit. That is confine their carrying trade to stations in this world, and run not quite so many through trains to the Beyond.

Over three-fourths of the railroad accidents arise either from "telescoping" or "oscillation." These causes for accident are a peculiar outgrowth of the American railway system. They are unknown in other countries. Naturally one might desire to inquire into the nature and cause of the "telescoping," and its twin aid to death and destruction "oscillation."

First as to telescoping. This term is familiar to every reader of accounts of railway accidents. It is caused by the infirm, imperfect, means used in coupling cars. Under the old method of coupling, when two cars are brought forcibly together, as in a collision, the platform of one of the cars coming together is inevitably broken, and the car raised up and sent through the advancing car, after the manner of a closing telescope, gliding within its slides.

The terrible results of life and limb by such telescoping is too well know to need any comment. A new pattern of coupling recently invented by an old railway man, will when universally used make the word "telescoped" obsolete in reference to railway accidents. Constructed upon strictly mechanical principles to guard against this form of accident, this new coupling is eminently successful. For eight years the coupling has been introducing itself. During that time it has been adopted by over 100 railroads, and cars upon those roads are never telescoped. Thus one of the greatest causes of railroad slaughter is obviated.

Now as to the other "oscillation." Col. EZRA MILLER is the benefactor, who has done so much for the safety of the public, and he, in speaking of the direct causes of railroad accidents, opens the eyes of the public to the dangers arising from oscillation, that they perhaps never dreamed of. The old system of coupling is of so loose a nature that oscillation could never have been prevented without a new method being used. Oscillation is technically described as the lateral vibration of the cars of a train in motion. That is the swinging motion of the train. Each car has an independent motion, which beginning at the first car increases to the last. When at a high speed the position is always dangerous under the old system of coupling. The dangers of this motion is felt the greatest on levels, in long trains and at high speed, and on down grades, where the shock in the couplings is greatest. This is particularly dangerous for the rear cars, and the jumping of cars from the track while running at a high rate of speed, too often smoothed over by the story of a broken rail, or the like, is another one of the list of causes of railroad horrors.

Now, the Miller coupling obviates all this. It connects cars in such a manner, that there is no jerk in starting. The whole train gently moves. In motion the car is quiet as a parlor, and stops as quietly as it starts. Then its connection is automatic, and no danger is possible to the brakeman. Its many good qualities can be summed up briefly as follows: Its practical test for eight years, as to its saving millions of property and thousands of lives, are the only demonstrations necessary to their proof;

1, The platforms are held in a plane with the sills of the cars; 2, the platforms cannot be broken by any ordinary accident; 3, telescoping is impossible; 4, any required compression may be obtained to prevent accidents by oscillation; 5, no links and pins are required, and no one is required to go between cars to couple them; 6, the platforms may be held as close together as desired; 7, by close coupling the train is shortened; 8, they may be uncoupled without "shutting off," to make a flying switch; 9, telescoping and oscillation are impossible; 10, the great steadiness produced by them make sleeping cars desirable; 11, no person can fall between the cars when coupled.

The above are a few of the good qualities of "Miller's Trussed Platforms, Compression Buffers, and Automatic Couplers." The best roads are all using them. The Missouri Pacific Road here at home has wisely adopted them of late, and earnest commendatory letters from the leading officers of the Chicago, Rock Island and Pacific Railroad Company; Kansas City, St. Joe, and C. B. R. R.'; Chicago Burlington and Quincy; Michigan Central and all the leading Eastern roads, speak volumes in its favor. The time is not far distant when the public will refuse to ride on roads that refuse to care for its safety by the use of this great improvement.—*St. Louis Jour. of Com.*

☞ The Great Western Railway Company of Canada have leased the London and Port Stanley Railway.

Frederick and Pennsylvania Line Railroad.

The Westminster (Md.) *Advocate* says that "the bridge and trestle work spanning Little Pipe creek and the meadow lands of Samuel and Frank McGinnis, on the Frederick and Pennsylvania Line railroad, are complete and ready for the track. This is a magnificent structure, and is an honor to the company and its projectors. Mr. Hayden, engineer, and W. Bollman, contractor and builder. The entire length is 705 feet, the bridge proper is of wrought iron and 135 feet span, deck of bridge 60 feet above low water.—The trestling is of rolled iron plates, forming six angular tubular columns, securely riveted together, and apparently of great strength. The trestle consists of 19 spans, eleven on the Frederick and eight on the Carroll county side of the creek. All things considered, this is one among the most picturesque structures of the kind in the United States.

Ontario and Quebec Railway.

This proposed line is to run from the city of Toronto through or near Peterborough, Madoc and Carleton Place, to the city of Ottawa, and across the Ottawa River into the Province of Quebec, to effect a junction with railways in that Province, and to unite, amalgamate, and make running arrangements with railway lines in the Province of Ontario, situated upon the line authorized to be constructed. The company may be permanently organized so soon as $50,000 of stock is subscribed and ten per cent. thereon paid in. The estimated distances between the following places is as follows:—Toronto to Peterborough, 90 miles; Peterborough to Carleton Place, 126 miles; Carleton Place to Ottawa, 28 miles; Total from Toronto to Ottawa, 244 miles. The line proper extends only from Peterborough to Carleton Place 126 miles.

☞ The Omaha (Neb.) *Herald* says two new railroad lines are proposed from Denver, Col., to the eastward. The first is for a narrow gauge branch of the Union Pacific diverging therefrom at or near Julesburg, and following up the valley of the Platte to Greeley or Evans; thence to Longmont, and through the Boulder coal fields to a point of junction with the Colorado Central, about midway between Denver and Golden. The other plan is to build a wide gauge road from either Julesburg or Fort Kearney to Denver, leaving the valley of the Platte about the mouth of Beaver Creek, and striking straight for Omaha, making the shortest practicable route to Chicago and the East. At Kearney it would unite with the Burlington and Missouri road, and with two or three others that are being rapidly pushed to that point.

☞ The directors of the Baltimore and Ohio Railroad Company have declared a dividend of five per cent. upon the capital stock of the Main Stem, payable, free of tax, on and after the 1st of May, at the Merchants' National Bank of Baltimore. Also a dividend of five per cent. on the capital stock of the Washington Branch, payable, free of tax, at the same place on the 17th of April.

☞ The Lindsay (Ca.) *Warder* says that $150,000 stock in the Lindsay, Fenelon Falls and Ottawa Railway, has been subscribed, and ten per cent. thereon paid into the bank.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,690	251,852	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,090	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,360,983
1872	634,480	545,487	863,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	262,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,007	377,687	5,278,910
1872	372,816	329,170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,350	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,807	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	527,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,586	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	650,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,627	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,706	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	80,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,370	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	128,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	389,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,736	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,596	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,318	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	266,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,939	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	348,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,123	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,636	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,506	688,578	1,068,902	1,510,088	1,213,303	1,369,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,006,265
1870	162,393	168,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,252,343
1870	312,183	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,602	802,586	746,450	643,058	644 061	728,521	719,698	570.168	506,053	7,654,094
1871	479.573	373,925	499,599	584,540	724,460	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000		87,061	22,593	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City..... .....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	..	B'klyn Flatbh & Coney Isl.N.Y.	108,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	..	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	101
Sept. 30,'70	3.25	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Pa.)Pa.	207,284	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)...N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.& B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	..	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	..	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052,479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,360	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	90,000	—	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	....
Sept. 30,'70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	89
Dec. 31, '70	3.40	....	..	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City).N.Y.	476,598	797,320	167,000	—	124,733	3,230	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	196,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	..	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,206	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33½
Oct. 31, '70	8.25	154	28	P'bg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	65
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	16,729	6,290	5½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1567	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20½
Dec. 31, '70	3.60	....	..	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Dec. 31, '70	27.00	587	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	614	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	3,066	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.& D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.& D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	206,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,000	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.& O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.& D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.& O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.& O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	300,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	35,000	7	A.& O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& D.	1878	103½
Worcester: 1st Mortgage.....	30,000	6	A.& O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point..100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,150,800	M. & N.	Nov. '71 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine 100	4,471,275	M & N.	Nov. '71 5
Boston and Providence..100	3,700,000	M. & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 100	915,577	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*..... 50	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	.....
" pref... 50	428,846	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J&O	Jan. '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord 100	1,500,000	M. & N.	Nov.'71 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... 50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '00 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,166,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '71 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	289,290	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,789,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,880,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex* 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov.'71 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,060,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	July '71 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428,330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'71 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 100	39,500,000	M. & N.	Nov.'71 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	470,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,860,000	J. & J.	July '71 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	600,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	J. & J.	Jan. '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	Nov.'71 3
South Boston 100	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,963,568	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,789,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2 888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	600,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 8
Mariposa Gold..... 100	2,838,600	— & —	.....
" pref..... 100	3,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,734,000	6	Jan. & July.	1880	115½
.. .. coupon	4,681,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,154,950	6	Jan. & July	1881	115½
.. .. coupon	64,166,250	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	34,055,700	6	May & Nov.	1882	110½
(5-20s).....coupon	251,624,800	6	" "	1882	113½
Loan of March 3, 1863.....registered	53,398,050	6	Jan. & July.	1881	115½
.. .. coupon	21,601,950	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	36,839,900	6	May & Nov.	1884	112
(5-20s).....coupon	40,211,900	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	42,619,450	6	May & Nov.	1885	110
.. .. .. (5-20s).....coupon	120,166,700	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	63,939,350	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	165,541,550	6	" "	1885	112½
.. .. 3d series (5-20s).....registered	92,140,300	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	228,835,200	6	" "	1887	113½
.. .. 4th series (5-20s).....registered	12,942,500	6	Jan. & July.	1888	113
.. .. .. (5-20s).....coupon	26,323,500	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)....registered	138,296,450	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	56,276,850	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	120,211,200	5	F. M. A. & N.	1881	109½
.. .. coupon	79,788,800	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	15,520 000	6	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	399,874,306	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. .. (sterling).....	688,000	6	June 1.	1870	....
.. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. .. (" ")..	712,500	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	23
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	55
.. .. .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	60
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	62
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mgr. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. — .. .. converted	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,882	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'95	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1868	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	104
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	107½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	pleas.	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1875	....
.. —	6,150,100	6	" "	1872	106½
.. —	2,099,000	6	" "	1873	106
.. —	473,000	6	" "	1874	106
.. —	880,000	6	" "	1875	106½
.. —	1,106,420	6	" "	1877	106
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	" "	1876	....
.. — .. .. (old)..	3,639,400	6	Jan. & July.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,626,000	6	April & Oct.	'71-'91	36
.. — .. .. (new)..	1,739,000	6	Jan. & July.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	April & Oct.	'92-'98	22
.. —	1,821,400	6	Jan. & July.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	April & Oct.	1900	27
Ohio—State Loan (New York).....	1,284,317	6	" "	1869	....
.. — .. (").....	1,600,000	6	Jan. & July.	1870	14
.. — .. (").....	4,695,300	6	" "	1875	....
.. — .. (").....	2,400,000	6	" "	1881	101
.. —Union Loan (Columbus).....	386,975	6	" "	1886	101½
Oregon—Relief and Bounty Bonds.....	176,156	6	May & Nov.	1871	103½
Pennsylvania—Redemption Loan of 1867.....	92,850	7	Jan. & July.	'74-'84	....
.. —	4,731,300	5	Feb. & Aug.	1872	95
.. —	90,400	6	" "	1872	97
.. —	7,890,550	5	" "	1877	101½
.. —	726,950	6	" "	1877	96
.. —	9,237,050	5	" "	1882	105½
.. —Inclined Plane Loan.....	400,000	6	" "	1882	96
.. —Military Loan.....	2,769,250	6	April & Oct.	1879	107½
.. —State Stocks (old).....	384,000	6	Feb. & Aug.	1871	107
.. — .. (old).....	3,277,000	5	Jan. & July.	1882	101½
.. — .. (old).....	112,000	5	Feb. & Aug.	'77-'78	....
Rhode Island—War Bonds of 1862.....	1,100,000	44	Jan. & July.	1882	104
.. — .. of 1863.....	736,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	239,000	6	Jan. & July.	1893	100
.. — .. of 1864.....	841,000	6	April & Oct.	1883	100
South Carolina—Fire Loan of Stock 1833.....	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg.)....	484,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '54	970,000	5	" "	1868	....
.. —State Capitol bonds.....	1,997,736	6	" "	'74-'78	52
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71-'90	....
.. —Conversion Bonds of 1869....	1,265,800	6	" "	'87-'97	....
.. —Funding & Special Bonds '68	1,602,150	6	J. A. J. & O.	1888	38½
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	....
.. —*	239,166	5	April & Oct.	Var.	....
.. —*	1,706,000	5½	" "	"	....
.. —*Railroad Loans	24,006,500	6	" "	"	....
.. —*Railroad Endorsements	2,172,000	6	Jan. & July.	long.	....
.. —*Funding Bonds	4,092,503	6	" "	"	87½
Texas—No legal debt.....	.....	.....	.....	.....	67½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'89	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free. gold	16,000pm	7*	Jan. & July.	New York.	1900	82
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870. gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres). gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific). gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856, sinking fund	868,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1860	579,500	6	" "	"	1880	94
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870. sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	45½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	51
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	330,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	90½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,680,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,360,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1890	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	164,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	95
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	96
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ").	186,500	6	" "	" "	1872	....
3d Mort. (" " ").	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,826,000	8	Jan. & July.	New York.	1885	118½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	900,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk R.R. (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	....
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1896	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	100
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1893	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1881	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	6	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	500,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000.....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	98
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	94
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	86
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	77
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,248,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1880	87
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1856	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	100,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	584,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.).....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1880	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,116	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (send).	1,916,639	6	" "	NY.& Detroit.	1896	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1886	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1890	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97½
Loan of 1866	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1867	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	104½
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1881	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	....	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
G. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	91½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1895	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster(Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund..gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1896	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1882	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1902	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W.):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	— & —	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95
S. Fund Bonds(L.S.& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Atl.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96
1st Mort.of '70(reg.)for $8,000,000	1,050,000	7	Feb. & Aug.	"	1900	103
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1899	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	...
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,600	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	...
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charlesion:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,200,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	107½
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,702,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	95
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,316,000	7.3	" "	" "	1898	95
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S. F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1860.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n $1,500,000 end. by Co.	1,500,000	6	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	6	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1870	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	300,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimun.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	.....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	104½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S'k.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '60	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	93
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1890	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93¾
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	98
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	46,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	95
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	83½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	485,000	6	April & Oct.	"	1876	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1584	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	86
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (U. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	88½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	93
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	75½
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	100
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1890	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	—— & ——	Portland.	1888	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown (R.W.&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	95
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	9
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego :						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	84½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864.	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv. gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	242,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	900,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	151,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	91
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	91½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.&T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	38
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	93½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	164,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	90
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	84
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	98½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	98
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	80
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan	2,0 0,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	100
Gold Loan	980,000	6*	" "	"	1894	95
Convertible Loan	1,986,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	81
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	85½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	93
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	96½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,018	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	662,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31, 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,494,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	20	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	26	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	24	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	443.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36.000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,418,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	6,785,987	863,186	10	100	154½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,060,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	10
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	141
Sept. 30, 1870	74.2	5.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	145
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	155½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTrunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo.River.)	.....	.....	—	100	61½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago,	Burlington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	126½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	100	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	80½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	—	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	—	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,212	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	—	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	111½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	30½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C.S.C.& Ga.	4,950,217	*	167,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350.972	4,187,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	119
Apr 30, 1871	400.0	—	167.0	—	175	84	45	8,083	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	66,320 468	206,949,525	7,207,685	2,779,011	10	100	133

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	*			492,000	1,500,000	—	—	—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,687	—	100	44½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	—	54.0	(Leased	& oper. by	Pennsylva	nia.)	.....	7	50	100½
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	575,644	.....	.....	2,412,150	843,003	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,788,811	*	.....	.....	834,850	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	134
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....		.....	.....	2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	...
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000	—	—	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	82,000	16,531	187,379	....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	13.0	.....	.....	.....	98,518	9,335	—	100	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730	—	—	—	11.0	10,263	.....	.....	85,318	9,281	—	50	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—	—	—	—	(In cour	se of cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	(Recent	ly comple	ted.)	.....	.....	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind.	1,100,000				300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recen	tly comple	ted.)	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....		.....	.....	.....	.....	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under	constructi	on.)	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under	constructi	on.)	.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.6	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	169,390,937	560,833,666	13,457,541	5,088,720	8	100	97½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	—	—	—	—	(Under	constructi	on at $33,0	00 p. m.)	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	103	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	& Chi.)	49.507	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	—	—	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	716,100				375,100	300,000	40,000	—	116.7	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	208.5	.....	.....	.....	13,207,167	2,320,760	10	50	128½
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	...
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	—	—	—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	94½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)	—	—	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	164,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,133	200,000	£ 67,700	£1,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	...

Dec. 31, 1870	10.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	35.0	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—		(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	3,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,068	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	....
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	152
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	.....	13,963,978	3,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,137	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,760	...	100	104
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	54.0	(Recently	compl. n	o statem't	of oper.)	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	.....	.....	3,000,000	.....	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	781	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	.....	.....	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	.....	.....	20,000p.m	20,000p.m	.....	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	.....	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,888	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	6	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	62
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	—	7	50	107
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	.....	.....	.....	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	.....	.....	.....	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	67.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74.701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	95
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	360	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	149
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	468,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern	Tenn. & Ky.	.....	*	.....	.....	.....	.....	.....	.....	—	(Leas. &	oper. by	N. & C.)	10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,884,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	113
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,282	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	98,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp	Conn. & Mass.	2,897,092	483,116	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	38.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	126
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	6	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	24
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	190.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	*	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58 0	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,322	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	117
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	—	—	221,700	141,500	33,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	205,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N.York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas. &	oper. by	N. Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11.0	0	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	102
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,321	151,521,712	2,816,662	1,271,962	6	50	79
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	113
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	1732.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	2,509,914	9,312,721	614,200	191,642	10	100	125
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	—	6	100	86
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,622,607	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	48
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960.160	.....	.....	4,259,450	3,170,000	.....	.....	98.5	550,381	.....	.....	2,718,702	1,422,833	10	50	84
Sept 30, 1870	72.5	70.2	45.2	—	38	13	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	413,269	142.7	(10 mos.	35,486,808	7,461,065	1,270,848	474,712	6	100	112
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,236	8,827,750	13,430,793	959,680	359,677	—	100	84
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	—	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville...Kentucky.	400,000	*			450,000	200,000				....	(Under	construct	ion.)				100	....
Feb. 28, 1870	283.5	—	39.5	—	97	60	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,760	9,219,389	1,657,413			355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....			63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000											12	100	99½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000				—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000				—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000				—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	18.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542			—	(Leas. &	oper. by C	'm.&Am.)	.....	.....	—	100	....
Dec. 31, 1870	1.8	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000				—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	6,568,549	33,850,000	32,760,000	4,961,734	1,524,392		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	123½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000	.....			106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	*		.....	1,000,000	2,000,000	.....			83.0	246,648	.....	.....	.....	.....		100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....		.....	2,000,0000	2,000,000				90.0	(Recenti	y complet	ed.)	.....	.....		100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	57,200	100,000	57,381	.....		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			1,324,200	295,094	93,442			92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †....Pennsylvania.	21,601,865	*			220,606	1,100,000	326,690			58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	862,964	.....	.....	8,404,300	12,598,000	609,565			289.6	2,228,683	.....	.....	3,144,045	386,316	—	50	57½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		1,626,250	55,900	.....			83.6	405,605	.....	.....	700,465	303,186	10	50	175
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				30,401,700	9,657,700	4,184,177	1,851,024		575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	118½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	1,259,100					33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	126½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	9,562,650	2,359,500	530,471	434,578		101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	5,424,350	10,027,990	99,030			200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	160.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			1,794,576	5,500,000	818,538			72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				19,714,285	13,663,000	18,230			500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	450,000					—	(Leas.&	oper. by Bo	s.&Alb'y.)		27,000	6	100	85
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519			.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000			109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*								27.5	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,600	*	585.069	79,576	1,500,000					—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	132
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	4,300,000		3,000,000	2,500,000				—	(Under	construct	ion.)				100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			170 000	200,000				.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			483,874	10,000	176,302			26.0	.....	.....	.....	88,144	31,755	—	100	100
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester...R. I. & Mass.	1,618,575	509,711	114,275	56,137	437,917	55,000	16,500			.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			2,000,000	46,000	135,000	117,698		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	600,000	800,000				48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			1,500,000	50,000	74,414	190,093		—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*			507,268	1,000,000	1,056,405			97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	885,084	737,841	6,000,000	1,689,750		2,035,072		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488		181.0	600,87.	16,481,419	22,373,357	1,656,169	683,258	7	100	105
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	97,618	122,548	1,464,128	466,605	34,949	557,817		190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †....Virginia.	1,440,321	*	86,082	21,433	847,100	326,296	89,636	32,698		75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*		.....	650,000	712,173	78,148			46.4	91,896	1,349,010	1,721,310	170,893	50,377	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				427,402					38.3	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			557,560	70,000				22.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....		—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....		20.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....		218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	99
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000			....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....		239.0	.....	10,016,552	19,605,470	1,189,969	297,492	—	100	14½
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....		112.0	(Under	construct	ion.)				100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....		209.0	.....	.....	.....	1,890,376	580,474	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....		—	(Under	construct	ion—80 m.l	n oper. Ju	n. 1, '71.)		100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....		201.0	635,019	.....	.....	1,372,236	385,803	—	100	92½
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000	.....	.....		—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....		—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....		—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....		—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....		—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*		.....	180,550	100,000	.....	.....		180.0	273,350	5,745,728	5,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243,305	328,900	1,287	82,596		110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000	.....	.....		—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684				300,000	40,000	.....	.....		—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*		179,048	997,100	1,157,245	49,267	15,532		116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	*	25,479	65,882	449,588		140,901			—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	.....	.....	.....	.....	320,000	.....	.....		104.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	11.0	—	8.0	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....		—	(Under	construct	ion.)	.....	.....	—	100	....
																			—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,589	*			1,209,150	97,000	118,988		54.0	202,470			207,264	72,103	3	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—		Selma and Gulf	Alabama.	1,640,000	*			1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*				800,000			60.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.					969,952	496,830			—	(Recent	ly sold un	der foreclo	sure. No	returns.)		100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.					8,000,000	11,000,000			—	In a bad	condition.	No return	s.			100	
Dec. 31, 1870	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*			1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945			157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—					Shore Line	Connecticut.	1,195,800				995,800	200,000			—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*			1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—					South Branch	New Jersey.	439,654				438,300				—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.						4,926,000			—	(Only p	artially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091		115,070	62,169	18,934	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*			1,000,000	2,250,000			72.8	254,938	10,319,774		1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000			....	61,760	1,088,133		642,124			100	
Dec. 31, 1870	—	—	—	87.0					Southern Iowa and Cedar Rapids	Iowa.					2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	82,426 pm	1,				20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0					Southern Pacific	California.									—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*			686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0					Southern Pennsylvania	Penn.	810,000		2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,728	129,538		3,939,900	699,500			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*			751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0					Springfield & Ill. So. Eastern	Illinois.						15,000 p m			—	(Under	ons. to be	finished b	y Dec. 1,			100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—					Stockbridge and Pittsfield	Mass.	448,700				448,700	448,700			—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—					Stony Brook	New Hamp.	267,383				267,300			634	—	(Leased	& oper. by	Nash. & Lo	well.)		6	100	
Mar. 31, 1870	26.0	—	2.0	—					Sullivan	Nnw Hamp.	1,250,000				500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	16.0	—	—	13.0					Sullivan and Erie	Pennsylvania.					1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—					Swedesboro'	New Jersey.	288,200				92,925	171,000	29,284		—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*			1,670,130	1,695,825	13,783		81.0	429,182	5,813,304		32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.8	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235	400,000		23,557	45,843	11.7	65,346			(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0					Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	567,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,286	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640			580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,196,000			228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	79
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*			998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—					Troy and Greenbush	New York.	294,908				274,400				—	(Leased	& oper. by	N.Y. Cen.	& H. Riv.)		6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—					Tyrone and Clearfield	Pennsylvania.	1,000,000				510,000		404,069		—	(Leased	& oper. by	Pennsylva	nia.)			55	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*			36,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*			1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—					Union and Titusville	Penn.	1,500,000	*			500,000	1,000,000			—	(Recen't	y opened f	or traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*			1,666,990	160,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*			1,900,990				—	99,975	3,391,816	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—					Valley	New York.	769,287				750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—					Vermont and Canada	Vermont.	2,500,000				2,500,000				—	(Leased	& oper. by	Ver. Cen.)			8	100	99
May 31, 1870	153.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,466,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.		100	86
May 31, 1870	23.7	—	3.1	—	4	—	—		Vermont Valley	Vermont.	1,221,886	*			616,164	793,200			—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*			1,000,000	750,000			—	(Recent	ly complet	ed.)				100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—		Walkill Valley	New York.	695,455				499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—		Warwick Valley	New York.	199,161				225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,908			1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York	21,938,629	*	2,164,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*							—	(Leas. for	20 y'rs at	425,000 m	onthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	24.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*			650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*			6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—					Western Pennsylvania	Pennsylvania.	3,671,000				1,022,450	1,800,000			—	(Leased	& oper. by	Pennsylva	nia.)			50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0					West Shore Hudson River	New York.	624,464				526,700	676,300	7,427		—	(Under	cons.—Ne	wburg to	Albany.)			100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*			4,000,000	4,000,000			—	(Under	cons.—open	n to Meno	menee.)			100	
Dec. 31, 1870	32.5	—	0.5	—					Williamston and Tarboro	North Car.	850,000				500,000	350,000			—	(Operat	ed by Wil.	& Wel.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*			1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)				5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711	1,468,775	1,484,666	130,021	154,579	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—					Winchester and Potomac	Virginia.	600,000				180,000	144,400	102,400		—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	
Dec. 31, 1870	138.0	4.0	8.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,837	427,100				4,750,000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0					Worcester	Maryland.					100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	18	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	166,860	10	100	138
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825		12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	—
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	—	8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	—	—	—	107,947	.....	10	100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	—	—	—	888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64,000	835,750	669,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	1,003,500	110,000	—	—	83.0	—	—	—	220,216	130,187	10	100	94
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	—	—	—	344,308	181,042	—	100	...
Dec. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	—	391,550	183,076	—	50	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	4,337,950	2,232,000	—	—	360.0	—	—	—	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)	—	—	655,000	—	50	16
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	—	—	—	135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	59,963	4,203	—	50	1
ec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	1,100,000	748,300	65,000	—	....	(Leased	by Pennsy	lvania.)	—	—	—	—	—	—

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Bloosburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	69
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	123
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	95½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpaic Rivers, preferred	1,822,100	6	6	88½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,983,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	....
Erie, preferred	8,536,910	7	7	84
Evansville and Crawfordsville pref.	100,000	...	...	80
Hannibal and St. Joseph, pref.	5,078,224	...	...	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	66½
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	343,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	11
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	82
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	135
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102½
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,506	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottaville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	12
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	50 — @ 55 —
Pig, American, No. 1		50 — @ 52 —
Pig, American, No. 2		49 — @ 50 —
Pig, American, Forge		47 — @ 48 —
Bar, Refined, English and American		100— @105 —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	(Store Prices.)	
Bar, Swedes		125 — @135 —
Bar, Refined, ½ to 2 in. rd. & sq.-1 to 6 in. x ½ to 1 in.		110 — @ — —
Bar, Refined, 1¼ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq		115 — @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16		117 50 @ — —
Large Round		122 50 @127 50
Scroll		122 50 @152 50
Ovals and Half-round		127 50 @137 50
Band		— — @122 50
Horse Shoe		120 — @130 —
Rods, ½@3-16 inch		115 — @155 —
Hoop		135 — @177 50
Nail Rod	per lb.	— — @ — 8
Sheet, Russia, as to assortment	(gold)	— — @ — 18½
Sheet, Single D. and T. Common		— 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½@ — 8½
Sheet, Galtanized	List. 15 per ct. disc.	
Rails, English	(gold) per ton.	74 — @ 75 —
Rails, American, at Works in Penna. c'y.		83 — @ 85 —
Anvils, (Eagle)	per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½@ — 12
American Blister		— @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 9 @ — 10
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @ 5 75
Cut, 8d. and 9d.		— — @ 6 —
Cut, 6d. and 7d.		— — @ 6 25
Cut, 4d. and 5d.		— — @ 6 50
Cut, 3d.		— — @ 6 25
Cut, 2d and 3d. Fine		— — @ 8 —
Cut Spikes, all sizes		— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @ 7 75
Clinch, Kegs		7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5's	per lb.	— 21 @ — 33
Copper		— — @ — 51
Yellow Metal		— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 50 @ — 52
Straits	(gold).	— 42 @ — 42½
English	(gold).	— — @ — 42

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 13 75 @14 —	15 — @ 15 50
I. C. Coke	12 50 @13 —	14 — @ 14 50
Coke Terne	10 50 @12 50	11 75 @ 12 —
Charcoal Terne	12 50 @13 —	13 50 @ 14 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— — @ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 16½
Refined, Standard White (in ship'g order)		— 22 @ — 21½
Refined, S. W. (in jobbing lots)		— — @ — 23
Refined, S. W. (in tin)		— — @ — 28
Naptha, Refined, (65 @ 73 gravity)		— 10 @ — —
Residuum	per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 46
Copper, Bolts		— — @ — 48
Copper, Braziers' (over 16 oz.)		— — @ — 48
Copper, Nails		— — @ — 51
Copper, Old Sheathing, &c., mixed lots		— — @ — —
Copper, Chile Pig		— — @ — —
Copper, American Ingot		— 42 @ — 44
Yellow Metal, New Sheathing and Bronze		— — @ — 30
Yellow Metal, Bolts		— — @ — 32
Yellow Metal, Nails		— 30 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	5 90 @ 6 —
German	(gold)	5 90 @ 6 —
English	(gold)	5 95 @ 6 80
Bar		— 8½@ — —
Pipe		— — @10 —
Sheet		— — @10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @12 —
Liverpool House Cannel		— — @17 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 17.

	Th. 11.	F. 12.	Sat. 13.	M. 15.	Tu. 16.	W. 17
Canton Co.	93	....	93	....	....	....
Central Pacific 6s	101½	101½	101½	101½	....	....
Central of N. Jersey	109½	....	110½	109½	110	110½
Chicago & Alton	118	....	118½	118½	118½	118½
" pref.	....	....	....	....	....	....
" 1 M.	105½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	96
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	113½	....	....	....
Chic. & Northwestern	78½	80½	79½	80½	80½	83½
" pref.	93	....	....	93½	....	95½
" 1st M.	98½	....	99½	....	....	100
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	96
Chic., Rock Isl. & Pac.	110½	111½	111½	112½	112½	113½
Chi., R. I. & Pa. 7s, 1896	101½	102	....	102½	....	102½
Clev., Col., C. and Ind.	90½	90	91	90½	91	....
Clev. & Pittsburg guar.	91½	....	92	92	92½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	30	32½	32½	32½	33	32½
" 1 M.	....	89½	....	89½	90	90
" 2 M.	....	....	....	77	....	....
Del. & Hudson Canal	119½	....	....	....	....	120
Del. Lack. & Western	108½	108½	108½	108½	108½	108½
" 1 M. 7s	....	....	....	....	....	100
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	61½	64½	64½	64½	63½	62½
" pref.	....	80½	....	....	....	80
" 1 M. 7s, 1897	103	....	....	....	....	....
" 2 M. 7s, 1879	98	....	....	....	....	....
" 3 M. 7s, 1883	95½	....	....	....	....	96
" 4 M. 7s, 1880	92	....	....	92½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	39½	40	40	40	44	45
" pref.	62½	63	....	....	65	66½
" 8s, conv.	....	....	....	....	92	92
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	107	....	....	....	....	106½
" 3 M 7s, 1875	....	....	103	....	....	....
Illinois Central	....	....	....	....	134	....
" bonds	103	....	....	....	....	....
Lake Shore & Mich. S'th.	94½	95½	95½	96½	96½	97½
Lake Shore Div. bonds	....	....	....	....	95	....
Marietta & Cin. 1st pref.	....	....	....	....	....	23
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	116½	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	104½	....	104½
" 2 M.	99½	....	100	....	....	....
Mariposa Mining Co.	....	....	....	2	....	....
" pref.	2½	2½	2½	....	....	2½
Milw. and St. Paul	59½	61½	62½	61½	62½	63½
" pref.	80	80½	....	....	81	82
" 1st mort.	93½	....	....	....	94	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	95½	....	95½	95½	95½	....
" H. & St. J. 1ss	93	93	....	93½	....	....
Morris and Essex	95	95	95	95½	94	95½
" 1st mort.	....	107	107	....	....	....
" 2d mort.	99½	100	100	....	100	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	94½	....	....	....
" 6s, S. F. 1887	....	....	93½	94	....	....
N. Y. Cen. & Hud. Riv.	96½	98½	97½	98½	98½	99½
" certificates	92½	92½	....	....	....	93
N. York and Harlem	112½	113½	....	....	....	115
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	103½	....	....	....	....
N. Carolina 6s, old	37	....	....	....	....	36
" new	22	....	....	....	....	....
Ohio and Miss.	46½	48½	47½	48½	48½	49½
" pref.	....	....	....	....	....	77
" 1st M.	....	....	....	....	....	101
Pacific Mail S. S. Co.	61½	63½	63	63½	65	66½
Panama	91	92	....	94	97½	99½
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	95½	....	95	95	....
" 1 M.	....	106	....	....	....	....
" 2 M.	102	....	....	102	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	38½	39½	38½	38	38½	41½
St. L., Alton & T. H.	....	....	....	....	25	....
" pref.	....	....	....	55	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	88	....	88½	....	....	....
" Income bds.	....	....	....	....	....	85
Tennessee 6s, old	66½	67	....	67½	....	....
" new	66½	....	67	....	....	....
Tol., Wab. & Western	77½	78½	79	78½	....	79½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	98
" 2 M.	93½	....	94	....	....	....
" Equipment.	87½	88	....	....	....	88
" St. Lou. Div.	41	....	....	....	....	90½
Union Pacific	37	38½	37½	38½	38½	39½
" 1st mort.	90½	91	90½	91½	91½	91
" L. Gt. 7s	80	....	....	80½	81	82½
" Inc. 10s	84½	85½	85½	85½	85½	86½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	54½	54	....	....	....	54
" def. cert.	....	....	17½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108¼	....	108¾	108¼	108¼	108¼
U. S. 5s, 10-40s, coup	108¼	....	....	109	109¼	....
U. S. 5s, 1881, reg	....	....	....	109¾	109¼	....
U. S. 5s, 1881, coup	110	110¼	....	....	111¼	111¼
U. S. 6s, 1881, reg	....	....	115	115	115	115¼
U. S. 6s, 1881, coup	115¼	115¼	115¾	116	115¾	....
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	109¾	109¾	109¾	110¼
U. S. 6s, 5-20s, c. 1862	112¼	....	....	....	113¾	113¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	113¾	....	....	....	113¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	110	....
U. S. 6s, 5-20s, c. 1865	11 ¾	....	....	114¾	114¼	114¾
U. S. 6s, 5-20s, r. n. '65	111¾	....	....	112¼	112¾	112¾
U. S. 6s, 5-20s, c. n '65	111¾	112	112¼	112¼	112¾	112¾
U. S. 6s, 5-20s, reg. '67	....	....	....	113	....	113¾
U. S. 6s, 5-20s, c. 1867	112¾	113	113¼	113¼	113¼	113¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¼	....	....	113¾	....	....
U. S. 6s, Pac.R.R.issue	115	....	115¼	115¼	115¾	115¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa preferred	47¼	47¾	....	....	....	47¾
Camden and Amboy	126¾	126¾	126¼	126¼	126¼	126¾
" 6s, 1875	 97	97	....	....	....	....
" 6s, 1883	.... 91¼	....	....	....	92	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	97	....	97	97	97
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	 47	47	47¼	46¾	47	46¼
" 6s, 1884	....	....	....	88	88¾	89¼
" Gold L	....	94¼	94¾	95	95	95
" R. R. L	....	94	....	....	94	....
" Conv. L	....	96	....	96	....	....
Lehigh Valley R. R	....	60	59¾	59¾	59¾	59¾
" 6s new coup	96	....	....	96	....	....
" 6s new reg	96¼	....	....	97	97	....
Little Schuylkill R.R	....	47¼	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	53¾	....	53¼	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	125	....	....
North Pennsylvania	....	....	51	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	98	98	98	98	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	39¼	....	39¾	....	39¼
Oil Creek & Alleg. Riv.	42¼	42¾	42¼	42	41¾	41¼
" 7s	....	....	83	....	....	84
Pennsylvania R. R	.... 61¾	61¼	61¾	61¼	61¾	61¼
" 1st M	.... 99¾	99¼	100	....	....	....
" 2d M	 97	....	97	....	....	....
" Gen. mort	....	92¾	....	....	93¼	....
" " reg.	92¼	....	....	92¾	93	....
Penn. State, 6s, 1st series	....	101¾	....	101¼	101¼	101¼
" 6s, 2d series	....	....	105	....	....	105¼
" 6s, 3d series	....	....	....	107¼	....	....
Philadelphia City, 6s	.... 97¾	97¾	97¾	97¾	97¾	97¾
" new	.... 101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	87¼	....
Phila. & Reading	.... 58¾	58¼	58¾	59	59¾	59¼
Philadelphia and Erie	.... 28¾	....	28¼	....	28¾	....
" 6s	....	....	....	....	....	88¾
" 7s	.... 89¼	89¼	89¼	....	....	89¼
Phila., Wilm. & Balt	 57	....	....	....	....	57
Schuylkill Navigation	....	....	....	....	....	....
" pref	 16	15¾	16	15¼	16	16
" 6s, 1882	.... 78¼	78¼	....	78¼	....	79
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	.. 22	....	....	....	....	21¾
Chestnut & Wal.	.. ....	....	....	....	....	....
Green & Coates	.. ....	....	....	....	....	....
2d and 3d streets	.. ....	65	....	....	....	....
Spruce and Pine	.. ....	....	....	....	....	....
13th and 15th sts.	.. ....	....	....	....	20¾	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	.... 99¼	....	....	99¼	....	....
" 1890	.... 98¼	97¾	....	....	98	98
" 1884	....	....	....	....	....	....
" 1900	.... 97½	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	..
" " 1880	....	....	....	....	....	....
" " 1885	94¼	....	....	....	....	....
Marietta & Cin. 1st M	.... 97¾	....	....	97¼	97¼	97¼
" 2d M	 89	89¼	....	....	....	....
" 3d M. 8s	....	76¼	....	....	76¾	76¾
Northern Central	.... 39¼	39¾	29½	....	39¼	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	.... 94¼	....	....	....	94¼	94¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	 55	54	54¼	54¼	....	....
" Defer. Certif	.. 16¼	16¼	....	....	16¼	16¼
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	154	154¼	155	155	155	154¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	146	146	....	....	145¼	145
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	7	....	....	....	....
" 7s, new	.... 44¼	45	44¼	45¼	45¼	45¼
Cheshire, pref	....	....	82¼	....	....	....
Chi., Burl. & Quincy	134	134	....	134	....	133
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109¾	109¾	109¼	109¼	109¼	109¾
Fitchburg	....	....	....	....	....	138
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116	116	....	116	116	115¾
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	86¾
" pref	....	....	104	104	....	104
Old Colony & Newport	112¾	112¾	112¾	112¼	....	112¾
Ph., Wil. & Baltimore	56¾	55¾	56¾	56¼	....	56¼
Portl'd, Saco & Ports	....	....	....	....	132	....
Union Pacific	....	....	....	....	38¼	....
" 6s	89	89	89	89¼	89¾	....
" Land Grant 7s	80¾	80¾	80¼	80¼	81	....
" Income 10s	84	84¼	84¼	84¾	84¾	85
Vermont & Canada	99	99¼	99¾	....	99	99
Vermont & Mass	....	....	....	....	....	86
South Boston (Horse)	....	....	....	....	....	71¾
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	67	....	....	67
Middlesex ..	89	....	....	....	....	....
Central Mining Co	....	....	....	....	....	40
Copper Falls ..	17	17¼	17¼	17	....	15¾
Franklin ..	....	....	15	14¼	14¾	13¾
National ..	8¾	9	....	8	7¾	8
Pewabic ..	....	....	....	14	13	12¾
Quincy ..	68	....	63	....	61	59

London Stock Exchange.

	Closing Prices. Mar. 29.	April 5.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	78 — 82	77 — 80
Do. do., 2d mort., 1381	68 — 72	67 — 70
Do. Penn., 1st mort., 1877	— — —	42 — 43
Do. do., 2d mort., 1882	— — —	101 —103
Do. Consol. 7 per cent. mort. 1890	— — —	7¼ — 8ap
Detroit and Milwaukee 1st mort. 7s	76 — 80	76 — 80
Do. 2d mort. 8 p. c	75 — 85	75 — 85
Erie shares 100 dol. all paid	41¼— 41¾	52¼— 53
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 91
Illinois Central, 6 per cent., 1875	— — —	109¼—110½
Do. Redemption mort. bonds 6 p. c.	101 —103	99 —101
Do. 100 dol. shares, all paid	109¼—110¼	97 — 98
Marietta and Cincinnati 7s	82 — 85	78 — 82
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	90 — 92	90 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	97 — 99
Do. General mort. 6 p. c. 1910	95 — 97	96 — 97
Do. $50 shares	49 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881	98 — 100	95 — 98
Do. with option to be paid in Phila.	98 — 100	95 — 98

American Railroad Journal.

Saturday April, 20, 1872.

Stock Exchange and Money Market.

Money has been in less urgent request since our last. Lenders have been somewhat more liberal of aid, and rates have been working rather more favorably for the borrowing interests, with call loans quoted at from 7 per cent. currency to the same rate in gold, with in many cases an additional of $\frac{1}{32}$@$\frac{1}{16}$ for the turning of stocks, closing on the basis of the legal tender rate in currency to the Government houses, and about the same rate in gold to the Stock brokers. Mercantile credits were rated at from 8@10 per cent. per annum for the best grades. Yet the market was by no means an easy one for needy operators, against whom unusual discrimination was made. The speculative manipulations of the supply were less distinct and influential, but there was a sufficiently active inquiry for accommodation to enable lenders to realize very full rates on their advances. The U. S. Sub-Treasury office increased both its coin and its currency reserves quite fairly. The city banks reduced their loan and discount average about 4⅛ millions during the week, and their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $4,451,806, and a coin reserve, of $69,728 531.

The city banks, in their latest return, show a reduction of $1,866,409 of legal tender notes, $381,700 of specie, and $7,778,400 of deposits; $4,129,100 in their loan and discount averages, and $27,700 in their item of circulation. The city bank exchanges, last week, averaged $125,918,172 and thus far, this week, about 126½ millions daily. The bank now hold only $892,175 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,382,400, against $15,712,954 same time last year. The city bank deposits are now $193,287,100, against $214,725,638 week ending April, 15 1871. The legal tender reserve amounts to $36,828 800, against $52,534,143 same time last year. The circulation now stands at $27,987,000 against $31,646,127 same time last year. The loans are now $274,354 300 against $285,580,566 at this date last year.

The coin reserve of the city banks is now about 19⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 36⅞ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury enlarged its currency balance $617,188, and its coin reserve $778,688 as the result of the week's business. The receipts of the office were $4,182,374 in coin, and $4,595,035 in currency; payments, $3,403,735 in coin, and $3,977,488 in currency. The office received $3,524,000 in coin or its equivalent, from customs; and disbursed $205,573, of coin interest.

Government revenues yielded moderately through the week. The excises yielded within the week about 2½ millions, and thus far since July 1, 1871, $101,800,576. The customs at the port of New York last week were $3,464 746; at the outports, equal to about $1,150,000 more, all in coin, or coin certificates.

The cash balances in the Treasury Department at the close of business on Monday were: Coin, $124,064,191; currency, $9,102 961. Coin certificates were outstanding for $27,108,500.

Gold has been in more confident speculative demand and quoted stronger as to price, though closing irregularly. The customs call was up to a full average; while the export movement was rather limited.

The range of the price during the week has been from 110¼@111⅛ and the closing quotation on Wednesday was 111 against 110⅜ the preceding Wednesday. The specie outflow, last week, was $471,023. The Gold Exchange Bank clearances have averages about 23⅞ millions per day during the week.

The customs demand for Gold last week, averaged $587,384 a day; thus far, this week, it has averaged $522,000 a day, or equal to a weekly aggregate of $3,132,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,100, and since Jan. 1, 1872, $578,316 against $2,907,667 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $127,322,799 against $117,895,068 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 18, 1872, $62,480,515, against $67,124,578 same time in 1870-'71.

The export drain of specie was $471,023 last week, against $1,690,422 same week preceding year. The shipments since July 1, 1871, have been $29,302,403 against $58,060,722 same time in 1870-'71.

Under the Treasury programme for April, Government proposes to sell Gold as follows: Thursday, April 25—One Million. And to buy in U. S. bonds as follows: Wednesday, April 24—One Million.

Foreign Exchange has been in better request closing more firmly. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, 110⅛@110¼.

The produce exports from this port, week ending with April 16, were to the currency value of $3,820,952.

Government securities have been more actively sought after and have advanced in price, on lighter offerings.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116@116⅛; U. S. Five-Twenties of 1862, (other than the bonds called in) 113¾@113⅞; U. S. Five-Twenties of 1864 at 113¾@113⅞; U. S. Five-Twenties of 1865, 114⅛@114⅝; U. S. Five-Twenties of 1865 consolidated. 112⅝@112¾; U. S. Five-Twenties of 1867, 113¾@114; U. S. Five-Twenties of 1868, 114 114¼; U. S. Ten-forties at 109⅛@109¼; U. S. Fives of 1881 (Funding Loan) 111@111⅛; Six per cent. currency bonds, 115¾@115⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 3.	April 10	April 17.
Consols	93⅛	92⅝	92⅞
U.S. 5-20's of 1862..	92¾	92¾	*90⅛
U. S. 5-20s, 1865....	94	94	——
" 1867	93⅝	93½	93⅜
" 10-40s	89¼	89¼	89⅛
Erie	54	54½@55	——

*Ex May interest.

State bonds have been in more general demand, and rather stronger in price, though closing irregularly.

The better class of Railway Bonds, have met with increased favor from investment buyers, and the older issues quoted scarce and strong in price. Central Pacific Sixes have been in good request, closing firmly at 101⅝@101¾. Chesapeake and Ohio have been more sought after at 94 per cent. and accrued interest.

Railway and Miscellaneous share property, has been fairly active, but variable as to price, though closing more firmly in the instances of the leading speculative favorites.

In the Metal line, Ingot Copper has been firm as to price, on quite moderate offerings and a fair inquiry; sales, 500,000 lbs. for Summer delivery at 35½c.@36c., and small lots on the spot at 45c. per lb. Iron has been in limited supply, and held with decided confidence, checking business; sales, 50 tons Glengarnock Pig, at $55; 400 tons Wrought Scrap, to arrive, and 300 tons old Rails, on private terms. Values remain fully as before quoted. No. 1 American, Pig closed at $51@$52; English Rails, $74@$76, gold; and American do., at the works, $83@85, Currency. Pig-lead is dull on the basis of $5 90@$6 for ordinary foreign. Foreign Spelter is quoted steady at 7⅛c.@7⅜c., gold, per lb., but is without animation. Pig Tin is held firmly, though now reported quiet, with Straits quoted at 42¼@42½c., Banca at 50c.@52c., and English at 42c.@42½c., gold, per lb. Tin plates have been less active, but quoted strong in price, with sales reported of 500 boxes, 14x20 Coke at $12 50, gold per box. Zinc at former figures.

General business has been on a moderate scale, in most lines of domestic produce. Breadstuffs have been quoted weaker and irregular. Provisions closed generally in favor of buyers. Petroleum and Naval Stores stronger. Middling upland cotton closed on Wednesday at 23⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,505,825 bales, against 3,459,217 bales same time in the preceding year; exports 1,650,888 bales against 2,445,102 bales in the previous year; stock at the ports at latest dates, 355,272 bales against 557,325 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand at 9½@13½ cts.; Veals at 5@9 cts.; Sheep at 4½@10½ cts. Swine, at 4⅞@5½ cts. per lb., all live weight. The week's receipts were 4,713 Beeves, 2 475 Veal Calves, 18,320 Sheep and Lambs; and 22,437 Swine.

Foreign merchandise has been in moderate request. Sugars and Coffee have been quoted a shade cheaper. The week's imports of foreign goods reached the amount of $10,670,650 including $2,767,892 of dry goods.

Ocean freights have shown rather more animation, though at low rates. The later engagements indicated a somewhat firmer market.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern 1st mort., 80¾; Quincy and Toledo 1st mort., 95; Central of New Jersey 1st mort. new, 105; Toledo, Peoria and Warsaw 1st mort. W. D., 92; 2d mort., 84½; Cedar Falls and Minnesota 1st mort., 84; North Missouri 1st mort., 92½; Ohio and Miss. 2d mort., 85; do. consol., 95; Clev., Col., Cin. and Ind. 1st mort., 102½; Chicago and North Western Int. bonds 100; Toledo, Wabash and Western consol., 93; Pacific R. R. 7s guar. by Mo., 100; Cleveland, Painesville and Ashtabula, old, 98; Great Western 1st mort. 1888, 95½; South Side (L. I.) R. R. 1st mort., 92; New York and New Haven R. R., 145; do. scrip, 138; Boston, Hartford and Erie, R. R., 10; do. 1st mort., 45¾; Marietta and Cincinnati 1st pref., 23; St. Louis and Iron Mt. R. R., 92½; Lake Shore and Michigan Southern scrip, 93¼; Brunswick City Land, 8; Quicksilver pref., 67½; Western Union Tel., 75; do. 7s, 97; Atlantic Mail S. S. Co., 83½; Maryland Coal, 22; Consol. Coal of Md., 43⅞; Spring Mt. Coal, 50; Am. Mer. Union Exp., 73½; Adams Exp., 98; U. S. Exp., 74½; Wells Fargo Exp., 80; Brooklyn 6s, W. L., 96; do. Park Loan, 96; New York State 7s, Bounty Loan, reg., 108; South Carolina 6s, new, Jan. and July, 38¾; do. Apl. and Oct., 37½; Louisiana 8s, 1910, 80½; North Carolina 6s, special tax, 14; Arkansas 6s, Fund Act, 55.

Philadelphia.—Lehigh Valley allotments, 59¼; do. 7s, new, 103; Pennsylvania allotments, 58⅛; Wilmington and Reading 7s, 96¼; Philadelphia and Reading 6s, 1848-'80, 93; do. 7s, 1893, 102⅛; do. deben. bonds, 82¾; Allegheny Valley 7 3-10s, 94½; Schuylkill Nav. Boat Loan 7s, 85½; Pennsylvania and New York Canal 7s, 97; West Jersey R. R. 7s, 101½; Lehigh Nav. Consol. Gold Loan, 100; Huntingdon and Broad Top Mountain 1st mort., 100¾; Chesapeake and Delaware Canal 6s, 94; West Chester R. R. 7s, 96; Camden and Burlington Co. 6s, 85; Nesquehoning R. R., 56½; Susquehanna Canal, 8; Delaware Division Canal, 48; Philadelphia and Trenton R. R., 126¼; Harrisburg and Lancaster R. R., 50⅛; Catawissa R. R., 16; Allegheny Co. 5s, 78½; New Jersey State 6s, 1879, exempt, 104. The latest quotations are: City 6s, 97½@98; do. free of tax, 101½@101¾; Pennsylvania State 6s, W. L. 100½@101; do. 1st series, 101½@—; do. 2d series, 104½@105½; do. 3d series, 107@107½; Reading, 59⅜@59⅝; do. mort. 7s, 1893, 102½@—; do. mort. 6s, 1880, 93@94½; Camden and Amboy, 126¼@126½; do. mort. 6s, 1889, 96½@97; do. 1883, 91½@92; do. 1889, 91¼@91¾; Pennsylvania R. R., 61⅝@61¾; do., allotments, 58⅜@58½; do. 1st mort., 99½@100; do. 2d mort., 97@97¼; do. General mort. coupon, 93¼@93½; do. reg., 93@93½; Little Schuylkill R. R., 47¼@47½; Morris Canal, 48@50; do. pref., 124@124½; do. 6s, 91@91; Susquehanna Canal, 8@9¼; do. 6s, 74@75; Schuylkill Nav., 7½@8¼; do. pref., 15¾@16; do. 6s 1882, 79@79½; Elmira and Williamsport pref., 40@—; do. 7s, 1878, 94@95; do. 5s, 57@—; Lehigh Coal and Navigation, 47⅛@47⅜; do. 6s, 1884, 89@90; do. R. R. Loan, 93@94; do. Gold Loan, 94½@95; North Pennsylvania 50@51; do. 6s, 100@101; do., 7s, 97½@98: do. Chattle 10s, 107@110; Philadelphia and Erie, 28¼@28⅝; do. 6s, 88¾@89¼; Minehill, 53@54; Catawissa, 15¾@17; do. pref., 47@47⅜; Lehigh Valley, 59¼@59⅜; do. allotments, 59@59¼; do. 6s, new coupon, 95½@96½; do. reg., 97@98; do. 7s, 102¾@103; Fifth and Sixth streets, (horse,) 44½@45; Second and Third, 64@64; Thirteenth and Fifteenth, 20½@21; Spruce and Pine, 83@84; Green and Coates, 47@48; Chestnut and Walnut, 56@58½; Hestonville, 21½@21¾; Union, 76@—; Germantown, 36@38.

Boston.—Vermont Central 1st mort., 82; Old Colony and Newport 7s, 1877, 102½; Eastern R. R. 6s, 1889, 94½; do. 1874, 97½; Michigan Central 8s, 1890, 107½; Burlington and Missouri River R. R. 7s, 1875, 102; do. Land Grant, 94½; Western R. R. 6s, 1875, 98⅛; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82; Central R. R. of Iowa 1st mort. 7s, 92¼; Quincy and Warsaw R. R. 8s, 1890, 99: Cedar Rapids and Missouri 7s, 1916, 89; Granite Railway, 69¼; Nashua and Lowell R. R., 149; Portsmouth Gt. Falls and Conway R. R., 100; Cincinnati, Sandusky and Cleveland, R. R., 22½; Rutland R. R., 14⅛, do. pref., 60¾; do. scrip., 87; Norwich and Worcester R. R., 125; Conn. and Pass. Rivers R. R. pref., 88⅞; do. 6s, 1876, 94⅞; Cape Cod R. R., 80¾; Burlington and Missouri River R. R. in Nebraska, 61¾; do. 8s, 98⅛; Cary Imp., 14⅝; Waverly Land, 7¼; Brookline Land, 7½; Boston Water Power, Co., 57; Maine 6s, 1882, 101; New Hampshire 6s, 1893, 99⅞; Massachusetts 5s, 99; Portland 6s, 1887, 96¾; Cincinnati 7 3-10s, 1886, 105; do. 7s. 1887, 104; Chicago 7s, 1888, 97¾; Minneapolis 8s, 1900, 98½; Salem 6s, 1877, 99; Boston 5s, 1884, 99; do. 6s, 1875,

currency, 101; Roxbury 5s, 1878, 94; St. Louis 6s, 1880, 89½; Cook Co., Ills., 7s, 1880, 96⅞; Hartford 6s, 1879, 97½; Allouez Mining Co., 14¾; Atlas, 45.; Astor, 50c.; Aztec, 75c.; Calumet and Hecla, 161½; Canada, 30c.; Dana, 1⅛; Dawson, Silver, 3¾; Eagle River, 1; Evergreen Bluff, 2⅛; Great Western 60c.; Hungarian 60c.; Hancock, 3¼; Hanover, 2¾; Humboldt, 1⅝; Hilton 2¾; Minnesota, 8; Madison, 1⅛; Mesnard, 2; Manhattan, 60c.; New England, 35c.; Native, 60c. Pontiac, 1½; Phœnix, 26¼; Petherick, 3½; Rockland, 3⅞; Ridge, 14; Shuniah, Silver, 9⅛; St. Clair, 1; Superior, 1⅛; Schoolcroft, 31; South Side, 75c.; St. Mary's 75c.; Toltec, 1¼; Washington, 1.

Baltimore.—Orange and Alexandria 2d mort. 6s, 83½; do. 4th mort. 8s, 85; Western Maryland 3d mort. guar., 95⅞; Orange, Alex. and Manassas 7s, 86; Central Ohio 1st mort., 84⅞; Richmond and Danville 1st mort. 82; Northern Central 6s, 1900, gold, 93⅜. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94⅞; Baltimore and Ohio, 148@155 do., pref., 100⅛@—; do., 6s, 1875, 96½@—; do., 1880, 96 @—; do., 1885, 94@94½; Northern Central, 39⅜@39¾; do. 6s, 1885, 93½@95⅝; do., 1900, 86@ 87; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 99@99; do., 2d mort., 98½ @98½; do., 3d mort., 1885, 89@90; Marietta and Cincinnati 7s, 1892, 97@97½; do., 2d mort., 90@90⅛; do., 3d mort., 76¾@76⅞; Central Ohio, 30½@33; do., 1st mort., 84¾@85; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@96; do., 3d mort., guar., 95½@96; do. 2d mort. pref., 75 @75; do., 2d mort. guar. by Washington Co., 86 @86; Richmond and Danville bonds, 81⅞@83½; Orange and Alexandria 1st mort. 6s, 92½@95; do., 2d mort. 6s, 83¼@84; do., 3d mort. 8s, 84¾@85; do., 4th mort. 8s, 84⅝@85; Orange, Alex. and Manassas 7s, 85@86; Virginia and Tennessee 8s, 90@91; do., 6s, 1st mort., 93@95; do., 6s, 2d mort., 78@80; Baltimore 6s, 1875, 97@98; do., 1884, 97¾@98½; do. 1886, 98½ @99¼; do., 1890, 98@—; do., 1893, exempt, 99 @—; do., 1900, exempt, 97¾@98; Memphis City 6s, 54@54¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 104@104; City Passenger R. R., 23½@24; George's Creek Coal, 79@81.

☞ Attention is called to the First Mortgage, Sinking Fund Land Grant Bonds of the Cairo and Fulton Railroad Co. The bonds bear interest at 7 per cent. in Gold payable in January and July. The Land Grant of 1,926,400 acres is one of the most extensive and valuable ever made to any road by Congress. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling stock and lands, and are recommended as a safe investment.

☞ A new railway line from Marseilles to Calais is projected, as the present one is insufficient to carry the great international traffic forward. The road will cost 350,000,000 of francs, and will make the jouney across France by rail about 120 miles shorter than at present.

☞ The president has signed the act granting a right of way through the public lands for the construction of a railroad from Great Salt Lake to Portland, Oregon.

CAIRO AND FULTON RAILROAD CO.

First Mortgage, Sinking Fund

Land Grant Bonds,

Due 1891 in Gold.

INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and tracklaying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

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The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges paid. Maps and pamphlets may be obtained on application to

H. G. MARQUAND, 120 Broadway.

☞ CHARLES W. MEAD, late Assistant General Superintendent of the Northern Pacific Railroad, under Col. Hammond—and formerly General Superintendent of the Hannibal and St Joseph Railroad—on Monday of this week commenced the duties of General Manager of the Northern Pacific Railroad, with headquarters at Brainerd, Minn.

☞ A. B. Johnson has been elected President, C. W. Hutchinson Vice President, C. E. Barnard Treasurer, and J. J. Francis Secretary and Superintendent of the Utica and Mohawk Railroad Company.

☞ The citizens of Buffalo have voted, by an overwhelming majority, to subscribe one million dollars in aid of the Buffalo, Jamestown, and Oil Creek Railroad.

THE St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS,

NO. 11 WALL STREET.

☞ THE CHESAPEAKE AND OHIO RAILROAD FIRST MORTGAGE SIX PER CENT. GOLD BONDS are among the most substantial and satisfactory Securities which we can recommend for investment. The Iron and Coal Interests along the line of the road are attracting the attention and capital of practical workers in these minerals in this country and Great Britain, and are found to be more valuable and important than those of any other section of the country.

The IRON, COAL, SALT, TIMBER, and AGRICULTURAL RESOURCES of the region which it traverses, together with the through traffic which it will command as a *short, low-grade, economical East-and-West Trunk Line*, assure an immense and profitable business.

Price of the Bonds, 94 and accrued interest from Nov. 1. Principal and interest payable in gold in New York City.

Full information furnished on application.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, and receive them in exchange for Chesapeake and Ohio Bonds at their current prices.

FISK & HATCH.

HARVEY FISK,
A. S. HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—WAREHOUSEMEN.

The facts in the late case of Buckley *vs.* Great Western Railway Company (18 Mich. 121,) are fully and clearly stated in the following opinion by

GRAVES, J.—The plaintiffs by their declaration allege that at the time therein mentioned, the company were common carriers between London in Canada and Detroit in Michigan, and that being such common carriers, the plaintiff delivered to them three hundred barrels of flour belonging to the plaintiffs of the value of $6,000 to be safely carried and conveyed by the company from London to Detroit, and then and there by the company to be safely and securely delivered to the plaintiffs, and that the company did not nor would safely or securely carry the flour to Detroit, nor at the latter place safely or securely deliver the same, whereby it was lost to the plaintiffs.

The company having pleaded the general issue, the jury upon the trial returned a special verdict by which they found that on the 17th of April, 1866, the plaintiffs delivered of their own property to the company at London, three hundred barrels of flour to be transported by the company to Detroit and then by the latter to be delivered to the plaintiffs, as common carriers; that on the 24th of April the plaintiffs complained that the flour was unnecessarily delayed; that on the 26th of April, in the afternoon, it arrived in Detroit, and was deposited in the warehouse of the company, of which the plaintiffs were notified at half past five in the same afternoon, and that the plaintiffs then commenced receiving the flour and took away ten barrels a little after six of the same evening, which was the usual hour of closing business for the day at the depot; that it was the custom of the company to keep open after business hours to deliver goods if requested. But such request was not made in this case; that on the night of that day the balance of the flour was destroyed by fire without negligence or fault of the company; that in the ordinary course of business, the company should have delivered the flour in three days after its receipt, and was therefore guilty of negligence in not carrying it from London to Detroit with diligence.

The damages were fixed by the jury at $3,459 44, to be recovered by the plaintiffs, if the court should think them entitled to judgment upon the facts.

Upon this verdict the court below awarded judgment in favor of the plaintiffs, and we are required to determine whether in this there was error.

The company object to a recovery against them upon two grounds. *First*, that their duty as carriers had ceased at the time of the fire; and *second*, that the delay in conveying the flour to Detroit, as found by the jury, will not support the judgment.

It is proper to observe that this is a special verdict, formally sufficient, and which we are required to examine according to the settled rules applicable to such proceedings. We are not permitted to assume any facts not therein stated, or to infer any from those found, but must take the finding as the jury have made it, subject however to the allegations in the pleadings. Street *vs.* Roberts, 2 Sid. 86.

A strict observance of the law on this subject was required of the court below, in order to preserve the relative powers of the court and jury; and this court, having neither original jurisdiction nor authority to ascertain facts by inference, or to presume any not actually found, should sedulously endeavor to avoid any infraction of these rules.

An opposite course would favor confusion of the separate functions of court and jury; would tend to subvert a vital distinction between original and appellate jurisdiction, and would imply an assumption of right in this court to go behind the record to which the law has carefully confined us.

On recurring to the declaration, it is very obvious that the plaintiffs have not counted on delay in the carriage of the flour, while the verdict, when coupled with the pleadings, and restricted by them, as it must be, denotes very clearly that the real ground of complaint against the company was the non-delivery.

It is alleged in the declaration that the company assumes to carry and convey safely, and, thereupon, safely and securely to deliver; and, if this were taken in the broadest sense, instead of most strictly against the pleader it could not be considered as averring a delay or undertaking to carry within any particular time.

Admitting it to be one of the duties of the carrier to transport without unreasonable delay, the neglect of that duty could not be a ground of recovery against him, without an averment to express and charge the duty, and the assignment of a breach of it.

I am therefore of opinion that for this reason, without suggesting others, the plaintiffs could claim no right to recover for the negligent delay in carriage which seems to have occurred.

It remains to inquire, whether a recovery upon this record was authorized on the ground of non-delivery.

The undertaking of the company, as common carriers, to transport the plaintiffs' flour from London to Detroit, and to deliver it safely and securely at the latter place, to the plaintiffs, was distinctly alleged; and the jury as distinctly found this allegation to be true. It is likewise alleged that, by the negligence and default of the company in the premises, the flour was lost to the plaintiffs; and the jury found that the carriage to Detroit took place, but that the flour after reaching the warehouse of the company at the latter place, was, with the exception of ten barrels removed by the plaintiffs, destroyed by fire in the warehouse in the following night. These findings taken by themselves supported that part of the plaintiffs' case based on non-delivery, and established a *prima facie* right in the plaintiffs to recover for the property destroyed.

The flour, according to the record before us, having been received by the company, and apparently in their character of carriers, simply for transportation to Detroit, and delivery to the plaintiffs at that place, it was for the company to show that the non-delivery, or the loss at their warehouse, which made delivery impossible, proceeded from causes, or was marked by circumstances, which relieved them from the liability imputed by the plaintiffs.

Having come under the responsibilities of carriers by receiving in that character, and ostensibly in that character only, the property for transportation and delivery, these responsibilities must have necessarily continued until delivery, or the occurrence of some event which the law would consider as sufficient to excuse it.

Recognizing the necessity of meeting the case thus made against them, the company take the position that a circumstance did occur, that an event did take place which relieved them from liability for the loss of the property.

They claim that, inasmuch as the flour had reached their warehouse or depot in Detroit, and had been by them deposited therein, their responsibility as carriers was by such act exchanged for their responsibility as warehousemen, and in which character of course they would not be liable.

No question arises in the case as to the necessity of notice, as that was, in fact given, and the verdict contained no facts which will enable us to judge of the effect of the notice, in respect to the right of the company to shift the character of the bailment. It must be assumed that no such facts existed.

That the same party may be both carrier and warehousemen at the same time, cannot be disputed; but the two employments, if carried on by one party, must after all be as separate and distinct in quality as though they were pursued by different parties, and their functions cannot be so commingled as to attach to the same property at the same time. This is made evident by the diversity of duties and responsibilities of the two employments, and the nature and incidents of the business; and the ground taken by the company that the custody was passed from and by them in the character of carriers to themselves in their character of warehousemen, and that this saved them from liability, is an admission of the ample nature of the distinction. Indeed, the difference is quite as striking between the quality of carrier and that of warehouseman, as between a party in his personal capacity, and in that of administrator.

As, therefore, the two characters are completely distinguishable, though belonging to the same party, it seems a necessary result that an engagement or agreement, ostensibly in the one only, does not by necessity imply any engagement or employment in the other also.

The circumstance that a party acts generally as a carrier, or being such, assumes in a given case to handle property apparently in that character only, can no more imply that an agreement has been made with him to deal with the property as a warehouseman, than will an engagement with a warehouseman to store goods imply a contract with the latter to act as carrier. And the agreement by the carrier to transport goods can never by itself involve an agreement with him that he may reduce his responsibility as carrier to that of warehouseman, at the end of his route by deposit in his depot. Without presuming to question the necessity of applying established principles to those cases to which they are suited, it appears to me that some of the courts in their desire to lay down general rules, have not attended sufficiently to the circumstance that carriers and their customers are still at liberty to regulate by contract, express or implied, much of the business to be done between them; and that the pro-

priety of the application of this or that legal rule must often depend upon such regulations.

The course to be pursued by the carrier, to shield himself from further responsibility in his quality of carrier when the transportation is accomplished, is not the subject of abstract law disconnected from the surrounding circumstances but is a matter depending upon contract, and to be determined by reference to the express stipulations of the parties, or the varying facts from which, when presented, the law will infer the rights, duties and obligations of the parties. When the party has taken it upon himself to act in his character of carrier in a given case, it becomes a question for the jury, upon the evidence, or for the court upon the facts when specially found, whether he also obtained the right or became obliged to act as warehouseman also in any stage of business; and the mere fact that the carrier though a railroad company, possessed a warehousing depot at the end of the route, would not suffice to raise the legal inference of a right to shift the characters by immediate deposit in the warehouse, especially if it appear that the carrier was ostensibly employed as carrier only.

If, when prosecuted for non-delivery to the consignee, the carrier would excuse himself by showing that the property was destroyed by fire, and that the destruction occurred shortly after he had changed the nature of the bailment, and exchanged his character of carrier for that of warehouseman touching the goods in question, he would have to satisfy the jury that the passage from himself as carrier to himself as warehouseman, was not simply his mere voluntary act, but one either warranted by an express contract, or a contract fairly inferrible from the nature of the business, the known necessities under which it was carried on, the established usage on the subject and the like; and in case of a special verdict it would be necessary that the express contract, if any, should be found, or if not, that the particular facts should be stated from which the law would infer the right assented by the carrier.

We have seen that the verdict in this case finds in terms that the company in the particular character of carrier undertook to transport the flour and deliver it to the plaintiffs at Detroit, while no undertaking by them as warehousemen, or any agreement by them in or for that character is found by the jury. It appears that the company were carriers by rail, and it is shown by the verdict that they had a warehousing depot at Detroit, in which they in fact deposited the flour a few hours before the fire, and that they had a custom to keep open after business hours when requested, for the purpose of making delivery, and these are the only facts in the verdict which can be claimed to warrant the legal inference of any right of the company to cast off their responsibility as carriers by deposit in their warehouse. The finding that the company undertook as carriers to transport and deliver, could not imply as matter of law the right claimed by them to change the form of the bailment by their own act of deposit in the warehouse; but in the state of this record such finding would tend rather to exclude the idea of an agreement that the company should possess the right to deal with the property of warehousemen or in any character than that of carriers; and it seems to me that the other facts taken by themselves or with those just mentioned, can afford no ground whatever to infer as matter of law the right claimed by the company. The existence of those facts appears to be quite as consistent with the absence as with the presence of the right asserted, since, for aught that is stated, a delivery at the warehousing depot without the intervention of the character of warehousemen or depository was altogether practicable, easy and usual, and was alone within the contemplation of the parties. The verdict discloses no usage or other circumstance to justify us in saying that the bailment for carriage included one for storage also, or which, in my judgment, would warrant the inference that the company were entitled to relieve themselves as carriers by the act of passing the flour from the cars to the warehousing depot. I think, therefore, the judgment of the court below should be affirmed with costs.

Illinois Central Railroad.

The statement of this Company for the month of March, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,965.48	for	$35,162 60
Acres Inter't Fund Lands Sold		for	
Acres Free Lands Sold	520.00	for	6,695 80
Total sales during the m'th of March, 1872	4,485.48	for	$41,858 40
To which add Town Lot Sales		for	320 00
Total of all	4,485.48	for	$42,178 40

Cash collected in March, 1872 ..... $72,432 85

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$306,485 00	$50,232 00	$356,717 00
Passengers	106,550 20	36,957 85	143 508 05
Mails	6,375 00	3,059 32	9,434 32
Other sources	60,625 00	1,890 68	62,515 68
Tot'l Mar. '72	$480,035 20	$92,139 85	$572,175 05
Total actual earn'gs, Mar., 1871	$456,155 08	$107,442 57	$563,597 65

Lake Ontario Shore Railroad.

At the recent annual meeting of this company at Oswego, the President reported fifty two of the fifty-five miles of road put under contract last July, graded and ready for the ties and iron. There are two thousand tons of rails on the grounds of the company at Oswego, to be laid as soon as the frost is out of the ground. Less than $600,000 out of $1,900,000 subscribed has yet been expended, and the president gives assurance that another year will see the road completed to the Niagara River. The construction of this line is very important to Boston interests, as it is this road by which the tunnel route, when completed to Oswego, will connect with the West.

☞ Haveny & Buck have taken a contract for the construction of three miles of the Port Deposit and Columbia Railroad from the Maryland State line. McFadden has resumed work under his contract all along his sections.

☞ Thomas A. Scott has been re-elected President, Thomas N. Ashby Secretary, and B. K. Jamison Treasurer of the Shenandoah Valley Railroad Company,

THE

CANADA SOUTHERN

RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,

No. 10 Wall-St.

Our National Wealth.

An elaborate statistical *brochure*, complied by Mr. Francis A. Walker, Superintendent of the Census Bureau, contains interesting information pertaining to the wealth of the Union, obtained from the appraisement of each State and county by the United States Marshals. The amassed wealth of the whole country, according to these statistics, was in 1870 $30,068,488,507, against $16,159.616,068 in 1860, and $7,135,780,228 in 1850. It will thus be seen that notwithstanding the immense waste and loss of property during the exhausting four years war, together with the loss of $2,000,000 in slave property, the increment of national wealth during the past decade reaches a little over 86 per cent., while during the past two decades the gain has been a little more than three hundred and ten per cent! The growth of real and personal property in the leading States has no parallel in the world's history. New York greatly exceeds in wealth any other State in the Union, Pennsylvania, Ohio, Massachusetts, Illinois, Missouri and Indiana ranking next in the order written. The following table exhibits the increase of wealth in the States in the last decade:

REAL AND PERSONAL ESTATE.

States.	1870.	1860.
Alabama	$201,855,841	$495,237,078
Arkansas	156,394,691	219,256,473
California	638,767,017	207,874,612
Connecticut	774,631,524	444,274,114
Delaware	97,180,833	46,242,181
Florida	44,163,655	73,101,500
Georgia	268,169,207	645,895,237
Illinois	2,121,680,579	871,800,282
Indiana	1,268,180,543	528,835,271
Iowa	717,644,750	247 338,205
Kansas	188,892,014	31,327,895
Kentucky	614,318,552	666,043,112
Louisiana	323,125,666	602,118,568
Maine	348,155,671	190,211,600
Maryland	643,748,976	376,919,944
Massachusetts	2,132,148,741	815.237,433
Michigan	719,208,118	257,163,983
Minnesota	228,909 590	52,294,413
Mississippi	209,197,345	607,324,911
Missouri	1,284,922,897	501,214,898
Nebraska	69,277,483	9,131,066
Nevada	31,134,012	....
New Hampshire	252,264,112	156,310,860
New Jersey	940,976,064	467,918,324
New York	6,500,841,264	1,843,338 517
North Carolina	260,757,244	358,739,399
Ohio	2,235,430,300	1,193,898,422
Oregon	51,558,932	28 930,637
Pennsylvania	3,808,340,112	1,416,501,818
Rhode Island	296,965,646	135,337,588
South Carolina	208,146,989	548,138,754
Tennessee	498,237,724	493,903,892
Texas	159,052.542	365,200,614
Vermont	235,349,553	122,477,170
Virginia	409,588,133	793,249,681
West Virginia	190,651,491	....
Wisconsin	702,307,329	273,671,668
Total	$29,822,535,140	$16,086,519,771
Add territories	245,983,367	73,096,297
Grand total.	$30,068,488,507	$16,159,616,068

The true valuation of the property of the whole country it will be seen, is rising $30,000 000,000, and exceeds that of the British Isles, which is set by the eminent statistician, D. A. Baxter, at £6,-000,000,000 sterling. The two valuations differ in other particulars. In Great Britain the active capital exceeds that of the United States, the chief investments here being in land and buildings. In Great Britain, also, the returns upon investments average little more than four per cent., while in the United States they average nearly eight per cent. They differ also in this, that the debt of Great Britain is nearly twice that of the United States, and the American valuation would preponderate were the debt on each side to be deducted. A portion of our national debt is held abroad, but the yearly growth of that part abroad is more than balanced by an annual growth of $250,000,000 in our railway investments into which British iron enters. The wealth of the United States is more progressive in its character than that of Great Britain. It nearly doubles in a single decade, while that of England takes ten decades to accomplish an equal growth. This rapidity of our growth will carry the valuations further apart in the future. The foregoing figures clearly demonstrate that the material progress of the country, during the last ten years, has been extraordinary and unparalleled.—*N. Y. Shipping List.*

Baltimore and Ohio Railroad.

The regular monthly meeting of the directors of this company was held in Baltimore on the 10th inst., Mr. J. W. Garrett, president, in the chair. In connection with the presentation of the report of the committee of finance, proposing the resolution for a semi-annual dividend, which had been unanimously recommended by that committee, of five per cent. upon the Main Stem instead of four per cent., as heretofore, the president remarked that it had been the policy of the company for many years to invest all its earnings, beyond the semi-annual dividends of four per cent. declared, in additional power, machinery and improvements, and in extending connections.

The pressure upon the company for increased expenditures continues heavily in view of the rapid development of its traffic and the great success of its policy in expanding the trade of Baltimore. During the last month 159 new cars, of various descriptions, and three first class locomotives were built at the shops of the company. During the year the increase of equipment required will probably be forty locomotives and 2,000 cars.

The various new and important connections of the company which have been formed and are being opened will demand large investments of capital; but as so great a sum has accumulated from the earnings which is not now represented by stock or bonds, and as, notwithstanding the advance in the dividends proposed, a large sum annually of earnings can be thus expended, it has been deemed proper, by the unanimous action of the committee, to increase the dividends as proposed by the resolution.

It is a subject of peculiar gratification to the managers of the Baltimore and Ohio Company that at a period when city taxation is so onerous, the company is enabled to extend so weighty a relief to the taxpayers of this community.

It will be remembered that the investment by the city of Baltimore in the stock of the company is $3,250,000, for which it issued its own stock, and on which it pays six per cent. Heretofore, with the eight per cent. dividends, the city has received a profit of two per cent. on this investment, making $65,000 per year; and, with the dividend increased as now proposed, (which increase it is believed can be properly hereafter continued,) the profit will be four per cent., making $130,000 a year, being a most sensible and valuable relief to the finances and property-holders of Baltimore.

It will be necessary, in order to maintain this system, to obtain by loans a large portion of the capital requisite for the future investments necessary to insure the progress and perfection of the great system of roads now managed by this company, as has been the practice generally of other railway companies, and with this object negotiations are now progressing in Europe.

The peculiar and interesting fact is thus presented that the city of Baltimore, whilst enjoying, to an extent unexampled in Europe or America, the advantages flowing from the construction of a great railway, realizes through her aid to the enterprise a large direct financial profit upon her investment.

The business of the company has grown to such proportions that the monthly disbursements for labor, materials, etc., (which are chiefly made in Baltimore and at points on its lines, which obtain their supplies from this city,) amount to $750,000. This great sum, thus continuously expended, creates activity in every branch of trade, in mercantile, manufacturing, and, indeed, nearly every character of employment and industrial pursuit connected with the prosperity and progress of the community.

It is especially gratifying that this company is thus enabled to contribute so largely to the treasury and resources of the city of Baltimore, and through the relief it affords contrast so markedly with the large losses made by the city in its investments in the Northern Central Railroad Company, and the heavy taxation connected with its investments in the Western Maryland railroad and other works.

After some further discussion, the resolutions declaring dividends of five per cent. for the six months ended on the 31st ultimo on the Main Stem and the Washington Branch were unanimously adopted.

After the close of the regular business of the board the president stated that on the 4th of October last, representing the company as joint proprieters of the Baltimore and Bremen line, he addressed the Hon. H. H. Meir, president of the North German Lloyd, urging, in view of the full and profitable employment of the steamers of that line, that it should be doubled. He stated in that communication that he "felt assured, with the rapid and important developments of the Baltimore and Ohio Railroad Company in extending and perfecting its system, that such an increased capacity and arrangements by the North German Lloyd could not fail to accomplish excellent and profitable results.

The president had the satisfaction of informing the board that whilst for the present that company has not decided to increase four steamers, as suggested by him, it has determined to add two splendid steamers for this service. The company has been advised that contracts have been effected with Messrs. Robert Steele & Co., of Greenock, Scotland, for two magnificent steamers, to cost about one million dollars, and to be of the following enlarged dimensions, viz: 351¼ feet in length, 39 feet in width, and 30½ feet depth of hold, with compound engines,—These steamers are to be fast, and in all respects of the most effective character, and to have all modern improvements. They are to be delivered in one year. Their capacity is to be about 3,000 tons, being materially larger than the present steamers of the line, and are to be named the Brunswick and the Nuremburg.

The officers of the North German Lloyd state that the route by Baltimore is being more and more appreciated by emigrants, and that whilst their company had larger interests with New York, it had not been their policy to explain the superior advantages of the line to and through Baltimore, yet by advices from emigrants who had used this route and otherwise, its great superiority was gradually becoming known throughout Germany, and the demand for tickets by the line was constantly improving and its general business increasing.

The president stated his confidence that the

line would be at an early period further enlarged. In this connection Mr. Garrett remarked that he had recently had an interesting interview with Sir Hugh Allan, the chief proprietor of the Allan line of steamers, now running between Livepool and Baltimore. The character and extent of the business with Baltimore have been very satisfactory, cargoes generally offering largely in excess of the capacity of the steamers. Within the past few weeks, arrangements have, for the first time, been made for the proper advertising of the advantages of the route in Great Britain, and the inward business of the last two steamers which have arrived has shown the valuable effects of disseminating this information. Arrangements are now being perfected by which tickets will be placed on sale at 3,300 offices in Europe, and the numerous agencies of the Baltimore and Ohio road and its Western and Southern connections will furnish through tickets via the Allan Line from Baltimore to Liverpool also.

Mr. Allan pressed again very urgently the absolute necessity of deepening the channel to Baltimore promptly. He stated that the line would be doubled in capacity as soon as the channel was deepened to twenty-five feet. The difficulties encountered by the larger ships getting from the port until this most important work is accomplished are the only drawbacks to retard the immense increase of the commerce of Baltimore. As the whole West, Northwest, Southwest and South are directly interested in the economies connected with large ships coming to Baltimore for the transportation of their exports and imports through this, their nearest and most economical route, it is trusted that this essential improvement will be no longer delayed.

Mr. Garrett then referred to the action of the board of trade and the representatives of the city in procuring from the Legislature, at its recent session, authority to submit for the decision of the people the subject of granting aid by the city of Baltimore, to the extent of $500,000, for the purpose of co-operating with the United States authorities in proceeding with rapidity in deepening this channel. He expressed his judgment to members of the board, and all interested in the prosperity of Baltimore, that they could accomplish nothing more vital to the interests of the city than to aid in every practicable form in bringing about this improvement with the least possible delay.

☞ Charles J. Peshall has been elected President, E. A. Nichols Treasurer, John J. Sumpter Secretary, and John J. Miles Chief Engineer of the Rockport and Ouachita Railroad Company. A note from the Secretary dated at Reckport, Ark., April 2, says: "We have our surveying party out on the road. The line will be surveyed and located from this point to Hot Springs by next Friday or Saturday. We intend to go ahead and grade and tie the road by the time the Cairo and Fulton reaches this point."

☞ The Waukegan, Ills., *Gazette* says that "work will be begun on the new railroad between Milwaukee and Chicago, as soon as the frost is out of the ground. Meanwhile ties are being delivered along the line. Deeds of the right of way have been made out, and the money is being paid along the route this week."

☞ J. J. Shryoch has been elected President, Henry Rawle Vice President, and G. H. McKibbin Secretary, Treasurer and Superintendent of the Shenango and Allegheny Railroad Company.

Paper Car Wheels.

The *National Car Builder* thus describes paper car wheels, the material of which is straw-board, in all respects the same as that used in the manufacture of paper boxes, and made of wheat, rye, or oat straw.

The tire is of steel, and, when turned up ready for the filling, is made taper inside, so that the inside diameter on the flange is one eighth of an inch smaller than on the other. The body of the wheel is a paper block made of straw-board, cut into circles thirty inches in diameter, pasted together with ordinary paste, and consolidated under a hydraulic pressure of about three hundred tons. This block, after being slowly dried for nearly two weeks in a dry house, is turned and fitted in a common pattern lathe. The turning tool is like that used for iron, but the speed is about the same as is used for brass. This block, thus turned to fit the tire, is of course somewhat larger, in order to insure a perfect fit. A hydraulic pressure of about four hundred tons is then used to force the block into its place. The tire is heated nearly to the boiling point of water, thus insuring a perfect bearing when cool.

When the paper block is in the lathe a suitable hole for a cast-iron hub is bored through the centre. This hub has a wide flange upon one end. Covering the whole of each side of the wheel are two side plates of Norway iron boiler plate, which fit against a shoulder turned in the tire. The hub is forced in after these plates are in place, the flange, on its outer end, of course, holding the outside plate firmly in its place. Sixteen bolts in the outer edge of the plates run directly through the paper, and hold everything fast; eight bolts go through the flange of the hub, securing the whole, and making the wheel, so far as its interior is concerned, water-proof. The paper itself is painted before it goes into the wheel, and is perfectly secure against dampness, even if the wheel were not water-tight.

☞ The Delaware and Hudson Canal Company are surveying for a railroad from Cherry Valley to Richfield Springs.

☞ The Williamstown Railroad of New Jersey connects with the West Jersey Railroad at Glassboro, and with the Camden and Atlantic Railroad at Atco.

☞ At an election held in Sheperdstown, Va., on the 1st inst., the subscription by the council of $8,000 to the Shenandoah Valley railroad was confirmed by a vote of 225 to 4.

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[From the London Builder, Feb. 10, 1872.]

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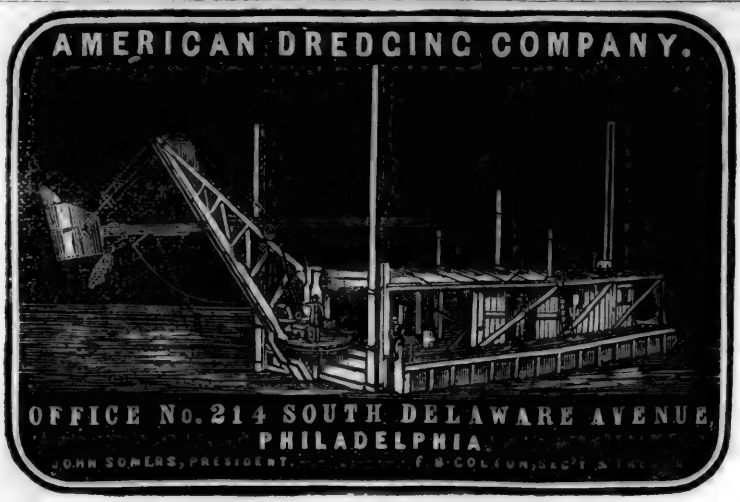
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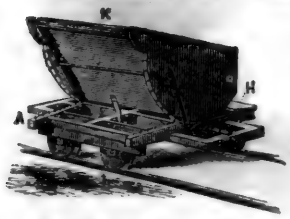
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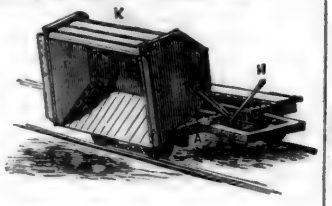


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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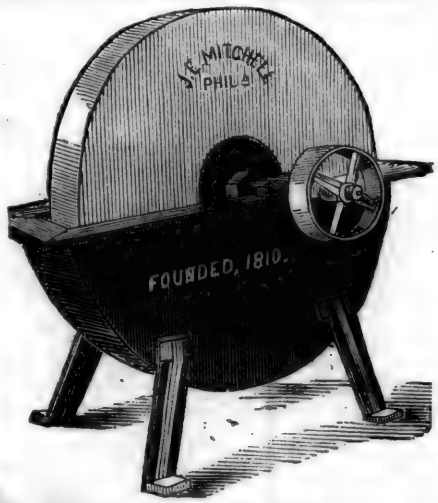
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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVIII., No. 17.] SATURDAY, APRIL 27, 1872. [WHOLE No. 1,879. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, April 27, 1872.

Wallkill Valley Railroad.

We took a trip down the Wallkill Valley Railway the other day, from Rosendale to Goshen, and found the roadbed in a very excellent condition. The train made equally as good times as any on the Erie road. We learned from President McKinstry that the road would be finished to this city by June next, and that it was his purpose then to put on regular passenger trains through direct to New York without change of cars at Goshen. A morning train, to leave Kingston at about six o'clock, or half-past, that would land passengers in Jersey City, or foot of Chambers street, New York city, at ten A. M., and return again at about five, giving business men about six hours in the city, and landing them at their homes in Kingston before nine P. M., he considered, would be a good accommodation, and we coincided with his views. If the Wallkill Valley Railway Company will do as well as this for passengers and regulate its tariffs in proportion to the Hudson River road, it will do the passenger business of this city and vicinity beyond a doubt.—*Kingston Journal.*

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To all seeking investment combining large profit with abundant security, we offer and recommend the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company.

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Capitalists, and all who require a pre-eminently safe security, should investigate the claims of the Northern Pacific First Mortgage Bonds. They have thirty years to run, and bear interest at the rate of 7 3-10 per cent. in gold.

Many holders of 5-30s are exchanging them for Northern Pacifics, and thereby INCREASING THEIR ANNUAL INCOME NEARLY ONE-THIRD.

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☞ The Hudson *Register*, of April 19th, says that the surveyors having finished their work on the West Side Railroad, the company's agents are busy buying the right of way, preparatory to giving out contracts for the construction of the road. Most of the land on the line of the proposed railroad has been purchased and paid for, and at two of the most difficult points—one near Rondout and another at Smith's landing—contractors have commenced work with a large body of men. Before next January we hope to see the track so far completed between Albany and Rondout as to enable the company to run passenger trains.

The Prices of Western Farm Products in their Relation to Railway Extension.

Within the past few months, prices of Western farm products have suffered a marked depreciation; values of leading Western staples have worked so steadily downward, and such low figures have been reached, that fears began to be entertained that an unfavorable effect would be produced upon the extension of farming operations in the more remote parts of the West, and indirectly upon the progress of railroad building in that quarter of the country. We adverted to the subject, at some length, a few weeks since. But there are many reasons for regarding the recent low prices of some of the products of Western agriculture, as the result of temporary causes—certain to be followed by a vigorous and permanent reaction, of which we have already many indications. It will be remembered that one year ago, under an unexpectedly large crop of cotton, the price of that staple had fallen to ruinously low prices; planters and factors lost confidence, and all joined in a race to sell at the best attainable price. This process went on for months, till it was discovered that there was very little cotton left in the country; and the result was an immediate advance of about 60 per cent., and the cloud which hung over the planting interest at the South was as speedily removed. The West has been going through a similar experience with some of its main sources of wealth. Its crops last year, except of spring wheat, were exceptionally large, and in swine, corn and oats, there has been much demoralization produced respecting their values; in this market on the 1st of April, 1872, prices of "hog products," corn and oats, were not more than 60 per cent. of those current on the 1st of April, 1871, and as freights to the seaboard have not been materially reduced, it follows that most of this serious decline has fallen upon the farmer of the Far West. When corn is a dollar a bushel in New York, the farmer in the South West part of Iowa can get 50 cents per bushel; but when the former market declined to 70 cents, the grower in Iowa can realize only 20 cents.

But, as we have already hinted, indications point to a speedy reaction from prices so discouraging to farming enterprise. With respect to hog products, it is already evident, from statistics published in the circular of the Produce Exchange of this city, that the exports alone (to say nothing of an increased consumption resulting from low prices) have already disposed of an enormously increased yield, and that the stocks in the country at this time are much smaller than they were a year ago, with a demand much more urgent now than then; indeed, it is believed in well informed circles that at the beginning of the packing season last November there was no greater deficiency in supplies than now exists. It follows that bacon and lard must speedily advance on their merits, and are not likely to escape the attention of speculative operators. The Western farmer will profit largely by this advance. Wheat is already high; the grower now realizing nearly twice as much per bushel in gold as he did ten years ago. Then, the best Spring wheat sold at $1.00 a bushel in gold at this market, and from 50 to 70 cents in the Western market. Now the same quality is worth $1.50 in gold, in this market, and $1@$1.20 in the Western markets. Still better, a further advance is promised immediately in this important staple. England has been buying very little wheat of us for several months. Her needs begin at length to assert themselves. But while she was taking little or nothing, the wants of other foreign counties, and our own home demand, affected a rapid reduction of stocks on hand; and, by stimulating speculation, the reduced supplies promise to establish at an early day a very important advance in prices.

The first effect of such an advance in the values of farm products, as we have shown may be reasonably looked for, will be, that improved farms in the Western States will be greatly enhanced in value; and secondly, there will a rush to take up new lands along the lines of new railways completed or in progress of construction. The drift of emigration is towards the mildly temperate latitudes; and this fact, together with the probability of a strong reaction in the value of farm property at the West, indicate that an extraordinary demand will prevail for the lands granted by Congress in aid of the St. Joseph and Denver City Railroad, lying between latitudes 38 and 40 degrees parallel with the most fertile regions of the United States, watered by numerous streams, and traversed in its whole length by one of the great branches of the Missouri, in soil, in climate, in healthfulness, and in natural advantages of every description, we should be at a loss where to look for a rival to so charming a region.

The Eastern, the Middle, and the Southern States must, with each recurring year, become more and more dependent upon the West for supplies of food. The Eastern and Middle States, with their manufactures and mineral wealth, and the South with Cotton and Tobacco bringing extravagant prices, will raise very few cereals or live stock. The enormous advance in the price of wool will cause a greater amount of sheep culture, and by the extent of this increase will the raising of cereals in the older States be curtailed. The lands of the St. Joseph and Denver City Railroad are admirably situated to meet a demand for their products whether from the Southern, the Middle or the Northern States. They will have railway and water communication with all.

Under these circumstances, the progress made in the construction of this railroad has a double interest. Besides forming a needed link in the great inter-oceanic railroad, it opens up to settlement a portion of the country which is destined to become the garden of the trans-Mississippi region, which under the hands of hardy sons of toil, will soon "blossom as the rose."

Each mile of this road, constructed and put in operation, multiplies its resources in almost geometrical proportion; and we are not surprised to learn that its bonds are regarded, by those who mingle sagacity with prudence, as among the very best securities offered on the market. With returning ease in money, they will undoubtedly be all taken up at an early day..

Marietta and Cincinnati Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
Through passengers.	$74,072 38	$116,851 98
Local passengers ...	346,706 95	356 579 46
Through freight.....	284 583 79	388,845 06
Local freight.....	647,693 83	745,930 50
Mail.....	23,737 44	26,424 83
Express	37,359 91	49,212 91
Telegraph	6,191 25	7,122 92
	$1,420,345 55	$1,690,967 66
Expenses, viz:		
Road department....	$131,787 69	$116,551 27
Bridge "	94,994 72	66,730 75
Machinery "	439,765 93	537,488 88
Transp't'n "	238,357 37	320,840 73
Mileage of cars.....	40,398 90	21,815 29
Telegraph	18,763 17	31,599 64
General expenses...	78,088 49	85,886 24
	$1,342,156 27	$1,480,912 80
Net earnings.....	$78,189 28	$210,054 86

Compared with the previous year the gross earnings show an increase of $270,222 11, with an increase in expenses of $138,756 53, making an increase in the net earnings of $131,865 58. The ratio of working expenses is 87½ per cent., a decrease, compared with the previous year, of 7 per cent. The President in his report says:

The increase in every branch of traffic is highly satisfactory. The increase in passenger business, of 14,162 in the total number transported, and of $52,652 11 in revenue, is very gratifying. Of this improvement, the through passenger reports exhibit an increase of 9,424 in the number, and $42,779 60 in receipts, or fifty-eight per cent. compared with the previous year, indicating that the road is recognized as forming a portion of a first-class route for travel between the West and the Atlantic seaboard.

The increase of 72,575 tons in local freight, and $98,236 67 in revenue, is marked.

The improvement in through freight is largely due to the close alliance with the Ohio and Mississippi Company, perfected on the 26th day of July, 1871, at which date the gauge of that road was changed from six feet to four feet nine inches, to conform with the tracks of the Marietta and Cincinnati, and Baltimore and Ohio roads.

Each company in interest furnished its proportion of a line of freight cars, to run between St. Louis, Louisville, and the Atlantic cities; and although at the close of the year one thousand freight cars were thus employed, it was found that this large number was inadequate, and additional equipment was required to supply the large and constantly increasing demand for transportation.

Pullman cars have been placed upon the route between Baltimore, Washington and Cincinnati and St Louis, and a considerable increase in passenger receipts is expected from these improved facilities.

Harmonious relations have been maintained throughout the year with all connecting lines, and an increased traffic with each developed.

The business with the Indianapolis, Cincinnati and Lafayette Company shows a considerable improvement, caused in part by the completion of the Indianapolis, Bloomington and Western Road, by which line the shortest and best route between Baltimore and Peoria and Rock Island has been secured.

In the expenses are included many items properly belonging to "Extraordinary Renewals" or "Reconstruction," which, on account of the difficulty of accurate adjustment in the incomplete condition of the road, have been charged to 'Repairs."

The policy adopted in 1868 of making large expenditures to make the road effective by placing it in superior condition, and to supply ample equipment as rapidly as means could be obtained, was pursued more vigorously than heretofore during the year just ended, and the outlay has been very heavy, as will be shown by the following statements:

Sixty-one hundred and sixty-eight tons of new rails were placed in the track, renewing nearly one-third of the main line.

There has been repaired at the company's shops, and relaid on the branch roads and in sidings, 1,172 tons of old rails taken from the main track.

153,775 new cross-ties were used.

The ballasting of the main line was completed during the year, and eight miles reballasted.

In consequence of the inferior manner in which a portion of the road was ballasted several years since, it will be necessary to incur a considerable expense in 1872 for reballasting, but it will be economical to make this outlay, and have a perfectly ballasted road over the entire line.

Construction trains were continued during the year, and a great improvement in the condition of the roadway effected.

$51,990 89 was expended in widening cuts, and and making new embankments and retaining walls.

New iron bridges were erected as follows:

One over Lee's Creek, 253 feet long, in two spans, begun in 1870 and completion in 1871.

At the crossing of Walnut Creek, West, two heavy stone abutments, sufficient for double-track bridge, were built, containing 3,522 cubic yards of cut-stone masonry, and on them an iron bridge, 60 feet long, for single track, has been erected.

At the west crossing of Little North Fork of Paint Creek, there was also built an iron bridge, 93 feet long, with iron towers.

Walnut Creek, East, has also been spanned by an iron bridge, 93 feet long, with iron towers.

A through iron bridge, 94 feet long, has been built over Raccoon Creek, where a wooden bridge was destroyed by fire in 1868, and the track has since been on trestle work.

These five iron bridges have an aggregate length of 593 feet, and $63,991 99 were expended during the year on this account.

They are all of good design and workmanship, and of unusually heavy proportions, in order to provide for the increased weight of the equipment required by and which is being supplied for the heavy traffic on the road.

A large freight house and platforms and extensive shed for the protection of petroleum and other freights have been built in Cincinnati. A telegraph office at Cincinnati has also been erected.

At Cincinnati Furnace Station, a freight house has been built.

New water stations have been built at Madeira, Lee's Creek, Byer's, Zaleski, Mineral City, Big Run, and at the river near Scott's Landing.

All of these stations have been provided with steam-engines and the necessary pumps and pipes for furnishing the stations promptly with large supplies of water.

At Brown's Water Station, an engine-house

has been built, and a steam-engine put in operation, and at Vincent's an engine and penstock have been added.

The expenditures on account of new water stations and fixtures have amounted to $15,697 63.

A contract was made with Messrs. Gill & Son, of Columbus, Ohio, to exchange a portion of the coal lands owned by the company and one thousand shares of the stock of the Columbus and Hocking Valley Railroad and $75,000 in cash, for 335 cars, two-thirds of which were house and one-third coal cars.

In this transaction the company realized cost for the lands and stock, and paid cash prices for the cars, thus making effective in a most desirable form $150,000 of capital which had heretofore been unremunerative. 110 coal and 100 line cars were delivered on this contract, and the remainder will be previous to May, 1872.

In addition, eight house cars were purchased, and fifty box, twenty-five stock, twenty-five flat and fifty-one construction cars were built at Zaleski, at an aggregate cost of $90,974 45.

Five locomotives were purchased at a cost of $57,736 34.

Seven passenger cars purchased and built, at an aggregate cost of $33,181 64.

The new station houses at Chillicothe and Loveland were completed during the year, and $26,271 27 expended on this account.

The great expense involved annually in paying cattle claims, and the advantages to be derived from additional security to the trains, have caused the board to incur the expense of new fencing as rapidly as it could be economically built, and during the year thirty-one miles of new fences were added, at a cost of $17,838 65.

The work of cutting down to its true grade a part of the road, near Madeira, was begun last summer, and is now nearly completed. $24,295 01 have been expended on this account.

During the year 1872 the work of reducing the line at Norwood to the proper grade will be commenced, and when finished the road west of Hamden will have no grade exceeding fifty-two feet to the mile, the maximum originally adopted for the completed road.

$142,068 45 was advanced in cash to the Cincinnati and Baltimore Road.

The work upon the Cincinnati and Baltimore Railway has progressed satisfactorily during the year, and the road will be completed in the spring of 1872.

The Marietta and Cincinnati Company has subscribed and paid for $253,400, being over one-half of the capital stock of the Company. The remainder of the stock has been disposed of at par.

A perpetual contract with the Cincinnati and Springfield Company was made on May 6, 1871, and subsequently ratified by the stockholders of the Cincinnati and Baltimore and Marietta and Cincinnati Companies, which provides that the Cincinnati and Springfield Company is to pay for the privilege of using the Cincinnati and Baltimore Road, from the point of intersection, about seven miles from Cincinnati, into the city, at the rate of $35,000 per annum, until the Cincinnati and Baltimore Road shall be double tracked. After the double track is laid, $40,000 per annum for five years, and thereafter $45,000 per annum.

In view of this desirable arrangement, and the consequent improved value of the bonds of the Company, the price has been advanced to ninety per cent. and accrued interest.

$226,000 of the bonds remain unsold, but, in order that the work should not be delayed, the Marietta and Cincinnati Company have advanced $142,068 45, in cash, which will be reimbursed as the bonds are disposed of.

It has been determined, in view of the increased traffic of the Marietta and Cincinnati Road, and the necessity of providing amply for the business of the Cincinnati and Springfield Company, to construct the double track; and, to furnish means for this expenditure, an additional amount of stock, as provided under the laws of Ohio, will be issued.

Five hundred and forty thousand dollars of third mortgage bonds were sold during the year. The remainder, $460,000 will probably be disposed of during 1872.

The real estate belonging to the Company, not required for railroad purposes, valued at about $400,000, has been placed upon the market for sale, and it is expected the advantages anticipated from the completion of the Cincinnati and Baltimore Road, as affecting the value of this property, will be realized.

The large floating debt which, in view of heavy and unavoidable expenditures upon the road and for increased equipment, was necessarily created, has been carried, with the constant and liberal assistance of the Baltimore and Ohio Railroad Company, at rates of interest much below those usually paid by Western railroad companies.

Should the ratio of increase, established in 1871 over the preceding year, continue in 1872, the gross receipts will reach two millions of dollars. Such an estimate may be deemed not unreasonable in view of the regular increase of every description of traffic, and as the increase of expenditures will be relatively diminished, it may be anticipated that the results for 1872 will be better than in any previous year.

Confidence in the road is now fully established, and the great cities of St. Louis, Louisville, and Cincinnati, and of the vast producing regions of the West and South-West, are realizing that the short route to the seaboard, of which the Marietta and Cincinnati Road forms a part, can be depended upon to furnish the cheapest as well as the shortest and most reliable outlet for their immense and constantly increasing traffic.

The completion, in January, 1871, by the Baltimore and Ohio Railroad Company, of the great iron bridge at Parkersburg, has perfected the line as a passenger route, and to this cause may be attributed, to a great extent, the decided increase in through passenger business. A much needed improvement has thus been supplied, by which loaded cars are transferred without change and without delay at the Ohio river, thus avoiding the costly and tedious system of handling freights which previously existed.

A first-class grain elevator at Baltimore, with a capacity of more than 500,000 bushels, will be completed in January, 1872, and the through grain business will be largely increased from the facilities thus afforded.

In addition to these costly and desirable works, the Baltimore and Ohio Company has, during the year, added largely to its equipment of line cars adapted for running to all points of shipment upon the Marietta and Cincinnati Road and its connections.

The Metropolitan Branch of the Baltimore and Ohio Road, extending from Point of Rocks to Washington, by which the distance from the West to the National Capital will be reduced forty-nine miles, will be completed in the spring of 1872. This most desirable and needed improvement will doubtless prove of great advantage to the entire line.

The Board with pleasure makes the acknowledgement due to the officers and employes, generally, for their faithful and efficient service during the year.

The company have 66 locomotive engines, viz: 18 passenger and 48 freight; of these, 43 are first class 16 second class, and 7 third class. The condition of the engines has been fully maintained. The mileage of the engines during the year was as follows: pasenger, 686,500; freight, 894,000; construction and ballast, 462,200—total, 2,042,700. The average cost per mile run was: for repairs, 6.51 cents; for engineers, firemen and wipers, 6.68 cents; for oil and waste, 0.91 cents—total, 14.10 cents.

The number of through passengers transported during the year was 24,831; do. local do., 344,922—total, 869,753. Number of tons of through freight, 183,841; do., local do., 345,056—total, 528 395.

This shows an increase in mileage of engines of 413,100; in number of passengers carried, 14,162 and in tons of freight transported, 135,952.

PROFIT AND LOSS ACCOUNT, DEC. 31, 1871.

Balance forward from 1870		$2,046,468 54
Coupons on bonds		607.271 98
Interest and discounts		130.293 43
Taxes		56,778 30
Rent of tracks		30,000 00
Rent of Cincinnati and Baltimore Railway		19.774 03
Rents of real estate, depot, etc		65,249 96
New York transfer office expenses		3,000 00
Personal injuries		2,099 72
Adjustment of old accounts		6,451 23
Total		$2,967,387 19
Net earnings		$210,054 86
Rents of real estate		10,806 10
Balance		2,746,526 23
Total, as above		$2,967,387 19

GENERAL BALANCE SHEET, Dec. 31, 1871.

Railway and equipment		$10,945,110 63
Hillsboro' Branch purchase		1,895,856 93
Union Branch purchase		184,361 25
Portsmouth Branch purchase		800,000 00
		$13,825.328 81
Construction account		7,262,364 11
Real estate	$417,841 35	
Cincinnati and Baltimore Railway stock	253,400 00	
Bonds and stock	58,693 42	
Cincinnati & Baltimore Railway Company (cash advanced)	142,068 45	
Materials on hand (including fuel)	196,731 01	
		1,068,734 28
Suspense account		155,000 00
Profit and loss account		2,746,526 23
		$25,057,953 38
First preference stock and scrip		$8,130.719 44
Second preference stock and scrip		4,460,368 23
Com. or defer'd stock and scrip		1,388,992 69
		$13,980,080 00
First mort. [£] bonds	$1.050.000 00	
First mort. [$] bonds	2,450,000 00	
First mort. [$] scrip	4,447 25	
Second mort. bonds	2,500,000 00	
Third mort. bonds	2.540,000 00	
S. and H. V. R. R. mort. bonds	300,000 00	
		8,844,447 25
Pay rolls	$97,474 28	
Bills payable and special loans	1,907,147 95	
		2,004,622 23
Current accounts		228,803 54
		$25,057,953 38

President.—JOHN KING JR.

Directors.—John King, Jr., Johns Hopkins, Thos. Whitridge, Allan A. Chapman, John Donnell Smith, Baltimore, Md.; Nathaniel Wright, R. M. Bishop, W. W. Scarborough, James D. Lehmer, Cincinnati, Ohio; William T. McClintick, John Madeira, Chillicothe; Wylie H. Oldham, Marietta, Ohio; J. N. Camden, Parkersburg, W. Va.

Treasurer.—WYLIE H. OLDHAM.

Secretary and Auditor.—CHARLES F. LOW.

☞ The estimated earnings of the Erie Railway for the week ending April 15, 1872, were $423,020; against $351,107 for the corresponding period of 1871—an increase of $71,913. Total earnings since April 1, 1872, $779,534—an increase over the same time in 1871 of $127,478.

The San Francisco Port Charges and the Overland Railroad Terminus.

San Francisco is our most important port on the Pacific coast line; indeed, it is almost the only good harbor we have there. No really good roadstead is found for a thousand miles to the southward, until we reach the Gulf of California, belonging to Mexico; nor for a thousand miles northward, until we reach Puget Sound, one shore of which belongs to Great Britain. The Pacific slope of the United States territory, besides having unsurpassed advantages for the production of the precious metals, wheat, wool, cattle, fruits and esculents; is also happily situated for carrying on an extensive commerce with the crowded millions of Eastern Asia and the Australian Colonies. Asiatic commerce is eagerly contended for by the nations of Western Europe. Notwithstanding the lateness of our appearance on these shores, Americans have a firm foothold in China and Japan. Every inch of advantage is jealously watched, however, by our more wealthy rivals both in our relations with the people and in the contest for cheap and expeditious transportation. Obviously, we cannot tolerate any artificial hinderances or throw away any positive advantage, if we intend not to be beaten in this field of enterprise.

The Pacific Mail Steamers, the only line of American steamers of note now running to foreign ports, have developed a gratifying business in carrying passengers, teas, silks, and the like, across the Pacific ocean to San Francisco, where they are re-shipped, overland, to their destination, via the Pacific Railroad. This they are barely able to do in competition with the routes via Suez, Panama and Cape Horn. One of the most serious obstacles encountered by this route consists of the vexations and onerous port and transfer charges at San Francisco. For examples: the Commissioners of Immigration, so called, levy a tax of five dollars on each person landing there; every vessel of 100 tons burden is charged $6 per day, vessels of 1000 tons burden $25 per day, and vessels of 2,500 tons $50 per day, for the mere privilege of tying fast to a dock structure; vessels under or above these measurements in the same proportions. For unloading goods on the wharves there are additional charges of twenty five cents per ton, or in case of goods discharged from ship to lighters, twelve and a half cents per ton. Add to these the inevitable charges for drayage to warehouses, cost of warehousing, drayage back to ships or cars—all upon the same high level—and the loss and damage occasioned by these repeated handlings, and we have a total toll of more than two dollars per ton upon merchandise for passing through this city—a serious tax on both, domestic and foreign commerce.

It is not to be wondered at that the shippers and transporters have cast about them for some escape from this exorbitant, enforced tribute to the dock owners and warehousemen of San Francisco. So far as freights destined to pass directly through to their destination were concerned, this detention and expense was felt to be unnecessary as well as injurious. "Why not," it is asked, "transfer the tea, silk, rice, &c., directly from the ship's hold to the rail car, or *vice versa* turn the California flour and grain, wool and hides, by the force of gravity, from the car to the vessel?" To do this it is necessary, first, to have a secure mooring place for the fleet of vessels; and second, some way of hauling the cars alongside the vessel when so moored.

The configuration of the Bay of San Francisco, and the site of the City are such, that to reach the docks with the end of the overland railroad track would involve making a circuit of 70 miles around the southern arm of the Bay, or full forty miles greater distance than to approach, as near as possible, by the direct course across the Bay. Now, the eastern shore of that Bay consists of a gradual shoal of waters; the main land nowhere abuts upon the deep water until one gets 20 miles away from the City. Into the yielding mud and sand of this shore the Pacific Railroad Company have driven piles, on which to extend their track, a mile and a half into the Bay, in order to reach 20 feet of water, a depth sufficient to accommodate temporarily their steam ferry for passengers. But this is not a suitable structure—neither sufficiently solid nor enduring—to be used for the transfer of cargoes of valuable merchandise; there is not room enough; a fleet of vessels made fast to it in a heavy gale would endanger the whole connected mass; the goods could not be protected while so exposed; the teredo is continually eating away the timbers, thus weakening its foundation. To build new wharves at points having the requisite depth of water where the track could follow, would be to take the trade far away from the city.

What then can be done? The only spot of solid ground suitable for the shipping and accessible to the railroad, is found on a rocky islet, "Yerba Buena," or Goat island, lying on the eastern edge of the ship channel, right opposite the City of San Francisco, and about midway between the City and the present temporary wharf of the railroad company. This island belongs to the Government; it is reserved as a military position and a fort will probably at some time be erected on its northern extremity. The Government does not contemplate the sale of this island; it is held for purposes of public defense; it ought not to pass into the hands of private parties. It may hereafter be useful, since it commands the city. The main defences of the harbor are some miles to westward, at the entrance to the Golden Gate. There is more room than the Government is likely to need—130 acres—and the position would be greatly strengthened and improved in value by railroad communication with the mainland.

In this view of the situation, it is not surprising that the government should be appealed to in the interests of general commerce, to devote the use of a portion of this island to the purposes of a terminus of the Pacific railroad line, the line in which the whole people have taken such a deep interest, and which has already begun to change the trade currents of the world. The suggestion has come from several quarters, that the railroad company should extend their wharf to Goat Island, on the south side of which they could get what accommodation is needed, viz: solid foundation for their docks, 30 feet of water and a sheltered position for the huge vessels plying the Pacific, and room for the transfer of heavy freights, as well as a shorter and more commodious ferry for passengers, mails, &c. To do this it will cost the Company two million dollars to bridge the intervening arm of the Bay, and over a million more to hew down the necessary space for road-way, tracks, shops, &c. This expenditure they are willing to make in the hope of building up an enlarged traffic thereby; and have asked Congress for permission to do so. They have not asked for the fee of the land, but simply for the use of it for these purposes, with all needful provisions for its resumption whenever needed for military purposes.

Now it would be impossible for a railroad corporation—especially if at all prosperous—to ask anything at the hands of Congress in these days, without some one raising the cry of "jobbery." There is a combination of noisy people in San Francisco, principally the owners of the strip of water front, who comfortably sit taking toll of every pound of merchandize passing through that city, who would like to keep the end of the railroad track as far back in shoal water as possible, that commerce might be continued in its present channels. This is the best reason why the rest of the country should desire a change. Every traveler who visits that city, comprehends the situation at a glance. All talk about the destruction of the harbor is simple absurdity, intended merely to conceal the real anxiety of the middlemen about the loss of their perquisites. A large part of the burdens now borne by freights, passing through San Francisco is needless and vexatious, and might be dispensed with. The Government have control of the only spot of ground which can give the desired relief, it lies useless to everybody, but might, at no cost to the public, become the most serviceable bit of territory to general trade in the whole country. It is the natural, fitting, proper terminus of the Pacific Railroad Line; it must be connected with the main land ultimately as a military measure, at the public cost; it can now be done for nothing.

Housatonic Railroad.

The receipts from operations of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From freight	$454 610 70	$488,582 91
" passengers	208,304 10	209,191 12
" mails	10,927 00	9,680 00
" express	10,000 00	13,333 33
" rents	1,326 52	1,224 87
" warfage	1,602 41	7,675 26
" milk	53,938 82	56,593 35
" dividends	11,388 00	.....
	$752,097 55	$780,280 84
Expenses viz:		
Repairs of road	$240,402 07	$235,802 09
" engines	39,617 35	37,005 21
" cars	79,189 99	69,445 60
" buildings	30,642 46	29,718 68
" tools	4 989 63	2,450 27
" dock	6,113 43	.....
Wood and coal	50,932 59	47,742 50
Oil, tallow and waste	5,137 23	7,146 69
Stationery, etc	3,391 21	2,925 11
Freight expenses	72,536 56	75,873 32
Passenger expenses	37,208 26	39,948 09
Contingent expenses	1,376 70	1,286 99
General expenses	13,866 56	15,570 85
Damages	5,946 25	3,477 11
Advertising	434 03	739 53
Rent of cars	10,570 92	3,383 82
Insurance	992 20	573 82
Gas light	985 16	1,080 89
Profit and loss	740 00	80.000 00
	$605,072 60	$604,120 07
Balance	$147,024 95	$176,160 77

From which deduct—		
United States taxes	$1,683 89	
State and other taxes	7,999 44	
Rent of Stockbridge and Pittsfield Railroad	31,409 00	
Rent of Berkshire Railroad	42,000 00	
Rent of West Stockbridge Railroad	684 67	
Coupon interest	25,855 67	
Interest	178 38	
Commissions	450 00	
Loss on 50,000 six per cent. bonds	2,000 00	
		112,261 05
Net gain after deducting all expenses.		$63,899 72
Add surplus December 31, 1870		44 508 11
Add profit and loss for permanent improvements, charged to road and equipment account		100,000 00
		$208,407 83
Paid dividend Feb. 1, 1871.	$94,400 00	
Paid dividend July 1, 1871, and tax	48,410 25	
		142,810 25
Balance at credit of profit and loss December 31, 1871		$65,597 58

The company have 16 locomotives, 1 twelve-wheel, 11 eight-wheel, and 2 four-wheel passenger, 9 baggage and 330 freight cars. The report says:

A careful examination of the accounts will show a marked increase in the gross receipts, and also a reduction in the expenditures as compared with those of 1870.

We have laid in the track 1,428 tons of new rails, at a cost of $86,785 83, and also built one

mile of new track at Van Deusenville, and three miles of additional sidings at various parts of the line.

Our motive power having been found insufficient for the increasing traffic, both local and through, we have added three new locomotives, at a cost of $31,418 25. One of these was built at our own works.

Our car department has been increased in value about $45 000.

Contracts have been made for 1,500 tons of new rails, to be placed in the track during the coming season.

$50,000 of 6 per cent. bonds have been issued during the year, to complete the $100,000, authorized in 1869, to be expended in permanent improvements.

Our trains have been run with increased regularity and immunity from casualties.

The number of miles run by locomotives in 1871 was 321,600; do. in 1870, 314,416—an increase of 7,184.

CONDENSED BALANCE SHEET, DEC. 31. 1871.

Railroad and equipment	$2,105,558 52
Permanent improvements and additions, for which bonds have been issued	100,000 00
Cash on hand and in bank	64,056 31
Cash in the hands of Willets & Co.	57,527 67
Real estate	13,914 00
Ames property	48,689 67
Stockbridge and Pittsfield R. R. Co.	5,992 76
Accounts receivable	32 528 87
Bank of New York	1,403 84
Sinking Fund	92,363 56
Due from stations	69,346 62
Wood lots	703 44
Materials on hand	81.983 31
	$2,674,068 57
Capital stock, old, 8,200 shares	$820 000 00
" " Prf'd, 11,800 "	1,180,000 00
Bonds due 1877	191,000 00
" " 1885	100.000 00
" " 1889	100.000 00
Bills payable	67,899 89
December expenses paid in Jan.	41,334 98
Rent of Stock. and P. R. R.	15,704 50
" " Berkshire R. R.	3,500 00
" " West Stockbridge R. R.	75 00
Book accounts	43,860 93
Unclaimed dividends	1,874 00
Coupon Interest accrued, not paid	13,144 16
Accumulated Sinking Fund profits.	30,077 53
Profit and loss	65,597 58
	$2,674,068 57

President.—DAVID LEAVITT.

Vice President.—WILLIAM H. BARNUM.

Directors.—David Leavitt, Samuel Willets, Wm. H. Barnum, Geo. W. Peet, Geo. H. Noble, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck.

Secretary and Treasurer.—CHARLES K. AVERILL.

Superintendent.—H. W. FRANKLIN.

☞ The St. Albans *Messenger* says: "We saw a car-load of paper car-wheels at the depot, on Tuesday which was consigned to Detroit. The paper, which is as compact as metal, is enclosed in iron plates, the whole being firmly bolted together; and the tires and flanges are of steel. They weigh about the same as iron wheels, and are apparently models of strength and durability. They are manufactured by the American Paper Car Wheel Company, at Pittsford."

☞ The St. Louis *Register* says that the McNairy & Claflen Manufacturing Company, Cleveland, Ohio, have closed a contract with the Mobile and Montgomery Railroad for iron bridges across the Mobile river, constructed on iron screw pile piers.

Copper Mining.

The scarcity of Copper and its consequent rise are waking up the attention of capitalists to the subject. We see it stated in the Montreal *Herald* that among the proverbially careful and thrifty Scotchmen of the staid city of Glasgow a company has been formed to purchase and work some of the Canadian mines. They have brought the Huntington mine which is said to contain the greatest mass of ore of any that has yet been worked in the Province of Quebec, at £125,000 Sterling. The company has started with a capital of £200,000, and on opening the books for subscription stock was applied for to the amount of £1,000,000. The market price for the stock immediately advanced to 50 per cent. premium. Since the original purchase of the Huntington mine they have authorized Mr. Huntington to purchase for them any other mining properties which promise fair returns, and he has secured for them the Acton mine, including all machinery and royalties, for $25,000. The Acton was formerly owned in Boston, and will be remembered by a large class of sufferers who were induced to invest in it. The Glasgow company, by the introduction of Henderson's process, expect to make the mines at once profitable and self-sustaining. We may, perhaps, learn a lesson from this new movement not to cast aside, as worthless, mines which do not make immediate returns and not to work them in so superficial a manner as quickly to exhaust them. If a mine produces, at a moderate expense, a large amount of Copper we are satisfied with the result and the shares are run up in the market, not considering that by this process the mine will soon become unproductive and worthless. The careful results of science show that as much is obtained by utilizing the resources of the inferior mine as by superficially working a rich one, and as the supply of Copper is becoming one of the great industrial forces in this country the attention of all interested in them should be directed to the best modes of obtaining the largest and most permanent results.—*Boston Journal.*

Whitehall and Canada Railroad.

From a recent consultation with gentlemen connected with the New York and Canada Company, we are enabled to state that the new company have perfected arrangements with the Delaware and Hudson Canal Company, by which that company agree upon the performance of conditions to build and fully equip a railroad from Whitehall north, as follows: To Port Henry within two years from March 26th, 1872, and to the Canada line within three years from that date. The conditions were, first: That the New York and Canada Railroad Company should procure certain rights from the Grand Trunk Railroad Company of Canada; and second: That there should be subscribed to the capital stock of said company $125,000 south of Port Henry, and $300,000 north of that point. The first of these conditions has been complied with, and all that remains to secure the road to Port Henry is that $125,000 should be subscribed by Whitehall, Dresden and Putman, and all necessary to secure the road through is the $300,000 subscribed north. These subscriptions bind the Delaware and Hudson Canal Company absolutely to do this work; and binds it also to lease the new road when built, and to pay a rental of thirty per cent. of the gross receipts therefor per annum. Now, it rests with the people along the line to say whether they shall have a road, and at once, or whether by inaction we shall let it go by the way of Fair Haven, West Haven, Benson and Orwell across the bridge at Ticonderoga and thus more effectually cut us off then we are now. The town of Whitehall is expected to subscribe one hundred thousand dollars to the stock of the new company, and Dresden and Putnam twenty-five thousand dollars. We have been shown a letter from the president of the Delaware and Hudson Canal Co. to W. W. Cooke of this village, saying that the Delaware and Hudson Canal Company will, if the town come up promptly and subscribe, complete the road to the Canada line within eighteen months. And we are informed if the towns of Whitehall, Dresden and Putnam subscribe the $125,000 that the work will be commenced on this end within one month.—*Whitehall Times.*

Troy and Greenfield Railroad.

The report to the present legislature of the joint standing committee of last year, on the Troy and Greenfield Railroad and Hoosac tunnel, which was presented to the senate a short time since and ordered to be printed, has made its appearance in type. The committee embrace in their report the whole length of railroad route owned by the State, extending from Greenfield westward through Massachusetts and the southwest corner of Vermont, of which the distance of about two-thirds of a mile from the present terminal station of finished railroad up to the east portal of the Hoosac tunnel—the tunnel itself, 4¾ miles long, and a length of about two miles extending from the west end of the tunnel to the village of North Adams, form the only portion now unfinished. The details of the progress of the work in the tunnel, some account of the special difficulties encountered at the central shaft and the means employed for surmounting them, and a computation relative to the probable date of completion, with a diagram of the tunnel showing the distances opened to the close of the year, are included in a communication from Mr. Frost, State Engineer, which the committee have introduced into their report. The leases to different railroad companies under which the finished portions of the railroad east and west of the mountain are respectively operated—the initiatory steps thus far taken toward completing the unfinished links of the railroad east and west of the tunnel, with suggestions as to some further legislation thought to be desirable, are successively mentioned in the report, which closes with some brief and appropriate general remarks as to the value of the enterprise and the development of important interests which may be anticipated from the opening of the route.

London and Port Stanley Railway.

As mentioned last week, this line has been leased by the Great Western Railway Company. The term is twenty years, and the annual rental $20,000; the road, which is now of the 5 ft. 6 in. gauge, will be changed to 4 ft. 8½ in. It is understood to be the purpose of the Great Western, now that this lease has been obtained, to lend such aid in the promotion of the London, Huron & Bruce line, as will render its construction tolerably certain. In case it is so constructed the gauge will be 4ft. 6 in. instead of 3ft. 6 in., as first proposed. If by the leasing of the London and Port Stanley the citizens of London have removed the almost insuperable obstacles encountered in the attempt to make a direct line from that city through a valuable and extensive tract of country to Lake Huron, they have good reason to feel pleased with the arrangement. When this road is made, and the London and Port Stanley renewed, London will stand in as good a position with respect to railway service as any city in the Dominion. *Monetary Times.*

☞ The Port Huron and Lake Michigan Railroad, only as yet completed to Flint, has earned during the past six months $106,341 80, and expended in expenses $32,649 84. As the interest on the bonds thus far issued is only $50,000, this shows a handsome margin. Congress has confirmed the Michigan land grant to this road—which is to be pushed to early completion.

☞ Work along the entire line of the Lynchburg and Danville Railroad is being pushed ahead with extraordinary energy and activity. The laying of the track immediately at Lynchburg, it is expected, will be commenced by the first day of July and along the line generally by the first of August.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,720	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353.235	342,369	384,999	358,964	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716,378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585 623	747.942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1.570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,974	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,318	1,008,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918.342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,985
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	327,538	318,626	354,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747.469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567.679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90.526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144.023	141.376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,587	169,820	1,690,714
1872	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,004	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,647	724,732	1,040,102	801 195	496,586	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	668,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332.400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	294,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2°8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,232
1870	202,447	250,617	294,874	289,550	283,221	243,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	603,104	873,153	956,658	837,351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,284,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1:9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,503	688,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	163,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	185,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168,896	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,969	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260.529	293,344	283,833	484,209	450.203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,883	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	316,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	463,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528.529	500 139	539,228	706,603	802,586	746,450	643.058	644 061	728.521	719,698	570 168	505,053	7,654,094
1871	479,573	373,925	492,590	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	573,936	534,116	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000		87,061	22,593	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	795	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	102
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	6.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	5.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,886	164,400	1,000	262,890	49,315	6.5	50	7	21½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	64½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	89
Dec. 31, '70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark.....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton)....Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,000	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	68
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,998	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield.....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	31,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20½
Dec. 31, '70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70		514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	16,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	130	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany).....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken.....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	66	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport.....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	52,152	52,000	—	—	3 600	3,019	4	100	100	....
Oct. 31, '70	3.53	40	16	Worcester.....Mass.	46,205	40,000	30,000	8,036	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1876	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	100,000	7	J.& J.	1885	....
Utica, Clinton & Bingham: 1st Mortgage	100,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	120,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1876	103½
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,242,200	J. & J.	July '71 3
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M & N	May '72 5
Washington Br.....100	1,050,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	Apl. '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,150,800	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '71 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	4,471,275	M & N.	Nov. '71 5
Boston and Providence.100	3,700,000	M & N.	Nov. '71 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	6,847,800	J. A. J.O.	Apl. '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....60	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville*.50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelsv..50	428,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '71 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1½
" " pref.100	769,600	F. & A.	Aug. '71 3½
Central of Georgia.....100	4,666,800	J & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 6
" " pref..100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 6
Chicago & N. Western.100	14,720,959	J. & D.	June '71 5
" " pref.100	20,416,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.... 50	2,967,850	— & —	.....
" " pref... 50	428,646	M. & N.	Nov. '71 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '72 2½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '71 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Feb. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,981	— & —	.....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River.....0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....	1,325,000	A & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1 309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,600	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '71 3½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	30,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia.....100	4,166,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '71 2½
Hannibal & St. Joseph..100	4,161,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '71 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	26,230,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	8,789,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*.....50	2,648,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	Feb. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '71 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	720,000	M. & N.	Nov. '71 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12-
N Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,00	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July '71 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 000,000	M. & N	Nov. '71 3
N rthern N. Hampsh...100	3,088,400	J & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport.100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	432,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	749,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '71 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	Nov. '71 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,460,000	J. & J.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209.000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. de J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, K. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000.000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	197,220	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '71 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov. '71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,694	— & —	.....
Delaware Division.....100	1,833,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A.	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,848,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	7,324,000	J. & J.	.....
Pacific Mail Steamsh.p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	1,000,000	.....	..... 2½
Pennsylvania Coal 100	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 100	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....50	3,400,000	M. & N.	Nov. 696
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Prices.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,734,000	6	Jan. & July.	1880	116½
.. .. coupon	4,681,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,154,950	6	Jan. & July	1881	116½
.. .. coupon	64,166,250	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	31,055,700	6	May & Nov.	1882	110½
.. .. .. (5-20s).....coupon	251,624,800	6	" "	1882	115
Loan of March 3, 1863.....registered	53,398,050	6	Jan. & July.	1881	116½
.. .. coupon	21,601,950	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s).....registered	36,839,900	6	May & Nov.	1884	110½
.. .. .. (5-20s).....coupon	40,211,900	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	42,619,450	6	May & Nov.	1885	110½
.. .. .. (5-20s).....coupon	120,166,700	6	" "	1885	115½
.. .. 2d series (5-20s).....registered	63,939,350	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	165,541,550	6	" "	1885	114
.. .. 3d series (5-20s).....registered	92,140,300	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	228,835,200	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	12,942,500	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	26,323,500	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	138,296,450	6	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	56,276,850	6	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71.registered	120,211,200	5	F. M. A. & N.	1881	109½
.. .. coupon	79,788,800	5	" "	1881	111½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	15,520 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	399,874,306	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	20
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1890	55
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	895,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,698	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	848,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. military	1,059,500	7	" "	'76-'89	....
Kentucky—State Bonds of 1841-'42.....	176,000	7	" "	1889	....
.. — .. .. of 1843	913,000	6	April & Oct.	'71-'72	100
.. — .. .. military.....	160,000	5	" "	1873	....
Louisiana—Charity Hospital.....	309,300	6	Various.	1895	....
.. —State Bonds, general	86,000	5	Mar. & Sept.	1872	....
.. —Railroad Bonds.....	750,000	6	Jan. & July.	1893	60
.. —	661,000	5	Various.	70-'79	....
.. —Levee Bonds 1866.....	2,052,000	6	Various.	'93-'06	69
.. — .. .. 1867.....	1,000,000	8	Various.	1886	77
.. — .. .. 1870.....	4,000,000	5	May & Nov.	1907	62½
.. —Funded coupons 1866	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded Floating Debt.....	997,300	6	Jan. & July.	'86-'88	....
.. —Ship Canal Bonds of 1869.....	3,000,000	6	May & Nov.	1910	82
.. —Penitentiary Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —N. La. & Tex. R. R. Bonds of 1869	500,000	7	" "	1909	....
Maine—State Bonds	546,000	8	April & Oct.	1909	92½
.. —War Loan of April 25, 1861	301,000	6	Various.	'75-'76	....
.. — .. .. of Jan. 31, 1863.....(cur.)	800,000	6	Various.	1871	....
.. — .. .. of Mar. 26, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	101½
.. — .. .. of May. 19, 1864.....(cur.)	476,000	6	Feb. & Aug.	1883	....
.. —Municipal War Debts assumed..(cur.)	2,832,500	6	June & Dec.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	3,084,400	6	April & Oct.	1889	101½
.. — .. .. converted	2,288,888	5	J. A. J. & O.	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	448,500	5	" "	1880	....
.. — .. .. .. converted	1,855,335	5	" "	1890	....
.. — .. .. .. of 1834...	1,687,345	5	" "	1890	....
.. —Balt. & Susq. R. R. Loans.....	1,403,146	6	" "	1870	97
.. —	269,000	3	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	429,000	6	" "	1890	100
.. —Susq. and Tide-Water Canal Stg..	95,420	6	" "	1889	....
.. — .. .. .. converted	773,000	5	" "	1885	....
	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable	Market Prices.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,396	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip.....	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	108½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	"	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester.....	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	100,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	7	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1863.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'96	96
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	104
.. — .. of 1864.....	592,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	106
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106½
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	109
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	105½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	36½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	22
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '68-'68	2,800,400	6	Jan. & July.	1899	27
.. —	1,821,400	6	April & Oct.	1890	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	14
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	101
.. — .. (").....	4,095,309	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	96
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97
.. —	4,731,300	6	" "	1872	101½
.. —	90,400	6	" "	1877	96
.. —	7,890,550	6	" "	1877	104½
.. —	726,950	6	" "	1882	96
.. —	9,237,050	6	" "	1882	107
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,789,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	8,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1892	100½
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	52
.. —Blue Ridge R. R. bonds of '54	970,000	5	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	38
.. —Funding & Special Bonds '68	1,692,150	6	" "	1898	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	70
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,503	6	" "	"	69½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	56
.. — .. Bonds.....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,963	6	" "	"	56½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. (sterling).....	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	434,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1860	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	687,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1893	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	47
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	51
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1866	8,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $6,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	103
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	84
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'18	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	103
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sink'g fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (67 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Feo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1880	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (75 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	93
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	100
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1886	100
1st Mortgage, Appleton Ext.	184.000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. and Cin.).	958,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Morigage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	98
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	95
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1906	90
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	77½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	96
Notes payable, coupon tax free.	459,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87
Contoocook River:						
1st Mortgage	80,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500.000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,600	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	453,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten.(Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	96
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1863, (secd).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1865	300,000	6	March & Sept	New York.	1886	....
Sterling (Oxcl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1868	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sk'g Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sk'g fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1862	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W., Muncie & Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,671,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
G. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	March & Sept.	"	1885	91½
1st Mort. (Q. and Palmyra R.R.	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sk'g fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	93
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1:89	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S& M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1908	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1'65.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95
S.Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	102
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95½
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	95
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1888	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	...
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	...
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage* Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	79½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	110½
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York	1886	107
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	....
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	103½
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	....
1st Mort.(Det.,Hills.& Ind.R.R.	1,080,000	8	June & Dec.	" "	1890	108½
Michigan Southern & North. Ind.:						88½
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	104½
2d Mortgage.....	2,893,000	7	" "	" "	1877	102
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	90
1st Mortgage (Minn. Cent)....	208,000	7	" "	" "	....	....
1st Mortgage, (Iowa & Dak.)....	1,008.000	7	" "	" "	....	99½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145.000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.St.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	...
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1856, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $1,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172.500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimau.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free...	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	102½
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ")....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ")...	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	98
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1880	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	81.500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1903	94
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ")	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	83½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	435,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	90½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	86½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(C.B.&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	100
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1870	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1901	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	88½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	94
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1880	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1890	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1886	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	95
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	9
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	$32,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	84½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864.	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,003	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottav.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,735	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (I.)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage, Mar. 1, 1869.	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	97
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	90
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	91½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						....
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	83
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	90
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	93½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1886	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	96
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	87½
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	94
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						....
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	96½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						....
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						....
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						....
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						....
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	100
Gold Loan	980,000	6*	" "	"	1894	94½
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						....
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	286,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	94
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						....
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	638,650	7	—— & ——	"	1889	85
Susquehanna (S. & Tide Water):						....
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	93
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	90½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,360	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.& N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris..N. Y.	217,812	*	—	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	—	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484.370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	155
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	100	142
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	145
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	150½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	.....	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,407,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	63½
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	.....	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,120,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	82
Dec. 31, 1871	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	36
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Ohio. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	111½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	64,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,360,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	53.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	...
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,187,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	121
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,546	9,295,928	1 964,317	16,590,510	11,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	133½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....							100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....							100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased	& oper. by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	44
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	100½
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	564	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	134
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.					2,750,000	2,750,000			—	(Under	constructi	on at $35,0	00 p.m.)		—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)		—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	41
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis, Peru and Chicago..Indiana.									75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	16,034,663	59,549,690	1,793,944	647,946	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)		—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased	& oper. by	Michigan	Central.)		—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Athens.....New York.	268,386	*			286,730				—	(In cour	se of cons	truction.)			—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)			—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)		8	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recen	tly comple	ted.)			—	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City,St. Joseph & Co.Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas City and Santa Fe.....Kansas.									—	(Under	constructi	on.)			—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Kentucky Central.....Kentucky.	.....	*	.....	.....	.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)		.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Keokuk, Iowa City & Minnesota...Iowa.	.....		.....	.....	.....	25,000pm			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Charleston ¶....Tennessee.	.....		.....	.....	.....	.....			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Knoxville and Kentucky ¶....Tennessee	.....		.....	.....	.....	.....			—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....		.....	.....	1,300,000	1,300,000			—	(Under	constructi	on.)			—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lafayette, Muncie & Bloomington ...Ind.	.....	*	.....	.....	3,000,000	1,500,000			37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000			—	(Under	constructi	on at $33,0	00 p. m.)		—	100	...
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Shore & Mich. S..N.Y., P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	189,390,937	569,833,666	13,457,541	5,088,720	8	100	96½
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Ontario Shore Line.....New York.					4,000,000				—	(Under	constructi	on at $33,0	00 p. m.)		—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened	for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49,507	—	50	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	6,995	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	117½
Jun. 30, 1870	119.5	76.5	65.5	—	47	38	20	710	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under	constr. to	be compl.	in 1871.)	.....	—	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	...
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	94½
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Logans., Crawfordav. & S.W.Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)		—	100	...
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Under	cons. to Chicago	& Alton.)			—	50	72
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	80,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	5	372	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	74
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—		289.0	(No retu	rns of ope	rations pu	blished.)		—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Louisville New Albany & St.L. Ind.& Ill.	364,170		1,846,904	1,666	2,051,100	—	—		289.0	(No retu	rns of ope	rations pu	blished.)		—	100	...
									Lowell and Lawrence.... .Massachusetts.	332,883	30,255	.....	15,123	200,000	67,700	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
																11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)		6	100	....

AMERICAN RAILROAD JOURNAL.

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*							....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	450,000	200,000			355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		3,635,750	9,219,389	1,657,413		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 20, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. b	y Erie.)	.....	.....	12	100	100
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5†	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	19,185,233	.....	.....	17,581,707	6,271,222	10	50	122½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	7.9	—	—	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,000,000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381		6.5	(Owned	by Cam.&	Amboy.)	27,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			33.6	405,605	.....	.....	700,465	303,186	10	50	175
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	118½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	126
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,163	9,562,650	2,359,500	630,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)			—	100	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*			1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	132
May 31, 1871	80.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	585.069	79,576	3,000,000	2,500,000			—	(Under	constructi	on.)			—	100	....
Mar. 31, 1870	28.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	4,300,000		170,000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	100
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	292,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*			507,268	1,000,000	1,056,405		181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	106
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	228	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235, 235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334		218.2	593,514	15,296,580	19,695.175	1,324,943	475,270	10	100	99
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,666	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	17
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	84.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	constructi	on—80 m.i	1,990,376	580,474	—	100	25
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	n oper.Ju	n. 1, '71.)	.....	—	100	....
Dec. 31, 1870	161.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	.....	.....	.....	.....	1,372,236	385,803	—	100	99½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.5	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	.....	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	60.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Sept.30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	.....	.....	.....	.....	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.8	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684		.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	68	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576,050	.....	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	70	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	197,000	118,988		54.0	202,479				207,264	172,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*	186,213	106,220		1,151,400	210,000			80.0					470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	8.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)						100	
Apr. 30, 1871	50.0	—	2.6	230.8	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)						100	
Dec. 31, 1870	81.3	—	6.3	—	18	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No returns.)						100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)						100	
Dec. 31, 1870	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491				273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694					1,243,000	750,000			45.5					77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240				37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—				—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320			108.3					301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—				—	South Branch	New Jersey.	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)		6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,030	353,009	243.0	840,910				1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.							4,926,000			—	(Only p	artially in operati'n.)						100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642		259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070		62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,151	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540		358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			—	61,760	1,083,133	642,124					100	
Dec. 31, 1870	—	—	—	87.0				—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)						100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m.			100.0					267,162	27,677	—	100	
May 31, 1871	80.0	—	—	640.0				—	Southern Pacific	California.										—	(Under	construction.)						100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0					284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0				—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,408	651,500	95,000		—	(Under	construction.)						100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538			3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)	1,324,180	10	418,072	10	100	
Sept. 30, 1870	68.0	—	8.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0			68,318		14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	cons. to be finished by Dec. 1,			292,579	72,671	8	100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614			700,000	200,000	40,000		13.0	54,834	2,693,648						100	
Nov. 30, 1870	21.9	—	1.1	—				—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700			—	(Leased	& oper. by Housat'c.)				31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—				—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)					6	100	
Mar. 31, 1870	26.0	—	2.0	—				—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)						100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)						50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874							95,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W. N. Jer.)					6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N. Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419		744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235		400,000		23,557	45,843	11.7	65,346		(10 mos.		102,172	23,651	8	100	111½
Dec. 31, 1870	80.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	(Under	construction.)						50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358		1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395				420,823	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0								100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,826	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81,710	858,744	631.0	3,473,960				4,544,641	1,308,376	—	100	78½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682		478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N. Y. Cen. & H. Riv.)					6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—				—	Tyrone and Clearfield	Pennsylvania	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)						50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7			74,917,336	71,779,106	7,625,277	2,947,862	—	100	39½
Dec. 31, 1870	100.0	—	6.8	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*				1,000,000	3,200,000			100.0					182,568			100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)						100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923		250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119		208,358	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—				—	Valley	New York.	769,287					750,000				11.4	40,386	333,487	6,691,692		144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—				—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)					8	100	99½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt. & Can.)			5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302		2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.		466,651	loss.	—	100	86
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)						100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recent	ly completed.)						100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513			14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—				—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	280,410			50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,886			44.0	88,395				97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,500	107,000		35.5	204,506				288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.		5,785,987	1,830,314	10	100	
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at	$25,000 monthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187			187,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						6,500,000	1,400,000			105.0					112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—				—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)						50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207		1,209,000	2,379,000	20,000	43,745	126.1	307,160	16,363,324	3,639,915		633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	cons.—New burg to Albany.)						100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	19	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	cons.—open to Menomonee.)						100	
Dec. 31, 1870	32.5	—	0.5	—				—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operat	ed by Wil. & Wel.)						100	
Aug. 31, 1871	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N. C.	5,200,000	*				1,200,000	4,000,000			168.0					230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000				171.0								100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,164	114,711		1,463,775	1,484,665	130,021	154,570	181.0	436,316				594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—				—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27,000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750,000			142.0		2,861,440	6,131,860		574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)						100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,228		452,547	156,860	10	100	136½
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967	—	2,031,988	2,039,150	1,825	—	12.5	—	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	8	50	96
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by Lehigh N	—	—	—	—	—	25	—
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N. Y.	7,066,899	—	13,245,880	—	—	15,000,000	5,000,000	—	—	108.0	—	—	—	—	107,947	—	19	100	120
Dec. 31, 1870	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,736,358	—	—	—	—	5,847,400	—	—	—	65.5	—	—	—	—	888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	—	64,000	835,750	689,446	—	161.0	(Leased	1870 by Pennsylvani	67,252		loss.			50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	—	1,003,500	110,000	—	—	83.0	—	—	—	—	220,216	130,187	10	100	94
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	—	8,739,800	15,662,979	—	—	108.0	—	—	—	—	344,308	181,042	—	100	
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	—	2,200,000	1,021,965	197,815	82,206	103.0	—	—	—	—	391,650	183,076	—	50	50
Feb. 28, 1870	108.0	—	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	—	4,337,950	2,232,000	—	—	360.0	—	—	—	—	609,552	142,888	—	50	40
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,183	2,335,716	284,140	—	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)	—	—	—	—	655,000	—	50	16
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—	—	—	—	2,092,746	2,684,367	284,873	—	45.0	—	—	—	—	135,162	61,602	—	50	20
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	—	2,907,850	3,000,000	20,000	—	87.6	—	—	—	—	59,953	4,203	—	50	1
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)	—	—	—	—	—	50	13
ec. 31, 1870	123.0	—	—	—	—	—	—	—																							

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	72
Catawissa,* pref. and guar.	2,200,000	7	7	95
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	89
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	181½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	3,536,910	7	7	80
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	63
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	343,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	23
" " 2d pref.	4,051,744	6	...	11½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,500	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	..
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	..
Canal Stocks:				
Delaware Division,* guar.	1,033,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	31½
Union, preferred	..	..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	49 —	@ 54 —
Pig, American, No. 1		50 —	@ 51 —
Pig, American, No. 2		49 —	@ 50 —
Pig, American, Forge		47 —	@ 48 —
Bar, Refined, English and American		100—	@105 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		—Store Prices.—	
Bar, Swedes		125 —	@135 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ¾ to 1 in.		110 —	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 & 2½ to 2½ rnd. & sq.		115 —	@ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16		117 50	@ — —
Large Round		122 50	@127 50
Scroll		122 50	@152 50
Ovals and Half-round		127 50	@137 50
Band		— —	@122 50
Horse Shoe		120 —	@130 —
Rods, ⅜@3-16 inch		115 —	@155 —
Hoop		135 —	@177 50
Nail Rod	per lb.	— —	@ — 8
Sheet, Russia, as to assortment	(gold)	— —	@ — 18½
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galtanized		List. 15 per ct.disc.	
Rails, English	(gold) per ton.	74 —	@ 75 —
Rails, American, at Works in Penna. c'y.		83 —	@ 85 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 16 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11 @ — 13
English German (2d and 1st quality)		— 10½ @ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 9 @ — 10
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @ 5 75
Cut, 8d. and 9d		— — @ 6 —
Cut, 6d. and 7d		— — @ 6 25
Cut, 4d. and 5d		— — @ 6 50
Cut, 3d		— — @ 6 25
Cut, 2d and 3d. Fine		— — @ 8 —
Cut Spikes, all sizes		— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @ 7 75
Clinch, Kegs		7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.		— 21 @ — 33
Copper		— — @ — 51
Yellow Metal		— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @ — 50
Straits	(gold).	— 41½ @ — 42
English	(gold).	— 41½ @ — 42

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	13 75 @14 —	15 — @ 15 50
I. C. Coke	12 50 @13 —	14 — @ 14 50
Coke Terne	10 50 @12 25	11 75 @ 12 —
Charcoal Terne	12 50 @13 —	13 50 @ 14 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— —	@ — 12½
Crude, 40 @ 47 gravity (in shipping order)	— —	@ — 16½
Refined, Standard White (in ship'g order)	— —	@ — 22
Refined, S. W. (in jobbing lots)	— —	@ — 23
Refined, S. W. (in tin)	— 28	@ — 28½
Naptha, Refined, (65 @ 73 gravity)	— —	@ — 10½
Residuum	per bbl. 4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 46
Copper, Bolts	— —	@ — 48
Copper, Braziers' (over 16 oz.)	— —	@ — 48
Copper, Nails	— —	@ — 51
Copper, Old Sheathing, &c., mixed lots	— —	@ — —
Copper, Chile Pig	— 35	@ — 37½
Copper, American Ingot	— 42	@ — 43
Yellow Metal, New Sheathing and Bronze	— —	@ — 30
Yellow Metal, Bolts	— —	@ — 32
Yellow Metal, Nails	— 30	@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb. 6 12½	@ 6 50
German	(gold) 6 —	@ 6 50
English	(gold) 6 25	@ 7 —
Bar	— 8½	@ — —
Pipe	— —	@10 —
Sheet	— —	@10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 20 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @12 —
Liverpool House Cannel		— — @17 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Canton Co.	....	95	....	....	....	....
Central Pacific 6s	102½	....	....	....	....	102½
Central of N. Jersey	111	110½	111½	111½	111½	....
Chicago & Alton	119	....	120	....	....	121
" pref.	....	....	....	....	....	118½
" 1 M	105	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	96
Chicago, Burl. & Q.	....	....	....	132	....	....
" 8s, 1883	....	....	....	....	....	113½
Chic. & Northwestern	82½	82¾	81½	80½	80¾	80¾
" pref.	96	....	95½	....	94½	94½
" 1st M.	99½	100	....	100	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	113	113	113½	112¾	113	113
Chi., R. I. & Pa. 7s, 1896	....	103	....	103	....	102¾
Clev., Col., C. and Ind.	91	92	93	92½	....	92
Clev. & Pittsburg guar.	92¾	92½	92¾	92¼	....	92¾
" 2 M.	....	....	....	....	....	98
" 3 M.	....	....	....	....	....	....
Clev. and Toledo	87	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	102
Col., Chi., & Ind. C.	33¾	34½	35	34½	35¾	35½
" 1 M.	....	89¾	90	90	....	90
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	120	120	....	....	....	....
Del. Lack. & Western	109½	109½	109¾	109¾	109¾	108¾
" 1 M. 7s	100	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	70	70	....	....	....	....
Erie Railway	62½	62	63¾	64	63¾	65¼
" pref.	80	79½	80	....	....	80
" 1 M. 7s, 1897	103¾	103½	....	....	....	....
" 2 M. 7s, 1879	98	....	....	....	....	....
" 3 M. 7s, 1883	....	96	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	91¾	92	92	....	....	....
Hannibal & St. Joseph.	44	43	44	43½	43¾	44½
" pref.	66½	64½	....	....	....	63
" 8s, conv.	....	92	....	....	91½	91½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97	97½	97½	96½	96½	96½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	23	23	....	....	....	....
" 2d pref.	....	11½	....	....	....	....
Michigan Central	116½	....	....	116½	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	100½	....	....	102
Mariposa Mining Co.	....	....	....	1¼	....	2½
" pref.	....	2½	2¾	2½	2¾	3½
Milw. and St. Paul.	62¾	62½	63	62	62½	61½
" pref.	88	81	80½	....	....	80½
" 1st mort.	94	....	94½	....	....	94
" 2d mort.	....	....	....	....	....	....
" 8s	107½	....	....	108	....	....
" 7 3-10s con.	....	....	....	....	97	....
Missouri 6s	95½	96	96	96	96½	96½
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	....	....	95½	95	95½	94½
" 1st mort.	....	....	....	106	....	....
" 2d mort.	99	99½	....	....	....	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	95	....
" 6s, S.F. 1887	....	....	....	94½	....	....
N. Y. Cen. & Hud. Riv.	99½	99¾	100	99½	99½	99
" certificates	.93	....	93½	93	....	....
N. York and Harlem	119	126	125	124	126¾	128¾
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s. old	....	....	....	....	....	36½
" new	....	....	....	....	22	....
Ohio and Miss.	49¾	49½	49½	48½	49	49
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	101
Pacific Mail S. S. Co.	68	68½	69	68½	69½	70¾
Panama	98	98½	99	99½	99½	99¾
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	96	....	97½	97	97	97
" 1 M.	105½	....	....	....	....	....
" 2 M.	....	102	....	....	....	102
" 3 M.	99	....	....	....	....	....
Quicksilver Mining Co.	41½	42½	42	41½	....	41½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	98½	98½	....	....	....	....
" 2 M. pref.	....	88½	....	....	....	89
" Income bds.	84½	....	....	....	....	....
Tennessee 6s, old	67½	....	67½	67¾	68½	69
" new	67½	....	....	....	67¾	69
Tol., Wab. & Western	79	....	78½	78	78½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	94½	....	....	97	97	....
" Equipment.	88	88½	....	....	....	90
" St. Lou. Div.	91	....	....	91½	....	91½
Union Pacific	39½	39¾	40	39¾	39½	39¾
" 1st mort.	92	92½	92½	92	92½	92½
" L. Gt. 7s	82	81½	82	81½	81½	82½
" Inc. 10s	87	87	87½	87½	87	86½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	53¾	....	....	....	52½
" def. cert.	17	....	....	17	....	17½

New York Stock Exchange.

Actual Sale Prices for the week ending Apl. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	109½	....	....	....	....
U. S. 5s, 10-40s, coup	109¾	109¾	109¾	110	110	110½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	111¼	111¼	111⅝	111¼	....	....
U. S. 6s, 1881, reg	....	115⅞	....	....	....	116¼
U. S. 6s, 1881, coup	116⅛	116⅛	116⅜	116¼	117	117¼
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	110⅜	....	110⅜	....	....	....
U. S. 6s, 5-20s, c. 1862	113⅞	113⅞	....	....	113⅛	115
U. S. 6s, 5-20s, reg. '64	110⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	114¼	....	....	....
U. S. 6s, 5-20s, reg. '65	110½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114⅜	114⅞	115	....	....	115⅜
U. S. 6s, 5-20s, r. n. '65	113	....	113½	113½	113⅞	....
U. S. 6s, 5-20s, c. n '65	112⅞	113¼	113⅜	113	113⅜	114
U. S. 6s, 5-20s, reg. '67	113⅞	113⅜	....	....	114¼	....
U. S. 6s, 5-20s, c. 1867	114	114½	114⅜	114	114¼	114⅜
U. S. 6s, 5-20s, reg. '68	....	114¼	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅛	114⅜	114⅜	114⅜	....	115½
U. S. 6s, Pac.R.R.issue	....	....	115⅝	116	116	116¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa preferred	....	47⅜	....	47½	47¼	47¼
Camden and Amboy	126½	126½	126½	126½	126	125¼
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92½	....	....	....	92
" 6s, 1889	....	91⅜	....	....	....	....
" mort. 6s, '89	97	....	....	97	....	97
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	47	46¾	46¾	46¾	46¼	46¾
" 6s, 1884	....	89½	89½	....	90	90
" Gold L	....	....	94½	94	94¾	94½
" R. R. L	94	....	....	....	....	....
" Conv. L	....	....	....	....	....	96
Lehigh Valley R. R	59⅜	59	58⅞	58⅞	58⅞	59
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	47	....	....	47	47½
" 7s	....	....	....	....	....	....
Minehill	53½	....	....	....	53½	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	100¼	100¼	....	101	....	....
" 7s	....	....	....	....	98	97½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	40
Oil Creek & Alleg. Riv.	42½	42	42	42	41⅝	42
" 7s	83½	....	....	....	....	....
Pennsylvania R. R	61⅜	61½	61¼	61½	61¼	61
" 1st M	....	99¼	....	99⅛	100	....
" 2d M	97	....	....	....	....	....
" Gen. mort	93¼	....	93½	93¼	....	....
" " reg	93	....	93	93	....	....
Penn. State. 6s. 1st series	101½	101½	101½	101½	....	....
" 6s, 2d series	....	....	105	....	....	....
" 6s, 3d series	107	....	107	107	....	....
Philadelphia City, 6s	....	97⅜	....	....	97⅜	97⅜
" new	101⅜	101⅜	101⅜	101⅜	101⅜	101⅜
Philad., Germ. & Nor	87½	....	....	....	....	....
Phila. & Reading	59⅜	59	59½	59½	59½	59
Philadelphia and Erie	28½	28⅞	....	....	....	28½
" 6s	....	....	....	88½	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	8	....	....
" pref	16	....	....	....	....	....
" 6s, 1882	79	....	....	79¾	....	79½
" 6s, 1876	....	....	77	....	....	....
" 6s, 1872	....	....	....	....	80	....
Hestonville, (Horse)	....	21½	....	....	21½	21¾
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	47	....	....
2d and 3d streets	63	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	20½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	97½	....	....	....	....
" 1886	99	....	99½	....	....	99
" 1890	....	98½	....	98½	98½	98½
" 1884	....	....	98	....	....	....
" 1900	....	....	98	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	96
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	97½	97½	97⅝	97¼	....	97⅞
" 2d M	....	....	90⅝	....	....	....
" 3d M. 8s	76⅜	....	79½	79½	....	79½
Northern Central	39½	39½	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	86¼	86¼	....
Pittsb. & Connellsv. 7s	94⅞	95	....	....	94⅝	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	53⅞	53½	....	52¾	....	....
" Defer. Certif	....	16½	....	17	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Apl. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	155	....	155	155	....	155
Boston and Lowell	....	....	....	....	....	142
Boston and Maine	144¾	....	144¾	145	....	145
Boston and Providence	....	....	154½	150½	....	....
Boston, Hartford & Erie	....	....	....	7	....	....
" 7s, new	....	46½	46½	46½	47½	46½
Cheshire, pref	82	....	....	....	....	....
Chi., Burl. & Quincy	....	....	133½	....	....	133½
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	109	109	109	....	....	108½
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	153½
Michigan Central	116	116	116½	116¼	116	116
Northern, N. H	113	....	....	....	....	114
Ogdens. & Lake Champ	87	....	87½	....	....	....
" pref	....	....	103¾	104	104	....
Old Colony & Newport	112¾	112¾	112¾	....	113	113
Ph., Wil. & Baltimore	56¾	56¾	....	....	56¾	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	90	90	....	90½	90¼	90¼
" Land Grant 7s	....	81¼	81¼	81¼	....	81¼
" Income 10s	85¼	85¼	85¼	85¼	85¼	....
Vermont & Canada	....	....	99½	99	99¼	....
Vermont & Mass	....	....	....	....	....	102
South Boston (Horse)	....	....	....	....	....	64¾
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	38	....	....
Copper Falls	16	....	17	16¾	....	....
Franklin	13¾	....	....	13½	13½	....
National	8	....	....	....	7	6½
Pewabic	13	13	....	12½	12½	12
Quincy	57½	58	58	....	58	57½

London Stock Exchange.

	—Closing Prices.— Mar. 29.	April 5.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880	78 — 82	77 — 80
Do. do., 2d mort., 1881	68 — 72	67 — 70
Do. Penn., 1st mort., 1877	— — —	42 — 43
Do. do., 2d mort., 1882	— — —	101 —103
Do. Consol. 7 per cent. mort. 1890	— — —	7½ — 8½p
Detroit and Milwaukee 1st mort. 7s	76 — 80	76 — 80
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	41½ — 41¾	52½ — 53
Do. sterlg. 6 p. c. convertible bonds	85 — 92	88 — 91
Illinois Central, 6 per cent., 1875	— — —	109½ —110½
Do. Redemption mort. bonds 6 p. c.	101 —103	99 —101
Do. 100 dol. shares, all paid	109½ —110¾	97 — 98
Marietta and Cincinnati 7s	82 — 85	78 — 82
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	90 — 92	90 — 92
Penn. R. R. bonds, 2d mort. 6 per ct.	100 —102	97 — 99
Do. General mort. 6 p. c. 1910	95 — 97	96 — 97
Do. $50 shares	49 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881	98 — 100	95 — 98
Do. with option to be paid in Phila.	98 — 100	95 — 98

American Railroad Journal.

Saturday April, 27, 1872.

Stock Exchange and Money Market.

The Money market has been working more smoothly and satisfactorily for the borrowing interests since our last, with a freer offering of funds noted, at, in some instances, exceptionally low rates, though the more generally current quotations for call loans were from 6@7 per cent. to the more prominent Government houses, to 7 per cent. gold to the Stock Exchange firms. The demand for accommodation, though active, as a rule, has been more promptly met by lenders, who have been less reserved in there advances to responsible borrowers. In the way of discounts, there has been rather more currency for the very best class of commercial paper at 7@8, with also a somewhat readier market for prime to good grades at from 9@12 per cent. per annum. The U. S. Sub-Treasury office increased its coin balance 1½ millions and reduced its currency reserve 1½ millions. The city banks reduced their loan and discount average about 1⅜ millions during the week, and their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $3,876,868, and a coin reserve, of $71,532,008.

The city banks, in their latest return, show an increase of $3,080,500 of legal tender notes, with a reduction of $1,104,000 of specie, and an increase of $2,343,600 of deposits; a contraction of $1,303,700 in their loan and discount averages, and $75,500 in their item of circulation. The city bank exchanges, last week, averaged 121⅛ and thus far, this week, about 135 millions daily. The banks now hold $2,302,150 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,278,400, against $13,970,878 same time last year. The city bank deposits are now $195,630,700, against $217,180,796 week ending April 22, 1871. The legal tender reserve amounts to $39,909,300, against $56,536,788 same time last year. The circulation now stands at $27,911,500 against $31,488,404 same time last year. The loans are now $273,050,600 against $285,207,796 at this date last year.

The coin reserve of the city banks is now about 18¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 39⅞ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $1,136,746, and enlarged its coin reserve $1,540,601 as the result of the week's business. The receipts of the office were $4,883,406 in coin, and $3,641,726 in currency; payments, $3,292,805 in coin, and $4,778,473 in currency. The office received $3,182,000 in coin or its equivalent, from customs; and disbursed $104,354, of coin interest.

Government revenues have been up to a fair average through the week. The excises yielded within the week about two millions, and thus far since July 1, 1871, $103,795,754. The customs at the port of New York last week were $3,099,015; at the outports, equal to about a million more, all in coin, or coin certificates.

The cash balances of the Treasury Department on Monday were: Coin, $128,131,303; currency, $7,592,683. Coin certificates were outstanding for $26,834,000.

Gold has been in brisk request, mainly on speculative account, and prices have been quoted higher and buoyant, as a rule, with an enlarged export drain, and a fair customs call. On Wednesday, the U. S. Sub-Treasurer at this port under instructions from Washington commenced the disbursement without repate of the May coin interest on the public debt. Owing to the cancellation since last November of May and November Five-Twenties, the amount of the interest due May 1st is much less than usual comprising about $18,500,000, including that on the older issues of the Five-Twenties of '62, '64 and '65, and the quarterly interest on the new 5 per cent. funding loan.

The range of the price during the week has been from 110¾@112⅛ and the closing quotation on Wednesday was 112@112⅛ against 111 the preceding Wednesday. The specie outflow, last week, was $899,592. The Gold Exchange Bank clearances have averages about 41⅛ millions per day during the week.

The customs demand for Gold last week, averaged $530,334 a day; thus far, this week, it has averaged $550,000 a day, or equal to a weekly aggregate of $3,300,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $12,693, and since Jan. 1, 1872, $591,000 against $2 919,461 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $130,484,395 against $121,597,100 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 20, 1872, $62,584,869, against $67,867,065 same time in 1870-'71.

The export drain of specie was $899,592 last week, against $3,332,799 same week preceding year. The shipments since July 1, 1871, have been $30,291,995 against $61,393,521 same time in 1870-'71.

Foreign Exchange has been in more confident demand and quoted stronger in price. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110¼@110⅜.

The produce exports from this port, week ending with April 23, were to the currency value of $3,244,186.

Government securities have been in more urgent demand, for investment purposes, at firmer and buoyant prices, on very moderate offerings of all issues, particularly the later gold bearing bonds.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117¼@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 114⅞@115; U. S. Five-Twenties of 1864 at 114⅞@115; U. S. Five-Twenties of 1865, 115⅛@115⅝; U. S. Five-Twenties of 1865 consolidated, 114@114⅛; U. S. Five-Twenties of 1867, 114⅝@114¾; U. S. Five-Twenties of 1868, 114⅞ 115; U. S. Ten-forties at 110@110¼; U. S. Fives of 1881 (Funding Loan) 111@111⅛; Six per cent. currency bonds, 116⅛@116¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 10	April 17.	April 24.
Consols	92⅝	92⅞	92⅞
U.S. 5-20's of 1862..	92¾	*90⅛	*90
U. S. 5-20s, 1865	94	——	*91¼
" 1867	93½	93⅜	93½
" 10-40s	89¼	89½	89½
Erie	54½@55	——	54

*Ex May interest.

State bonds have been in fair demand, and the more popular issues have been quoted stronger in price.

More disposition has been manifested by investment buyers, to purchase the better class of the Railway Mortgage Loans, which have been quoted firmer throughout the list. Central Pacific Sixes have been in fair demand at 102¾@103. Chesapeake and Ohio have been more sought after at 94 per cent. and accrued interest.

Railway and Miscellaneous share property, has been quite active, but variable and generally weaker as to price, under more extensive offerings of the speculative favorites, chiefly on speculative account, and in part, with a view to the depression of values, in the interest of the bear operators. The general market closed tamely.

The Metal trade has shown less activity. Copper has been in less request, and prices have favored purchasers, with sales reported of 500,000 lbs. Ingot, at 43c.@44c. for prompt, and 35½c. for forward delivery. Pig-iron has been very scarce, particularly Scotch, and has been held above the views of buyers, checking business. Glengarnock was quoted at $55, here, and $49 to arrive; American as before. Iron Rails have been in fair demand, and sales have been made of 1,000 tons English on private terms—quotations remaining as in our last. Of Wrought Scrap-iron, 500 tons were sold on private terms. Lead Spelter and Zinc dull at former figures. Of Regulus Antimony. 10 casks were disposed of at 16½c., gold, per lb., showing firmness. Pig-tin was dull and weak, with sales reported of only 250 slabs Straits, at 41½c., gold, thirty days' credit, closing in favor of purchasers. Tin Plates were fairly active, and held with confidence, with sales reported of 2,000 boxes Charcoal Plates at $13 25@$13 75; 500 boxes Charcoal Terne at $12; 500 boxes Coke Terne on private terms; 500 boxes Coke Plates at $12 50, gold per box.

At the auction sale of Scranton Coal on Wednesday, 130,000 tons were offered and disposed of at reduced prices the range of quotations having been from 3.37½@4.00, as against 3.47½@4.17½ in March.

General business has been more active, Flour, Wheat, Corn, Rye, Pork, Lard, and Bacon firmer Petroleum and Naval Stores lower, Butter and Eggs, cheaper. Middling upland cotton closed on Wednesday at 23½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,534,813 bales, against 3,531,063 bales same time in the preceding year; exports 1,713,782 bales against 2,523,964 bales in the previous year; stock at the ports at latest dates, 318,516 bales against 557,743 bales same date 1871.

At the Live Stock Markets, Beeves have been in firm demand at 9½@14 cts.; Veals at 5@8½ cts.; Sheep at 7½@11½ cts. Swine, at 4¾@5 cts. per lb., all live weight. The week's receipt were 7,663 Beeves, 3 350 Veal Calves, 14,035 Sheep and Lambs; and 25,593 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of $13,104,110, including $3,063,711 of dry goods.

Ocean freights have been moderately active and quoted stronger on berth, though weaker for charters.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie, 9⅜; do. 1st mort., 47; do. guar. bonds, 51; New York and New Haven R. R., 146; do. 6s, 98; Memphis and Charleston R. R., 34; Lake Shore and Michigan Southern scrip, 93; New Jersey Southern 1st mort., 80½; Milwaukee and St. Paul 1st mort. Iowa div., 89¾; North Missouri 1st mort., 92½; Cedar Falls and Minnesota 1st mort., 84; St. Louis and Iron Mt. R. R., 99⅛; do. 1st mort. 96; Ohio and Miss. consol, 94½, do. 2d mort. 84¾; New York and Harlem consol., 96; Long Dock bonds, 96½; Toledo, Peoria and Warsaw 1st mort. W. D., 92; Albany and Susq. 2d mort., 97; Chicago and North Western Int. bonds 100; Central of New Jersey 1st mort. 105; Galena and Chicago 1st mort., 105; Cleveland, Painesville and Ashtabula, new, 95; do. old, 98; Quincy and Toledo 1st mort., 95; Illinois and Southern Iowa 1st mort., 93; Belleville and Southern Illinois 1st mort. 8s, 96¼; Great Western 1st mort. 1888, 95½; Toledo, Wabash and Western consol. 93½; Chicago and Milwaukee 1st mort., 96; Western Union Tel., 75¾; do. 7s, 97¼; Quicksilver pref., 54; U. S. Exp., 74½; Wells Fargo Exp., 83½; Am. Mer. Union Exp., 73¾; Adams Exp., 98; Consol. Coal of Md., 42½; Cumberland Coal and Iron, 75; Maryland Coal, 22; Wilkesbarre Coal, 47½; Atlantic Mail S. S. Co., 32; Brooklyn 6s, W. L. 96; do. 7s, Park Loan, 104; N. J. Central Land and Imp Co., 76; Brunswick City Land, 8⅞; New York State 7s, Bounty Loan, reg., 108½; do. 6s, 1872, 109; Louisiana 8s, 1910, 82; South Carolina 6s, Jan and July, 38; North Carolina 6s, old, issued to North Carolina R. R., 47½; Alabama 8s, 90; Arkansas 7s, issued to L. R. and Ft. S. R. R., 57; Texas 10s, 1876, 86.

Philadelphia.—Pennsylvania allotments, 58; Lehigh Valley allotments, 58½; do. 7s, new, 108; West Jersey 1st mort., 6s, 94; Chesapeake and Delaware Canal 6s, 94; Catawissa R. R., 18; do. 7s, new, 97; Ithaca and Ath. 7s, 98; Sunbury and Lewis 7s, 94; Allegheny Valley 7 3-10s, 94½; Philadelphia and Sunbury 7s, 99½; Schuylkill Nav. Boat Loan 7s, 85; do. 6s, 1895, 79; Wilmington and Reading 7s, 96½; Philadelphia and Reading deben. bonds, 82⅝; do. 6s, 1844-'80, 94; Pennsylvania and New York Canal 7s, 97; Nesquehoning R. R., 57; Camden and Atlantic R. R., 25; do. pref., 36; Philadelphia and Trenton R. R., 126; Allegheny Co. 5s, 78½; Pennsylvania State 6s, W. L., 100⅝. The latest quotations are: City 6s, 97¾@98; do. free of tax, 101½@101⅝; Pennsylvania State 6s, W. L. 100⅝@101; do. 1st series, 101¾@102; do. 2d series, 104½@105; do. 3d series, 107@107⅛; Reading, 59@59⅛; do. mort. 7s, 1893, 102½@103; do. mort. 6s, 1880, 94@94½; Camden and Amboy, 125¼@125½; do. mort. 6s, 1889, 96¾@97; do. 1883, 91½@92; do. 1889, 91¼@92⅛; Pennsylvania R. R., 61@61⅛; do., allotments, 58@58⅛; do. 1st mort., 100⅛@101; do. 2d mort., 97@97¼; do. General mort. coupon, 93¼@93½; do. reg., 93@93½; Little Schuylkill R. R., 47@47¼; Morris Canal, 48@50; do. pref., 123@123½; do. 6s, 90@91; Susquehanna Canal, 8@8; do. 6s, 74@77; Schuylkill Nav., 7½@8¼; do. pref., 15⅜@15⅝; do. 6s 1882, 79¼@79¾; Elmira and Williamsport pref., 40@—; do. 7s, 1873, 94@95; do. 5s, 57@—; Lehigh Coal and Navigation, 47@47⅛; do. 6s, 1884, 88½@90; do. R. R. Loan, 94@95; do. Gold Loan, 94¼@94½; North Pennsylvania 50@50½; do. 6s. 100@101; do., 7s, 97½@98; do. Chattle 10s, 107@110; Philadelphia and Erie, 28¼@28⅝; do. 6s, 88¾@89¼; Minehill, 53½@54; Catawissa, 17@18; do. pref., 47½@47⅝; Lehigh Valley, 58¾@58⅞; do. allotments, 58½@58¾; do. 6s, new coupon, 96@96½; do. reg., 97@98; do. 7s, 102@103; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 64@65; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 55@57½; Hestonville, 21@21½; Union, 72@—; Germantown, 36@38.

Boston.—Cincinnati, Sandusky and Cleveland, R. R., 21¾; do. 7s, 1890, 82; Portsmouth Gt. Falls and Conway R. R., 100; Burlington and Missouri River R. R. in Nebraska, 63½; do. 8s, 98¾; Norwich and Worcester R. R., 125¼; Worcester and Nashua R. R., 136¾; Conn. and Pass. Rivers

R. R. pref., 89½; do. 6s, 1876, 95; Rutland R. R., 17; do. pref., 60; do. scrip., 86; Summit Branch, 44¾; Cape Cod R. R., 82; Granite Railway, 69½; Boston and Chelsea Horse R. R. pref., 39¾; Vermont Central 1st mort., 82; do. 2d mort., 34; do., 8s, 1891, guar., 99; Old Colony and Newport 7s, 1877, 102½; Leavenworth, Lawrence and Galveston 10s, 95⅛; Eastern R. R. 6s, 1874, 97¼; Michigan Central 8s, 1890, 107; Omaha and Southwestern R. R. 8s, guar., 90¼; Framingham and Lowell 1st mort. 1891, 90; Vermont Central and Vermont and Canada 8s, 1889, 98¼; Ottawa, Oswego and Fox River Valley R. R. 8s, 96⅜; Boston Water Power, Co., 55¼; Cary Imp., 14⅜; Waverly Land, 7¼; Boston and Roxbury Mill, 70¼; Brookline Land, 7⅛; New Hampshire 6s, 1872, 99¾; Rhode Island 6s, 1882, I00⅜; Massachusetts 5s, 1894, gold, 99½; Roxbury 5s, 1879, 91¾; Cambridge 6s, 1875, 98; Chicago 7s, 1880, 97½; do. 6s, 1880, 91¾; St. Louis 6s, 1882, 89½; do. 1888, 89; Cook Co., Ills., 7s, 1885, 97; Lowell 6s, 1890, 99⅛; Springfield, Ills., 8s, 1886, 99¾; Boston 5s, 1876, gold, 103; do. 6s, 1874, currency, 100¼; Lowell 6s, 1890, 99¼; Hartford 6s, 1877, 97; Concord (N. H.) 6s, 5-20s, gold, 100; Allouez Mining Co., 12¼; Atlas, 42½c.; Canada, 30c.; Calumet and Hecla, 160¼; Dana, 1; Dawson, Silver, 8¾; Eagle River, 1; Hanover, 2⅞; Humboldt, 1½; Manhattan, 75c.; Minnesota, 7¼; Madison, 1; Native, 50c.; New England, 32½c.; Petherick, 4⅝; Phœnix, 26; Rockland, 8¾; Ridge, 13; South Side, 1; St. Clair, 1⅝; Superior, 1; Schoolcroft, 32; Shuniah, Silver, 9; Toltec, 1½.

Baltimore.—Central Ohio R. R., 33; Northern Central 6s, 1900, gold, 94; Western Maryland 1st mort., 87½; do. guar. by Washington Co., 89; do. 3d mort. guar., 95¾; do. 2d mort. guar., 95¾; Orange, and Alex. 4th mort. 8s, 85; Virginia and Tennessee 1st mort., 93⅛; Orange Alexandria and Manassas 7s, 86¼; Maryland Defense bonds, 104; Memphis City 6s, 54⅛. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¾@94⅞; Baltimore and Ohio, 148@150 do., pref., 100⅛@—; do., 6s, 1875, 96½@—; do., 1880, 96 @—; do., 1885, 94½ @94⅛; Northern Central, 39⅛@40; do. 6s, 1885, 93½@95⅝; do., 1900, 86@ 87; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@99; do., 2d mort., 98@99½; do., 3d mort., 1885, 88¾ @90; Marietta and Cincinnati 7s, 1892, 97@97½; do., 2d mort., 90@90⅛; do., 3d mort., 79¼@79½; Central Ohio, 31@33; do., 1st mort., 85@85; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@ 96; do., 3d mort., guar., 95½@96; do. 2d mort. pref., 70 @75; do., 2d mort. guar. by Washington Co., 89 @90; Richmond and Danville bonds, 81½ @83½; Orange and Alexandria 1st mort. 6s, 93 @95; do., 2d mort. 6s, 83¼@84; do., 3d mort. 8s, 95⅛@—; do., 4th mort. 8s, 84⅛@85; Orange, Alex. and Manassas 7s, 85¾@87; Virginia and Tennessee 8s, 90@92½; do., 6s, 1st mort., 93@95; do., 6s, 2d mort., 78@80; Baltimore 6s, 1875, 97⅛@98¾; do., 1884, 98@98½; do. 1886, 99 @99¼; do., 1890, 98½@98¾; do., 1893, exempt, 99 @—; do., 1900, exempt, 98¼@—; Memphis City 6s, 54⅜@55; Maryland 6s, 1890, 98@—; do. Defense Loan, 1888, 104@105; City Passenger R. R., 23@24¼; George's Creek Coal, 81@85.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ In consequence of the rapid construction of the Wallkill Valley Railway, together with the increasing business and the consequent appreciation of the Bonds by investors, Messrs. Mead & Clark have advanced the price of the first mortgage 7 per cent. Gold Bonds to 92½ and Interest in Currency, at which price they find a ready market, and increasing demand. This road has been operated to Rosendale for some months, and the completion of the great Rosendale Bridge, together with the fact that the road-bed is now ready, and the iron purchased for the remaining section to Kingston, where a junction is formed with the Rondout and Oswego Railroad, assures a large and remunerative passenger and freight traffic. A prominent feature of these securities is the close proximity of the enterprise to New York.

☞ We take pleasure in calling attention to the card of Mr. Bowen, Patent Lawyer and Solicitor. Mr. B. has representatives in Washington and London to aid him in procuring United States and Foreign Patents, and gives special attention to Patent suits in the United States Courts.

☞ The Alabama and Chattanooga railroad has been sold under a decree of bankruptcy. It was bought in for the State of Alabama by Governor Lindsay.

HARVEY FISK. A. S. HATCH.

Fisk & Hatch, Bankers,

No. 5 Nassau st., New York.

We are having constant inquiries as to the most desirable ways of investing money or reinvesting the proceeds of Five-Twenty Bonds, already called in, or soon to be called in, in the form of portable securities in which the greatest possible safety will be combined with fair and satisfactory income.

The first inquiry often is: "Shall we buy any of the issues of Government Bonds having the longest time to run?"

No one needs now to be assured that Government Bonds are *good*. But at present market prices, the rate of interest which they pay upon their cost is too low to meet the views of most investors. Hence the constant inquiry for something *safe* that will pay better.

To meet this inquiry satisfactorily to ourselves and customers we can recommend only such securities as we *know* to possess the essential qualification of *unquestionable security*. The securities to which we have given the necessary attention to enable us thus to recommend them, are:

The Bonds of the Central Pacific Railroad Co., originally negotiated by us, and which we now buy and sell at market rates. They are widely known and highly esteemed in all the principal money markets of the world, and are dealt in at all the principal Stock Exchanges in this country and Europe, where they take rank in popularity and market value next to the Bonds of the United States Government. Present market price, about 102¼.

The 6 Per Cent. Gold Bonds of the Chesapeake and Ohio Railroad Company, secured by a First Mortgage upon their great East and West Trunk Line of Railroad extending from the Chesapeake Bay to the Ohio River, forming a short, easy, low grade and economical through route for the transportation of Western products to the sea, and traversing the wonderful Iron and Coal deposits of Virginia and West Virginia, which are well known to be among the most important, varied, and valuable on this continent.

We have these bonds still for sale for account of the Company at 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations $1,000, $500, and $100, Coupon or Registered.

There is no good reason why these Bonds should not take equal rank with the Central Pacifics.

Full information furnished on application.

We buy and sell Government Bonds; receive deposits, and allow interest on balances; make collections; issue Certificates of deposit, and do a general banking business.

FISK & HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGES FOR INJURIES SUSTAINED ON ACCOUNT OF NEGLIGENCE AND CARELESSNESS OF EMPLOYEES. RULE OF EVIDENCE.

The case of Sloan *vs.* The New York Central R. R. Co. (45 N. Y. 125,) was an action brought to recover damages the plaintiff claimed to have sustained from injuries through the negligence and carelessness of the defendant in not keeping its road in a safe and proper condition, and in carelessly and negligently running its cars upon such road. The plaintiff purchased a passenger ticket at Fort Plain for Canandaigua, and while in the cars on her way, the car in which she sat was thrown down an embankment, inflicting serious and incurable injuries upon her. The accident was caused by the breaking of a short rail on a curve, and by the alleged unsound condition of the ties. The jury rendered a verdict for the plaintiff for $12,000 damages. The following is the opinion of the court delivered by

CHURCH, CH. J.—Several exceptions were taken upon the trial, and are presented to this court for review. The witness Townsend, who was the trackmaster of the defendant, had given evidence in relation to repairs which he had made at the point of, and immediately adjacent to, the place of the accident, and tending to establish that the track was in good condition. On cross examination, he was asked, in various forms, if he did not state, in the presence of different individuals, in substance, that he was not to blame for the accident, and that he could not get ties or material to fix it; to which the witness answered, that he had no recollection of any such conversation.

The plaintiff then called one of the persons referred to, and put to him the following question:

"Will you state what you heard Townsend say, on Sunday morning, about the track, and about his application for materials to put it in order, and what was said to him that drew him out?"

This was objected to as immaterial, and also on the ground that the precise question should be put to the witness which was put to Townsend. The objection was overruled and an exception taken, and it is claimed that this ruling was error.

We think it was competent to contradict Townsend for the purpose of effecting his credibility, as he had testified to facts somewhat inconsistent with the statement proposed to be proved. He had testified, substantially, that the road was in good order at the place of the accident, and the statement implied at least, that it was not in good order in consequence of the failure of the company to furnish materials.

This precise point was decided in Wheeler *vs.* The same defendants (not reported), in an action for an injury occurring at this accident. It was competent only as impeaching evidence, and the court so instructed the jury in the charge.

The objection as to the form of the question involves a point not very definitely settled. It is competent, for the purpose of impeachment, to prove that a witness has made statements out of court in conflict with his evidence in court upon a material question in the case. To lay the foundation for contradiction, it is necessary to ask the witness specifically whether he has made such statements, and the usual and most accurate mode of examining the contradicting witness, is to ask the precise question put to the principal witness. Otherwise, hearsay evidence, not strictly contradictory, might be introduced, to the injury of the parties, and in violation of legal rules. But the practice upon this subject must be, to some extent, under the control and discretion of the court. It is important that the jury should understand that such evidence is collateral, and not evidence in chief; and the witness sought thus to be impeached should have an opportunity of making explanation, in order that it may be seen whether there is a serious conflict, or only a misunderstanding or misapprehension; and for the purpose of eliciting the real truth, the court may vary the strict course of examination.

In this case, the question, although not the precise one put to the principal witness did direct the attention of the impeaching witness to the time and place and subject, and the answer was substantially a contradiction of the statement of the principal witness.

There was no substantial error committed, in the form of the question, and no injury could have resulted from the evidence given.

The question put to the female attendant; how far the plaintiff helped herself, and at what point she required assistance to do what was necessary to be done, called for facts, and not mere opinion, and was not objectionable. It is also objected that the physician's bill was not proved by legal evidence. When the attending physician was on the stand, he was asked by the defendant's counsel the amount of his bill against the plaintiff, to which he answered that he could not tell, that his partner attended to that. The partner was called and proved the amount of the bill under objection which is claimed to be error. The evidence upon this point was not as full and explicit as is desirable, but it might be inferred from the evidence of both witnesses that the partner kept the accounts, making such charges as the attending physician directed, and that the charges thus directed amounted to the sum named. Some evidence was also given of the time during which the physician attended the plaintiff, and something also of the nature of his services, from which it might be inferred that the bill, $266 50, was not extravagant. I do not think there was any substantial error committed in this respect, and if there had been, we should not feel justified in reversing the judgment and ordering a new trial, if the plaintiff consented to deduct the amount from the judgment. The only remaining point urged by the defendant's counsel was the decision of the court sustaining the objection to the question to Dr. Rice, whether the plaintiff had the venereal disease while under his care as a physician. We think this was privileged under the statute. The question did not in terms ask for any communication from the plaintiff, but it was an inquiry as to the existence of a disease which the plaintiff had while under the care of the witness as a physician. The presumption is, from the question, that he learned it as a physician for the purpose of prescribing. The question itself implies it. To require the plaintiff to make the preliminary inquiry whether he learned the fact for the purpose of prescribing would in effect, if the fact existed, have deprived the plaintiff of the protection of the statute. It would have proved the fact indirectly, which might be as injurious as if proved legitimately.

The case does not disclose whether the evidence was excluded under the statute, or on account of its remoteness; but that it was properly excluded there is no doubt.

The case was fairly submitted to the jury on the facts, and as there was no error in law committed, the judgment must be affirmed.

All concur except Peckham and Andrews, J. J., not voting.

Judgment affirmed.

Consolidation of the Old Colony and Newport and Cape Cod Railroads.

A special meeting of the stockholders of the Old Colony and Newport Railroad Company was held in Boston on the 12th inst., for the purpose of acting upon the question of union of this company with the Cape Cod Railroad Company, and forming one corporation, agreeably to the Act of the Legislature of Massachusetts, approved March 27, A. D., 1872, entitled "an act to unite the Old Colony and Newport Railway Company, and the Cape Cod Railroad Company, and for other purposes," and to pass any votes which are authorized by said Act.

John S. Brayton, clerk of the corporation, read the case for the meeting, after which C. F. Choate, Esq., counsellor of the corporation, offered a series of votes, which were adopted by a stock vote of 7,070 yeas and 68 nays; by proxy, 1,116 yeas and 71 nays. Total yeas, 8,186; nays, 139.

Voted. To accept the act of the Legislature of Massachusetts, approved March 27, 1872, entitled an act "to unite the Old Colony and Newport Railway Company and the Cape Cod Railroad Company, and for other purposes," and to unite and form one corporation with said Cape Cod Railroad Company under the terms of said act.

Voted. That the directors are hereby authorized to purchase the rights, powers, franchise, privliges, easements and property of said Cape Cod Railroad Company upon the following terms, viz: To assume the debts, obligations, duties and restrictions to which said company is subject, and to pay a sum equivalent to seventy-five dollars for each share of full paid stock of said Cape Cod Railroad Company outstanding, and in the same proportion for stock not fully paid or not entitled to dividends, or in lieu of said payments to issue to said company stock of this corporation in the proportion of seventeen shares for each twenty-three shares of said Cape Cod Railroad Company, with a rateable deduction to be made on shares not fully paid up or not entitled to dividends, and full power is hereby given to the directors to make and execute all deeds and papers, and do all other things necessary to carry the said purchase and union into full effect.

Voted. To increase the capital stock of this company by the issue of new shares to the amount of the authorized capital stock of said Cape Cod Railroad Company, not exceeding in number 15,000 shares; and the directors are hereby authorized, under the provisions of section 2 of said act, to issue the said stock to stockholders of said Cape Cod Railroad Company, in lieu of stock of said company, upon the basis of valuation set forth in the preceding vote, and to buy and sell shares and fractions of shares at not less than par, in such manner as to secue an equitable adjustment of fractional rights; and further, to issue the balance of said stock, or so much thereof as may be necessary to provide means for the completion of said extensions to Wood's Hole and Provincetown.

Voted. To change the name of this corporation to "Old Colony Railroad Company," when authority may be obtained from the State of Rhode Island.

Mr. Choate, in presenting the above motions, submitted the reasons which in the judgment of the directors renders the union advantageous to the Old Colony Corporation.

The Cape Cod Railroad, which was chartered in 1846 as a branch of the railroads now owned by this company, has been gradually extended from Middlesex to Wellfleet, a distance of 75 miles. There is now under construction a branch from Monument to Woods Hole, a distance of 18 miles, and an extension from Wellfleet to Provincetown, 12 miles, has been located, making the aggregate length of road constructed and in progress 105 miles. The gross earnings of the road from Middleboro' to Wellfleet in 1871 was $308,928 93, and the net earnings $76,970 46, liberal allowance having been made for renewals and repairs. The earnings both gross and net will be largely increased by the extension to Wood's Hole and Provincetown. A large extent of the most attractive portion of the New England section is made accessible and the travel over the Cape Cod Railroad, as well as over the Old Colony, will be greatly increased. The present stock is about a million dollars, and its debt $275,000. The cost to this company after consolidation upon the terms proposed, and completing the projected extensions will be about $1,850,000, in stocks or bonds of this company. The directors believe that the net earnings of the road will ultimately if not immediately pay a rate of interest equal to the dividends of the Old Colony and Newport Railway. While the relations of the companies have been in the main at all times friendly, it has not always been easy to fix rates and terms of connection entirely satisfactory to both parties. Operated as parts of a continuous line, it has not always been practicable to adjust the running of trains so as to give entire satisfaction to the patrons of the two roads. It is a clearly settled principal of railroad management that continuous lines of road can be more cheaply and more efficiently managed if under one control. By working the two roads together the directors believe that considerable saving can be made in expenses, and that trains will be run in a manner more satisfactory to the public. In other respects the directors believe that this union will be permanently beneficial to this corporation. The Cape Cod Railroad is now the chief feeder of the railroad of this company, and for the business which it furnishes we have been under large expenditures in stations and terminal facilities, and it seemed to the charterers expedient that measures should be taken to secure this business permanently to our line.

Negotiations commenced for the purpose of consolidation satisfied the directors of both companies that a union would be more advantageous to both than a lease of the Cape Cod to the Old Colony for a term of years. The Cape Cod Company owning 105 miles of railroad extending from the extremity of Cape Cod and from Vineyard Sound to within thirty-five miles of Boston, would naturally seek to extend its line to the metropolis. While our own line offered the most direct and easy route, it was perfectly feasible to reach other lines without great difficulty, thus diverting from us a valuable business and at the same time creating a rival line of road through the country, which we have spent years in developing. This danger would increase with the increase of business on the Cape Cod Railroad, and with the increased value of its business to us. Under these circumstances the charterers of the two companies have agreed to subject to the approval of the stockholders the terms of the union as passed by the Legislature, taking substantially as a basis the market value of the shares of the two companies.

At the conclusion of Mr. Choate's remarks a Committee consisting of Seth Turner of Randolph, William Latham of Bridgewater, and Henry Sigourney of Boston, was appointed to collect, assort and count ballots upon the adoption of the votes, the result of which is noted above.

The meeting was addressed by E. H. Derby, Esq., who congratulated the stockholders upon the prudent and successful management of their president and directors, and upon the union of two roads whose interests were identical. The meeting then dissolved.

Union Pacific Railroad.

The Traffic of the Union Pacific Railroad for February, and its Land business for February and March, are shown in the following official statements, furnished by Messrs. Morton, Bliss & Co., Financial Agents:

	February, 1872.	February, 1871.
Earnings	$534,115 09	$378,924 77
Expenses	392,354 05	237,467 69
Net earnings	$141,761 04	$146,457 08
	Jan. 1 to Feb. 29, 1872.	Jan. 1 to Feb. 28, 1871.
Earnings	$808,051 17	$853,497 53
Expenses	772,095 81	629,821 74
Net earnings	$35,955 36	$223,675 79
Decrease net earnings 1872, compared with 1871, January		105,805 68
Increase net earnings 1872, compared with 1871, February		5,303 96

Land Department Sales.

February and March, 1872, 12,639 65-100 acres, for	$52,844 82
Average per acre	4 18
Land Grant Bonds cancelled	20,000 00
Total sales to March 31, 1872: 517,967 54 100 acres for	2,143,008 52
Average per acre	4 13
Lands belonging to the Company remaining unsold, 11,562,032 46-100 acres.	

Land Grant Bonds.

Total amount issued		$10,400,000 00
Less bonds canceled by Land Department	$966,000	
Bought by Trustees	251,000	
		1,217,000 00
Leaving bonds outstanding		$9,183,000 00

Land Notes on Hand.

March 31, 1872, principal, (interest not included)	$1,020,855 74

☞ The following despatch, published in the Memphis *Appeal*, is sent to us for publication:

NEW ORLEANS, April 15, 1872.

Editors *Appeal*: I have just shipped to Chicot City twenty miles of railroad iron for the Little Rock, Pine Bluff and New Orleans Railroad. I am awaiting the arrival of several cargoes more of iron, purchased for that road, which will be forwarded as soon as it reaches this port. The company has purchased enough iron to complete the road to Pine Bluff, and track laying will be resumed immediately. A. H. RYAN, General Agent.

THE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

Mississippi River Bridges.

AN ACT to authorize the construction of a bridge across the Mississippi river at or near the town of Clinton, in the State of Iowa, and other bridges across said river, and to establish them as post-roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, to build a bridge across the Mississippi river, at such point on said river, within fifteen miles of the town of Clinton, in the State of Iowa, as may accommodate the Chicago, Burlington and Quincy railroad and its connections on the west side of said river, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are, or shall be, constructed to the said river at or opposite said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches: *Provided*, That said bridge shall not be so located or constructed as to interfere in any manner with the approaches to the railroad bridge now erected at Clinton, or with the piers of the same, or so as to obstruct in any manner the passage of said bridge by boats, vessels, or rafts, or to render such passage more difficult or dangerous: *Provided, however*, That this clause shall not be construed to prohibit the crossing of the approaches to said bridge, if such crossing shall be found necessary.

Section 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a draw bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than fifty feet above extreme high-water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a draw-bridge, the same shall be constructed as a pivot draw-bridge, with a draw over the main channel of the river, at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low-water mark, and not less than ten above extreme high-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river where said bridge may be erected. *And provided also*, That said draw shall be opened promptly, upon reasonable signal, for the passage of boats.

Section 3, That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroad public highways leading to the said bridge; and the United States shall have the right of way for postal-telegraph purposes across said bridge.

Section 4 That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the structure herein authorized shall be built and located under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe, and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time as Congress may direct, so as to preserve the free and convenient navigation of said river. And the authority to erect and continue said bridge shall be subject to revocation, modification by law whenever the public good shall in the judgment of Congress so require without any expense or charge to the United States.

Section 6. That the Muscatine Western Railroad Company, or their assigns, a corporation existing under the laws of the State of Iowa, be, and is hereby authorized to construct and maintain a bridge across the Mississippi river at the city of Muscatine, in the State of Iowa. The bridge authorized to be built by this section is hereby declared to be a post-route, and shall have all the privileges, and is subject to all the terms, restrictions, and requirements contained in the foregoing sections of this act.

Section 7. That a bridge may be constructed and maintained across the Mfssissippi river, at any point they may select, between the counties of Carroll and Whitesides, in the State of Illinois, and the counties of Jackson and Clinton, in the State of Iowa, either by the Western Union Railroad Company or the Sabula, Ackley and Dakota Railroad Company, or both of them, or by either or both of their successors or assigns, or by any person, company, or corporation having authority from the States of Illinois and Iowa. The bridge authorized to be built by this section is hereby declared to be a post route, and has all the privileges, and is subject to all the terms, restrictions and requirements contained in the foregoing sections of this act.

Section 8. That a bridge may be constructed and maintained across the Mississippi river, at any point they may select, between the county of La Crosse, in the State of Wisconsin, and the county of Houston, in the State of Minnesota; by the Milwaukee and Saint Paul Railway Company, their successors or assigns, or by any person, company, or corporation having authority from the State of Wisconsin and Minnesota. The bridge authorized to be built by this section is hereby declared to be a post route, and has all the privileges, and is subject to all the terms, restrictions and requirements in the foregoing sections of this act.

Section 9. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, is hereby expressly reserved.

Section 10. That this act shall take effect and be in force from and after its passage, without any expense or charge to the United States.

Approved April 1, 1872.

New Orleans, Mobile and Texas Railroad.

G. W. R. Bayley, Esq., Chief Engineer of the New Orleans, Mobile and Texas Railroad, makes the following statement:

A thousand men or more will soon be at work on different parts of the road. A large force will commence work at Vermillionville, and will work west toward the Sabine. A large force is about repairing to Lake Charles, near the sulphur mines. Another force will commence work at Berwick's Bay. As the road is already graded from Berwick to Vermillionville, a distance of about 60 miles, gangs will be at work all along this line repairing the road, building culverts and bridges, and preparing the road bed for cross ties and iron. The whole work of connecting Berwick's Bay and the Sabine by the iron-link is to be completed by March, 1873. The old Texas Railroad, extending from Houston to Beaumont, about 25 miles from Orange, on the Sabine, has been purchased by the same company now building the road from Berwick's Bay to the Sabine, at $1,000,000. It is understood that this road is to be worked over and improved while the work on this end of the road is progressing, and that when the Louisiana end shall be in good running order, in March, 1873, cars from New Orleans may cross the Sabine, and proceed on a good road to Houston.

Canada Southern Railway.

The Canada Southern Railway first mortgage 7 per cent. gold Sinking Fund bonds, offered now at 90 and accrued interest by Messrs. LEONARD, SHELDON & FOSTER, are in active demand. Many small investors who have deferred buying until the monetary stringency passed away, are now purchasing. The road is one of the most important trunk lines now building, and is in the hands of capitalists who control its western feeders, which will give it a profitable business from the very day of its opening. From Toledo to Buffalo it is 23 miles shorter than any other route, and has lower grades than any other line. With the Chicago and Canada now building it will form the shortest line between Buffalo and Chicago. From the rapidity with which the bonds are selling it is more than probable that the subscription price will be advanced at an early day.

☞ At the time of the lease of the Rensselaer and Saratoga to the Delaware and Hudson Canal Company it had a bonded debt of $1,625,000, comprising the bonds of the Rensselaer and Saratoga, the Saratoga and Whitehall, the Troy, Salem and Rutland and the Glen's Falls railroad companies, payable at different periods. To give the bonds a market value it was deemed desirable to consolidate them into one mortgage, to run fifty years, the Delaware and Hudson Canal Company guaranteeing the interest. The amount of this mortgage is $2,000,000, $375,000 of which is to be used in completing and fixing the road. Parties having the old bonds have been invited to exchange them, and the transfer is rapidly going on.

☞ The Walloomsac Railroad Company have ratified the contract for the lease of their road, when completed, to the Troy and Boston company.

☞ A meeting of gentlemen interested in the construction of the proposed Rhode Island and Massachusetts Railroad was held in Worcester, Mass., on the 16th inst. The object of the meeting was to take prelimmary steps for the purpose of organizing a company, under the general railroad law recently passed by the legislature, to construct a line of road from Worcester, through the towns of Grafton, Upton, Milford, Bellingham, Franklin, where it forms a junction with the Boston, Hartford and Erie, and Wrentham to the Rhode Island line, and from there to Providence, running down on the east side of Seekonk River, to tide water. The *Spy* says that Mr. E. H. Stone, the civil engineer who has surveyed the line, states the total cost of the road would be $583,966, or $26,855 per mile. Resolutions were adopted in favor of constructing the road.

☞ At a meeting of the directors of the Schuylerville and Upper Hudson Railroad company on the 15th inst., it was unanimously voted to consolidate with the Upper Hudson Railroad, and the roads are now consolidated. The name of the new corporation is the Schuylerville and Upper Hudson Railroad, running from Mechanicsville to Fort Edward, a distance of twenty-seven miles, and a saving of eleven miles from the old route, through Saratoga Springs, and mostly a level grade. The office of the company is at Schuylerville. The officers are: President, Daniel C. Bullard; Vice-President, Charles H. Payne; Treasurer, George F. Watson.

☞ The surveyors have completed the survey of the branch from the New York, Chicago and West Shore Railroad, at James' Corners, in the town of Bethlehem, to Albany. The land through which the branch will run is level and just what is needed and desired. The survey is not final, however, and may be changed.

☞ The proprietors of the Lee and New Haven Railroad has been in Hartford negotiating for connections with the Connecticut Western at Winsted. The line will probably run through Robertsville and Riverton to Colebrook River, a distance of eight miles in Connecticut, thence through New Boston and Otis to Lee.

☞ The Athens (Pa.) *Gleaner* says that the Northern Central Railroad have employed a corps of engineers to survey a route from Troy to Athens who have been at work for the past two weeks. The present indications are that the road will run via Burlington, Smithfield and Milan to the Athens depot.

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PATENT LAWYER,

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Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.
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THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

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INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and tracklaying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

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H. G. MARQUAND, (120 Broadway) .. Vice-Pres.
D. W. McWILLIAMS, (120 Broadway). Treasurer.
W. R. DONALDSON, (St. Louis) ..... Secretary.

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WM. H. SWIFT, HENRY G. MARQUAND,
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The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges paid. Maps and pamphlets may be obtained on application to

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OFFICE OF PORT ROYAL RAILROAD COMPANY, No. 39 SOUTH-ST., NEW-YORK.

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THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

The well-known ability of the Author, and his wide-spread reputation as a Civil Engineer, is a sufficient guarantee of the completeness of the work, and renders further recommendation unnecessary.

Bound in Morocco, Tucks, Gilt Edges. Price, $5.

[From the London Builder, Feb. 10, 1872.]

"This work elucidates some important principles in construction. It is a very valuable little book—a cyclopædia in miniature."

☞ For sale by Booksellers generally.

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819 and 821 Market-st.,
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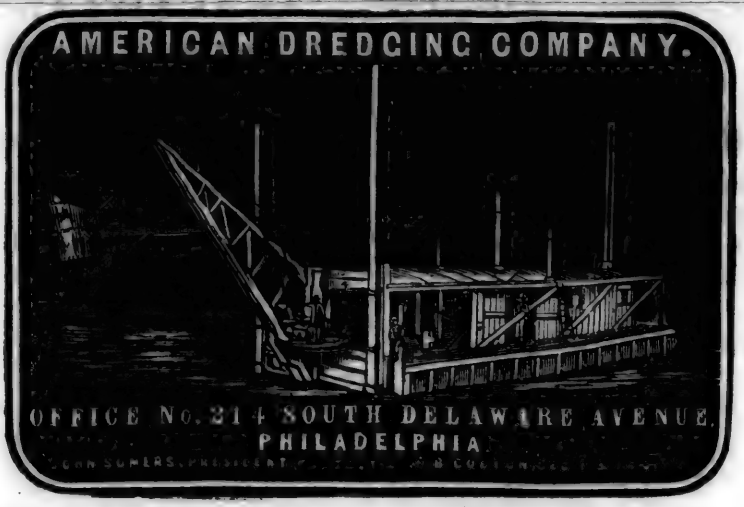
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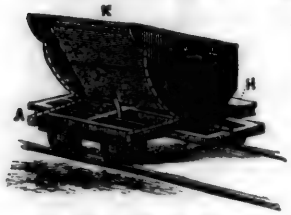
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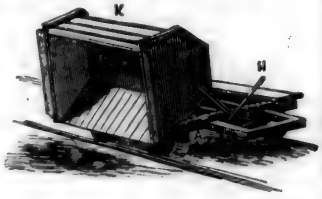


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Freight for last-named ports received until 4 P. M. of April 27.

Steamer CHINA will leave San Francisco, May 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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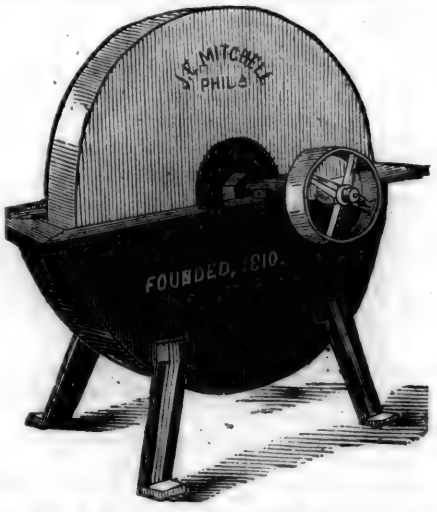
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 18.] SATURDAY, MAY 4, 1872. [WHOLE No. 1,880, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 4, 1872.

Junction Railway.

This road, which is intended to connect the Michigan Branch of the Canada Southern Railway with Toledo, will be commenced immediately and hurried to completion. The stockholders of the Junction Railway met in Toledo on the 24th ult., for the purpose of perfecting an organization, and the following Directors were elected: Milton Courtright, of Erie, Penn.; Sidney Dillon, of New York; J. S. Casement, of Painesville, Ohio; Robert Cummings, C. A. King, G. W. Davis, and C. B. Phillips, of Toledo.

At a subsequent meeting, the Directors elected officers as follows: President—Gen. J. S. Casement; Vice President—C. A. King; Secretary and Treas.—C. B. Phillips.

The Company will at once proceed to the construction of a road from Toledo to the Michigan State Line, and have a connection completed with the city as soon as the main line of the Canada Southern Railway is finished which will probably be by the close of navigation next fall.

MAY INVESTMENTS.

Banking House of

JAY COOKE & CO.,

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We offer for sale at par and accrued interest the First Mortgage Land Grant Gold Bonds of the Northern Pacific Railroad Company. They are free from United States Tax to the holder, and are issued in the following denominations: Coupons, $100, $500 and $1,000; Registered, $100, $500, $1,000, $5,000 and $10,000.

The Bonds are secured by a first and only mortgage on all the property and rights of the Company, which will embrace, on the completion of the work: First, Over Two Thousand Miles of Road, with rolling stock, buildings and all other equipments; Second, Over Twenty-three Thousand Acres of Land to every mile of finished road. This land extends in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

Both Principal and Interest on the Bonds are payable in Gold coin, at the office of JAY COOKE & Co., New York City—the Principal at the end of 30 years, and the Interest (at the rate of seven and three-tenths per cent. per annum) first of January and July.

These Bonds are at all times receivable at ten per cent. premium, in payment for the Company's lands (now being offered for sale), at their lowest cash price.

In addition to their absolute safety, the Bonds yield an income larger we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics, INCREASE THEIR YEARLY INCOME ONE-THIRD, and still have a perfectly reliable investment. And with the same entire confidence with which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Bonds to our friends and the general public.

Further information, pamphlets, maps, &c., will be furnished, on application, by any of the Banks or Bankers acting as Agents for the Loan.

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FISCAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

Accidents upon Railroads.

The subject of accidents upon railroads has not generally been discussed in a spirit and manner befitting its character. It is usually entirely neglected, until some misfortune befalls a railroad, when the daily press join in the most violent clamor and the most ridiculous vaticinations respecting railroad management in general, and safeguards against accidents in particular, which have little more influence than the uncorking of a bottle of soda water.

There are, of course, three kinds of accidents, 1. Those resulting from neglect or misunderstanding on the part of the officials of a railroad. 2. Those resulting from the breaking of any part of a train, or of the track. And, 3. Those resulting from the carelessness of passengers, or of persons crossing or re-crossing a track.

It speaks well for the general excellence of the management of our railroads, that so few serious accidents occur from the first of these causes. But it happens that when accidents do occur from the neglect or incompetence of employees, they are usually of a very severe character. A collision, or what is usually worse, the running of one train into the rear of another, seldom takes place without resulting in a serious loss of life. Five such accidents, which have occurred within the past eighteen years, caused a loss of more than two hundred lives, an average of more than forty each. We do not suppose that this class of accidents can be entirely avoided. Until men become perfect we must look for collisions between railroad trains. It was supposed that by means

of double tracks, and the use of the telegraph, they would become much less frequent; as indeed they have, in proportion to the number of trains that are run; but with better means of avoiding danger, greater risks are taken, and the public will undoubtedly be occasionally startled by accidents of this character, involving serious loss of life and limb.

Accidents from the second cause are of much more frequent occurence and not less disastrous. A broken rail, a broken truck, a spread track, or an imperfect bridge, not unfrequently produces the death or serious injury of many scores of people. That these occur as frequently as they do, is partly the fault of railroad management, and partly the fault of our railroad system—the manner in which our railroads are constructed. Strength and solidity have not been the primary considerations in the construction of many railroads in the United States. They must be built and operated cheaply, and with only such excellence as is consistent therewith. Even this is not always secured, for in the building of many land-grant roads, with politicians directing their affairs, much jobbery has either added to the cost or impaired the quality of the work. We look for improvement under this head. As old structures are rebuilt they will be made stronger. The steel rail will be less liable to break. Experience has pointed where caution must be exercised to guard against accidents resulting from the breaking of material. One division of this branch of the subject, however, still baffles management, and is full of danger to the public. We refer to draw-bridges. Some of the most serious accidents in the history of railroads have been the plunging of trains through draw-bridges. That at Norwalk, though occurring 19 years ago, is still fresh in the memory of the public. There seems to be no safety except in the extreme measure which the New Haven Company then resorted to, namely, requiring every passenger train to come to a full stop before crossing any such bridge. A draw-bridge is from its nature a movable structure. It must be opened and may not be fully closed; and thus requires extraordinary provision against accidents from its use.

Of the third cause of accidents—the carelessness or recklessness of people themselves—little need be said. The only wonder is that they do not more frequently occur. In no other country in the world, are steam locomotives allowed to run along and across public highways. Here, again, has public security been sacrificed to economy. The public practically has said to railroad companies substantially this: "To build a railway as it is built in Europe will greatly increase its cost, which will increase your charges upon passengers and freight; therefore occupy our public and private highways wherever you may conveniently do so, and we will take our share of the risk." Nothing but the complete isolation of the tracks of our railroads can reduce the number of accidents of this character; and such isolation seems not, as yet, to be generally demanded.

If it be supposed, that accidents occur in this country more frequently and more disastrously than in Europe, it is a mistake. The following are late statistics upon the subject;

ACCIDENTS UPON RAILROADS IN BELGIUM.

Year.	Total of casualties.	Whole No. of passeng's carried to each casualty.	Miles of road operated to each casualty.
1866.....	168	69 270	2.93
1867.....	150	84,113	3.56
1868.....	157	81,683	3 42
1869.....	117	116,043	4.58
ACCIDENTS UPON RAILROADS OF GREAT BRITAIN.			
1866.....	850	328,829	16.29
1867.....	1004	286,562	14.19
1868.....	812	374,753	17.00
1869.....	1553	190,446	9.75
ACCIDENTS UPON RAILROADS OF MASSACHUSETTS.			
1866.....	115	192,407	12.13
1867.....	134	176,570	10.56
1868.....	119	209,378	12.06
1869.....	164	171,502	8.89

We grant that our railroads are more liable to accident. They are not so well built. They are more subject to the action of severe frosts. Their tracks are much more open to the approach of pedestrians, vehicles, and cattle, the employes are not subject to as rigorous discipline, nor as thoroughly trained. But our people are much more intelligent, have more presence of mind, and easily avoid dangers which the average European would stumble into. Our railroad employes, if not under so good discipline, are less subject to mere routine, less trammeled by red-tape, and rigid conventionalities. With us a conductor or engineer will not hesitate to act as brakeman, switchman, or to bear a signal in any direction, should the safety of his train demand; in Europe this would be impossible. Doubtless, the manner of building our ordinary passenger cars serves to diminish the injury resulting from accidents. In one case, a train ran into the rear of another; but the passengers in the rear cars were warned in time, and nearly all made good their escape. This could not have been done in an English train. The peculiar severity of accidents which have happened to sleeping cars also suggests the superiority in point of safety of the day passenger car which is mostly in use.

Wheeling and Lake Erie Railroad.

The common council of Wheeling, W. Va., on the 23d ult. passed an ordinance submitting to the people, at an election to be held on June 1st, the proposition to subscribe $300,000 to the construction of a railroad bridge across the Ohio river at that point. The purpose of the bridge is to make a connection with the Wheeling and Lake Erie Railroad, now under construction. This road has a capital stock of $4,000,000, with authority to issue bonds for $3,200,000, and runs to Sandusky on Lake Erie, 150 miles, and thence to Toledo 45 miles. The whole line has been put under contract to be completed within two years after the surveys shall be made and the local subscriptions filled up. The Wheeling *Intelligencer* prints a report on the road made by Joel Wood, its president, in which he claims that it will shorten the distance between Baltimore and Sandusky by 70 miles, and "will materially stimulate the trade between Baltimore and the Western cities and great lakes."

☞ Hugh J. Jewitt has been elected President, Daniel Applegate Treasurer, and W. King Secretary of the Central Ohio Railroad Company.

Pittsburgh, Cincinnati and St. Louis Railway.

To the Stockholders of the Pittsburgh, Cincinnati and St. Louis Railway Company:

Your Board of Directors, in surrendering the trust confided to them at the last annual election, beg leave to submit the following report of the operations on the different roads owned and leased by your company, and of its financial condition at close the of the fiscal year.

The Annual meeting occurring so soon after the end of the year, it is quite impracticable, in view of the extended operations of the company, to give the actual results of the year's business.

Those herewith presented, thereupon, are based upon the settlement of the company's accounts to November 30th, ult., with an estimate for the additional month of December.

The earnings and expenses of the road operated by your company during the past year were as follows:

PITTSBURGH, CINCINNATI & ST. LOUIS RAILWAY.

EARNINGS.

From freight		$2,320,076 23
" passengers		773,532 04
" mails, express, &c		223,365 17
Total for 1871		$3,316,973 44
Total for 1870		2,864,559 24
Increase (15¼ per cent.)		$452,414 20
Earnings per mile of road		$16,500 00

EXPENSES.

To conducting transportation		$871,217 70
" motive power		703,253 14
" maintenance of way		567,517 61
" maintenance of cars		180,949 68
" general expenses		51,140 54
Total for 1871		$2,374,978 67
Total for 1870		2,115,790 36
Increase (12 2-10 per cent.,)		$258,288 41

Per cent. of earnings absorbed by expenses 1871, 71 6-10; do., 1870, 73 9-10.

The net earnings of this road were		$942,394 77
From which deduct for one year's interest on funded debt	$669,090 00	
Hire of equipment (since purchased)	27,322 07	
		696,412 07
Profit in operating P., C. & St. Louis Railway		$246,482 70
Of this amount there has been paid for interest that matured prior to January 1st, 1871	$260 108 05	
Rent of equipment	61,260 15	
Sundry old claims	41,854 53	
		363,222 73
Actual loss in 1871		$116,740 03

LITTLE MIAMI RAILROAD.

EARNINGS.

From freight		$929,233 95
" passengers		690,595 51
" mails, express, &c		146,730 42
Total for 1871		$3,766,559 88
Total for 1870		1,873,468 38
Decrease (5 7-10 per cent.,)		$106,908 50
Earnings per mile of road		$8,981 00

It is proper to state in this connection, with reference to the foregoing decrease in earnings, that there was included in the earnings of 1870, $41,564, for dividends on 10,391 shares in the stock of the Columbus and Xenia Railroad Company, held by the Little Miami Railroad Company, and transferred to this company with the assets of the former company at the time of the lease. Although forming a legitimate source of revenue, and properly to be taken into consideration in computing

the value of the lease, they cannot be treated as earnings, strictly speaking, of the Little Miami Railroad.

EXPENSES.

For conducting transportation		$446,254 57
" motive power		327,432 33
" maintenance of way		272,276 62
" maintenance of cars		134,232 60
" general expenses		79,606 60
Total for 1871		$1,259,802 73
Total for 1870		1,219,236 72
Increase (3½ per cent.,)		$40,566 01

Per cent., of earnings absorbed by expenses 1871, 71 3-10; do., 1870, 65 1-10.

The net earnings of this road were		$506,757 15
Add revenue from miscellaneous sources		55,372 49
Total		$562,129 64
From which deduct for one year's interest on funded debt of the companies embraced in the lease of the Little Miami Railroad	$188,934 31	
One year's dividend and U. S. Tax on the same, under said lease	493,847 73	
Organization and other expenses	13,874 97	
Interest on bonds of Cincinnati Street connection	6,384 52	
		703,041 53
Loss in operating Little Miami Railroad		$140,911 89
Add for sundry claims paid, incurred in previous years		23,151 16
Total loss in 1871		$164,863 05

COLUMBUS, CHICAGO & INDIANA CENTRAL RAILWAY.

EARNINGS.

From freight	$2,852,014 23
" passengers	1,145,831 62
" mails, express, &c	172,492 03
Total for 1871	$4,170,337 88
Total for 1870	3,531,018 10
Increase (18 1-10 per cent.,)	$639,319 78
Earnings per mile of road	$7,104 00

EXPENSES.

For conducting transportation	$969,788 60
" motive power	1,135,753 17
" maintenance of way	658,384 33
" maintenance of cars	277,017 85
" general expenses	89,062 30
Total expenses 1871	$3,130,106 25
Total expenses 1870	2,856,910 16
Increase (9 56-100 per cent.,)	$273,196 09

Per cent. of earnings absorbed by expenses 1871, 75 1-10; do., 1870, 80 9-10.

The net earnings of this road were		$1,040,231 63
From which deduct for rental from Feb. 1, to Dec. 1, 1871, being 30 per cent. of gross earnings	$1,154,313 73	
Less difference in adjustment to April 1, assumed by Pennsylvania Railroad Co.	135,088 70	
		1,019,225 03
Profit in operating C., C. & I. C. Railway		$21,006 60
Sundry claims paid belonging to previous years		51,006 70
Actual loss in 1871		$30,000 10

The net result of the operating of the three roads controlled by the company may now be stated as follows:

Profit in operating P. C. and St. Louis Railway	$246,482 70
Profit in operating C., C. and I. C. Railway	21,006 60
Total	$267,489 30
Less loss in operating Little Miami Railroad	140,911 89
Net profit on all the lines of	$126,577 41
Claims paid belonging to previous years as before stated	438,180 59
Actual loss on all the lines in 1871.	$311,603 18
To which add net loss to December 31, 1870	575,795 57
Shows a total deficit to December 31, 1871	$887,398 75

FINANCIAL CONDITION.

The foregoing result places the financial condition of the company, December 31, 1871, as follows:

Common stock		$1,774,700 00
" of S. I. & I. R. R. Co., unconverted		725,300 00
Total common stock		$2,500,000 00
Preferred stock	$2,917,250	
" of S. & I. R. R. Co., unconverted.	7,100	
Total preferred stock		2,924,350 00
Funded debt		10,004,140 24
Bonds of Cincinnati Street Connection Railway assumed with lease of Little Miami Railroad		262,500 00
Loan of Pennsylvania Railroad Co.		3,049,893 21
Loan of Union R. R. & T. Company		100,000 00
Bills payable		640,290 72
Due other companies		184,779 96
Due for current expenditures		925,991 86
Miscellaneous liabilities		125,803 01
Supplies and other assets received with leased roads payable at the termination of leases		1,100,479 96
Total		$21,818,228 46

To represent which the company has the following fixed property and assets, viz:

Cost of road, real estate, equipment, &c	$18,030,444 30
Additions made to Cincinnati Street Connection Railway	64,639 00
Due for betterments to leased roads, payable in stock and bonds of companies owning said roads	636,467 35
Supplies on hand	513,728 86
Due by Station Agents, &c	284,350 21
Due by other companies	416,736 94
Miscellaneous assets	333,378 96
Sundry securities	506,855 50
Cash	144,228 50
Total	$20,930,829 71
Leaving a deficit as before explained, of	$887,398 75

While the aggregate result of the operating of the roads owned and leased by your company thus shows a loss, the steady increase of earnings, growing control over outlay and expenses and near approach to completeness of the entire properties, justify the belief that henceforward they will, as a whole, be self-sustaining, and ultimately yield a return to the shareholders.

During the year much has been done towards improving the properties, and the equipment of the roads owned and operated by your company, the cost of such improvement having been charged to repairs. The increased amount expended on your own road on this account, and in providing for the business represented by increased earnings was $258,288 41.

Extensive additions have been made to your road and equipment during the past year, amounting to $1,311,793 22, composed as follows:

For locomotives	$514,812 98
" cars	396,731 56
" tunnel widening	158,509 84
" double track and sidings	182,787 76
" real estate and right of way	46,995 27
" miscellaneous purposes	12,455 81
Total	$1,311,793 22

This amount appears in the accounts as part of the "Cost of Road and Equipment." The means whereby this outlay was met, were derived mainly from the Pennsylvania Railroad Company, and with similar expenditures previous to 1871, form the greater part of the indebtedness to that company, which as stated above is $3,049,893 21. Of the whole amount of this debt $2,122,571 28 was incurred prior to January 1, 1871, as certified by your late President, Hon. Thomas L. Jewett, and $2,626,618 91 had accrued to April 1, 1871, the date at which your Board assumed the active charge of the property. It has been arranged to pay $3,000,000 of this debt by an issue of an equal amount of preferred stock at par, the Pennsylvania Railroad Company having signified its willingness to receive such stock in payment. You will, therefore, be requested to vote upon the question of authorizing an increase of $3,500,000 of preferred stock, the excess of $500,000 to be held in reserve for future contingencies. The remainder of the debt due the Pennsylvania Railroad Company, $49,893 21, is payable in the income bonds of the Columbus, Chicago and Indiana Central Railway Company at par, receivable by your company in payment of betterments made to that road.

The line of your company to St. Louis terminates at that important point with the St. Louis, Vandalia and Terre Haute Railroad, in the operating of which, as co-lessee, you have a large direct interest. The current operation of this road is self-sustaining, but the necessity for increased equipment for its growing business has required some outlay which promises a large return, but for the present is a draft upon your resources.

You are asked to sanction the lease of the Chartiers Railway, which will be laid before you. Its terms impose no responsibility on your company, beyond the superintendence of its operation, and its accounts, and the payment of its net earnings to the Chartiers Railway Company.

The independent access of the line of your company to the great starting point for the South, at Louisville, had become so important, and was so entirely dependent upon mere comity, which might any day be terminated by the intervention of rival interests, that your Board has taken action to secure an approach to Louisville, by a lease of the Jeffersonville, Madison and Indianapolis Railroad, which lease will also be presented to you for your consideration, and you are asked to ratify and confirm it at your present meeting. It provides for a rental to be paid equivalent to the interest and sinking fund on the funded debt of the proprietary company, and a dividend of seven per cent. per annum on its capital stock of $2,000,000. Its terms are guaranteed by the Pennsylvania Railroad Company, and it is believed that the property it embraces will be self-sustaining, besides forming an indispensable link in the lines of your company.

Your Board takes pleasure in acknowledging the valuable aid it has received from the officers of the company, and the efficient manner in which they and the employees, in all departments, have conducted that portion of the business committed to their charge.

By order of the Board.

THOMAS A. SCOTT, *President.*

☞ The contractors for the grading of the Atchison, Topeka and Santa Fe railroad are pushing forward rapidly to Fort Larned.

Commerce of New York.

The foreign imports at New York for the month of March, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$22,639,471	$20,779,299
Do. for warehousing	13,271,955	15,585,953
Free goods	2,577,244	2,561,827
Specie and bullion	207,394	291,189
Total entered at port	$38,696,064	$39,218,268
Withdrawn fr. wareh'use	11,695,478	10,998,300

The foreign imports at New York for the three months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$53,804,068	$59,763,377
Do. for warehousing	37,376,557	45,061,042
Free goods	8,884,144	7,715,276
Specie and bullion	2,914,681	574,212
Total entered at port	$102,979,450	$113,103,907
Withdrawn fr. wareh'se.	84,386,994	35,132,208

The foreign imports at New York for the nine months ending March 31, were:

	1871.	1873.
6 months ending Jan. 1.	$156,339,208	$183,028,276
January	28,792,062	35,679,496
February	35,491,324	38,206,143
March	38,696,064	39,218,268
Total	$259,318,658	$296,132,183
Deduct specie	7,616,366	2,180,768
Total mdse	$251,702,292	$293 951,415

The duties received at New York for nine months ending with March, were:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74 078,181 75
January	12,010,020 67	13,317 086 82
February	12,258,147 69	14,710,928 08
March	15,305,799 14	14,096,994 24
Seven months	$107,303,152 25	$116,202,190 89

The exports from New York to foreign ports in the month of March, were:

	1871.	1872.
Domestic produce	$21,211,713	$15,602,687
Foreign free goods	121,098	120,905
Do. dutiable	806,521	806,427
Specie and bullion	7,569,880	2,713,604
Total exports	$29,709,212	$19,243,623
Do. exclusive of specie.	22,139,332	16,530,019

The exports from New York to foreign ports for three months from January 1, were:

	1871.	1872.
Domestic produce	$57,842,194	$50,529,053
Foreign free goods	194,315	479,888
Do. dutiable	1,680,441	2,387,251
Specie and bullion	13,741,157	5,226,623
Total exports	$73,458,107	$58,622,815
Do. exclusive of specie	59,716,950	53,396,192

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1871.	1872.
6 months ending Jan. 1.	$107,654,919	$119,604,290
January	18,837,876	18,951,004
February	18,789,742	17,915,169
March	22,139,332	16,530,019
Total produce	$167,371,869	$173,000,482
Add specie	55,092,032	27,537,547
Total exports	$222,463,901	$200,538,029

☞ The Elkhorn *Independent* states that the surveyors are busily at work surveying the line of the Old Wisconsin Central Railroad via Geneva, Elkhorn, Whitewater, &c., and hopes to see the road built the present summer.

Texas Pacific Railroad.

The amended Texas Pacific Railroad bill has been passed by the United States Senate. It provides that the company must build and maintain a line from Marshall, Texas, to Shreveport, Louisiana, and requires the gauge to be uniform with other Pacific roads. Twenty-five miles must be built from the western terminus eastward within three years, and not less than one hundred miles within two years from the eastern end, and not less than one hundred miles a year thereafter, and the whole road to be completed in ten years. An amendment limiting the issue of construction bonds to $40,000 a mile, and authorizing the company to include in mortgages to secure their bonds any lands they may acquire by consolidating with other roads to whom land grants may have been made, along the same route, was passed. The company is also required to begin the construction of the road from San Diego eastward within one year from the passage of the act.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS.

The receipts on capital account during the half-year to January 31st, 1872, amounted to 155,270*l.*, as follows:

Five per cent. preference stock, fourth instalment	£102,617	
Ditto in anticipation of the last instalment	2,547	
Ditto paid up in full for conversion into ordinary shares	177,288	
		£282,402
Deduct 4 per cent. bonds due 1st Jan., 1872, paid off	£142,203	
Ditto difference in exchange on 292 shares transferred from Canada to London	14	
		142,217
		£140,185
Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every 100*l.* stock, viz.:—		
602,740*l.* stock converted into 30,137 shares of 20*l.* 10s. each	£617,808	
620*l.* stock converted into 31 shares of $100 each	637	
	£618,445	
Less preference stock cancelled on conversion	603,360	
		15,085
		£155,270

The total receipts on capital account amounted, on 31st January, to 6,559,578*l.*

The charges on capital account during the half-year amounted to 284,410*l.*, of which 106,661*l.* has been expended on account of the Glencoe, 19,877*l.* the balance to complete the Brantford branch, 30,438*l.* for 13 new narrow gauge freight locomotives, being additional stock, 39,735*l.* for 50 new platform cars and 239 new freight box cars, and the increased value of 50 new eight-wheeled box freight cars, replacing the same number of four-wheeled box cars, which have been transferred to the engineer's department, also being additional stock, 6¼ miles of additional sidings at various parts of the line, proportion of charge (3*l.* per ton) of 4,000 tons of steel rails laid in the main line during the half-year, and sundry smaller expenses, the details of which are shown in the engineer's and mechanical superintendent's reports.

The total expenditure to 31st January amounted to 5,985,563*l.*, leaving a balance unexpended of 574,015*l.* at the credit of capital account.

The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts		£527,351
Working expenses, including renewals and all charges		313,636
		£213,715
From which is deducted—		
Interest on bonds	£40,379	
Discount and charges on conversion of American currency	27,818	
Amount set aside for renewals of ferry steamers	3,000	
Loss on working Erie and Niagara	1,082	
Alteration of gauge account—proportion charged this half-year	9,100	
Amount paid for repairs and compensation Nith River Bridge accident account	5,993	
Vote of shareholders to Chicago fire relief fund	1,000	
		88,373
		£125,341
Add profit on working Galt and Guelph	£1,139	
Balance of interest account	4,670	
		5,810
Profit on half-year's working		£131,151
Add surplus from last year		4,846
Available for dividend		£135,998

The dividend for the half-year on the 5 per cent. preference stock amounts to 7,429*l.*, leaving a balance of 128,568*l.* From this balance the directors recommend the payment of a dividend for the half year on the ordinary shares at the rate of 6 per cent. per annum, payable in London on 30th April, which will absorb 122,924*l.*, and leave a balance of 5,643*l.* to be carried forward to the next half-year.

The aggregate revenue receipts (exclusive of Galt and Guelph), compared with the corresponding half-year, exhibit a gross increase of 83,002*l.*, as follows:—

In way passenger traffic	£10,142
Through passenger traffic	9,391
Way freight and live stock traffic	28,341
Through freight and live stock traffic	32,957
Mails and express freight	2,119
Rents	49
	£83,002

With these increased gross earnings producing an increased net revenue of 36,847*l.*, the directors are unable to declare a larger dividend than in the corresponding year, the result having been adversely affected in comparison with the corresponding half-year by the following items, among others—

Proportion of alteration of gauge account	£9,100
Proportion of Nith River Bridge accident account	5,993
Special vote to Chicago fire relief fund	1,000
Amount credited in corresponding half-year, being balance accrued under working of Tripartite agreement for year 1870	8,196
Increased loss by converting a greater amount of American currency than in corresponding half-year	10,458

The balance being increased dividend on account of the participation of further instalments paid on preference stock, and the large amount paid up in full and converted into ordinary shares during the half-year.

The renewal fund for the ferry steamers amounts to 17,980*l.*, after debiting 8,287*l.* on account of new Car ferry steamer under construction. There remains yet to be expended for this steamer 3,700*l.*, so that if the total costs of the boat had been charged in the accounts of the 31st January, there would still be a credit at the renewal fund of 14,280*l.*, with a new steamer in addition to the two already owned by the company. A portion of this balance, however, is applicable to writing off the debit standing against

the late steamer "Transit," and will be so dealt with.

The discount and charges on the conversion of American currency for the half-year amounted to 27,818*l.*, as compared with 17,360*l.* in the corresponding half-year.

This increased loss, notwithstanding the lower rates of gold, is due to the increased amount of earnings in American currency.

The average rate of conversion was 111 1-16th, as compared with 113¼ in the corresponding half-year, the average price of gold having been 111¼ this half-year. The amount of assets in American funds at 31st January was $360,519 91, as compared with $348,022 41 at the commencement of the half-year.

The following table exhibits the receipts and expenses (including renewals) for seven corresponding half years:—

Half-year ending	Receipts.	Expenses.	Per cent.
31 Jan., 1866	£387,039	£170,003	143.93
31 Jan., 1867	331 513	166,632	50.26
31 Jan., 1868	400,812	193,666	48.31
31 Jan., 1869	423,311	209,752	49.55
31 Jan., 1870	424,182	243,379	57.37
31 Jan., 1871	444,348	267,481	60.19
31 Jan., 1872	527,351	313,636	59.47

It should be observed that the expenses during the half-year include a sum of 3,401*l.* for locomotive renewals, and also a sum of 4,109*l.* for car renewals, in addition to the amount actually expended, which sums have been carried to the credit of a renewal fund account, it having been impossible to carry out the full repairs during the half-year in consequence of the great demand for the rolling stock. The directors have, during the past half-year, had under consideration a recommendation from the company's officers in Canada, that the half-yearly charge to revenue for the future repairs and renewals of rolling stock should be made at a fixed rate per mile. This principle, which is in conformity with the views of the auditor, has been approved by the board and will be adopted in the next half-year's account.

The following is a summary of the revenue results of the past half-year, compared with the corresponding period (including Galt and Guelph traffic:—

Half-years ending	1872.	1871.
Passenger traffic:—Way	$442,117	$390,520
Through	451,568	405,864
Total	892,685	796,384
Freight traffic:—Way	591,044	453,202
Through.	1,034,382	873,989
Total	1,625,426	1,327,189
Excess baggage, mails, and express freight	67,780	57,430
Total traffic earnings	$2,586,892	$2,181,005

It is satisfactory to note in the earnings for the past half-year that the local traffic continues to show a steady increase, the per-centage to the total traffic being 39.93 per cent., as compared with 38.67 per cent. in the corresponding period.

The analysis of traffic receipts during the half-year gives the following results:—

Passenger earnings per mile—

	1872. Cents.	1871. Cents.
Receipts per way passenger	2.896	2.707
" per through passenger	2-256	2.304
Freight earnings per mile—		
Receipts per ton way freight	3.254	3.430
" " through freight	1.223	1.369

During a large portion of the half-year, Westbound freights were carried at excessively low rates; but an arrangement was arrived at in the last week of November for a restoration to nearly corresponding rates, and those increased rates have since been maintained.

The cost of ordinary working expenses per train mile for seven corresponding half-years is as follows:—

Jan. 31,	Sterling.	Jan. 31.	Sterling.
1866	4s. 6¼d.	1870	4s. 9¼d.
1867	4 7¼	1871	4 6¼
1868	4 5¼	1872	4 8
1869	4 3¼		

The condition of the roadway may be stated as excellent, enabling the trains to run with great regularity. The use of steel rails continues to prove satisfactory. Of the 229 miles of main line 79 miles are laid with steel rails, and it is proposed, during the year 1872, to add about 80 miles more of steel track, and in 1873 to relay the remainder of the main line 70 miles with steel rails.

On 31st January the whole of the company's car stock had been converted to the 4ft. 8½in. gauge, but the third rail, affording also the 5ft. 6in. gauge, is still kept down between London and Hamilton, 76 miles, on which to run the broad gauge locomotives until they can be sold or are worn out.

Adopting the formula of the auditors, but applying the careful estimates of the mechanical superintendent, the cost of completing the conversion from broad to narrow gauge is expected to be somewhat less than stated in the last report; but in order to allow for contingencies, the same amount (9,100*l.*) as in last half-year's accounts has been deducted.

The Wellington, Grey, and Bruce was opened for traffic to Harriston, 48¼ miles, on 27th November. There is, therefore, the result of only nine weeks' working of the extended mileage in the half-year's results. The increase to the Great Western traffic during the half-year was 7,293*l.*, while the profit of working the line at 70 per cent. of their earnings amounted to 42*l.* 18s. 2d. Recently 7 additional miles to Clifford have been opened.

The directors consider it desirable that the company should become owners of the Erie and Niagara, a line of 31¼ miles, extending from Lake Erie to Lake Ontario, along the Niagara River, which has been worked by the Great Western since the autumn of 1866. An agreement has been entered into for the transfer of this railway, with all its property, franchises and privileges, to be secured if necessary by parliamentary title, for the sum of 75,000*l.*, which will be submitted for the approval of the proprietors.

The branch line from Suspension-bridge to Buffalo, belonging to the Erie and forming an alternative route to New York by that railway, continues to prove of great value, and the relations with that company for the interchange of traffic cannot fail to be improved by the recent reorganization of the Erie board.

The receipts and expenditure of the Detroit and Milwaukee have been as follows for the year ending 31st December 1871:—

Gross earnings		£309,702
Working expenses, taxes, &c.	£193,476	
Interest on bonds, &c	88,445	
		281,921
Balance		£27,780

The new lines in Michigan, across the Detroit and Milwaukee, have naturally affected that company's traffic, but not so seriously as might have been expected.

The directors have the satisfaction of stating that the great Western of Canada is in every respect a sound property. The condition of its permanent way and rolling stock, with its narrow gauge track throughout, and its established connections in the United States, will enable it to claim its full share of the inexhaustible traffic flowing from the Western States to the Atlantic seaboard.

☞ The Pittsburg City Councils have authorized the erection of new water-works, at a cost of $3,000,000. The works are to be constructed on Brilliant Hill on the banks of the Allegheny river, about seven miles from the city.

Philadelphia Scale Works.

The Messrs. Riehle Bros., proprietors of the Philadelphia Scale Works, who succeeded Abbott & Co. and Banks, Dinmore & Co. a few years since, are gaining for themselves an enviable reputation by their manifest perseverance, energy and enterprise. Their Testing Machine which recently appeared in the *Scientific American* of 50 tons capacity, and the one of a different description which appears in May number of the *Franklin Institute Journal*, are proofs of a spirit of advancement possessed by them which is certainly commendable.

These machines are exceedingly accurate, and spoken of as being most satisfactory in their working; they have several in operation for some years; but recently, on account of the many inquiries received from all directions, they have made the subject of Testing Metals, Rope, Chain, Stone, &c., a matter of study, and have made several valuable improvements in it. They make the only Wrought Iron Lever Railroad Track Scale whose excellence is acknowledged by numbers having them in use. The fulcrums are made on philosophical principles, being composed of steel knife edges cushioned in wrought iron, carefully finished and accurately fitted into the levers. This scale has never broken down in any instance, but is strong, durable and reliable. Their celebrated Stock House or Charging Scale, with any desired number of beams, used in Iron Furnaces, &c., is well and favorably known and is considered indispensible. These Compound Parallel Crane Beams, for weighing heaving castings, &c., are constantly manufactured by them, originating, as they did, at their works. Their Rolling Mill Scales are made extra heavy, and particularly adapted for the purpose intended.

This firm have made for several years past a patented frost-proof Wagon Scale. The levers are placed at right angles, from the edge of platform, and all the jar comes necessarily upon the ends of the fulcrum, instead of striking them obliquely, as in the case of other scales, and thus producing a serging motion so injurious to the fulcrum points and knife edges. They are built upon sill wall, and do not hang from the surrounding foundation walls which are more or less subjected to the action of the frost. This scale has a steady platform, and with the Patented Double Beam attachment comprises the best scale for the purpose ever presented to the public. Any one visiting Philadelphia would be well repaid if they call at the Philadelphia Scale Works, and will be shown through them, and receive every attention; or if they have no time to call, will receive illustrated catalogue upon application. Their card can be found in another column of this paper.

☞ The Danville (Va.) *Register* says that about 500 hands are now employed on the grading of the Lynchburg and Danville Railroad throughout its length. The work is being everywhere prosecuted with energy. They are getting ready to construct a bridge across Cherrystone, near the court-house, and the present expectation is that the Banister will be closed with trestle-work.

☞ The laying of the Sugar River (N. H.) Railroad track from Newport to Claremont, commenced on the 30th ult.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	611,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,568.643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	589.623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1.268.444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203.696	218,347	271,425	287,451	283,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	2'0,169	274.021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276,204	273,751	315,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,926	354,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181.208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,029
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,703	697,751	8,678,953
1871	624.744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,619	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,580	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	458,323	5,683,603
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,160	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336.066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	288,980	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	263,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,091	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,782	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,051
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	162,393	158,788	172,216	172,347	155,081	150,719	129,567	167,306	158,627	163,285	152,999	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317.052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,577	434,284	4 252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,762
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	753,467	999,665	837,888	716,829	5,709,183
1870	528,529	500,139	589,238	706,603	802,586	746,450	643,058	664 051	728.521	719,698	570.168	505.053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	675,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	573,936	534,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City..... ..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,038	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse)....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,176	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.76	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	44
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,508	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	3.50	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	89
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33½
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	62
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	16,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,162	52,900	—	—	8 800	3,010	4	100	100	....
Oct. 31,'70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,036	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.P.& P.P.: 1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	206,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1886	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage.....1	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1	500,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgage....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1886	....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	130,000	7	J.& J.	1883	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage.....	30,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 2½
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A J&O	Apl. '72 1½
Bloomsburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,683,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J. A. J.O.	Apl. '72 2½
Camden and Atlantic....50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod.....50	915,577	J. & J.	Jan.'72 2½
Cape May and Millville*.50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv..50	428,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.A.J&O	Apl. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.. 50	2,967,800	— & —	....
" " pref.. 50	428,646	M. & N	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F. M. A N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,486,800	M. J. S. D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A	Feb. '72 3
Connecticut Rive	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	....
Cumberland Valley.....50	1,325,000	A & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M. J. S. D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.50	18,508,850	J. A. O. J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,360	— & —	....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,300,200	J. & J.	Jan. '72 4
East Mahanoy*.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway.....100	33,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,090,250	M. J. S. D.	Dec. '71 1½
Fitchburg.....100	3,340,000	J. & J.	Jan. '72 4
Georgia.....100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,387,946	— & —	....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,650	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J. A. J.O.	Apl. '72 3
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J	July '68 3½
Illinois Central.....100	26,230,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,447	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J	Jan. '72 4
Lake Shore & Mich. So...100	34,446,600	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	280,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J. A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J. A. J.O.	Apl. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F. M. A N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati...50	1,372,891	— & —	....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12
N. Haven & Northamp...100	605,000	J. A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J. A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N. Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428,330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven..100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	Apl. '72 2½
Nisq. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'71 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J. A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J.O.	Apl. '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J.O.	Apl. '72 1½
" Special Imp..100	2,000 000	J. A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	....
" " pref.100	2,040,000	May.	May '68 7
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	....
Taunton Branch.....100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800.000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(N.Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F. M. A. N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000.000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.' 71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....50	400,000	J. A. J.O.	Apl. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov.'71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	3,229,594	— & —	....
Delaware Division.....50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union.....50	2,907,850	— & —	....
" preferred.....50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan.'65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,336,600	— & —	....
" pref.....100	8,613,400	— & —	....
" certif.....100	7,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb.'71 5
Quicksilver, common....100	5,700 000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F. M. A. N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 696
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Prices.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,734,000	6	Jan. & July.	1880	116½
.. .. coupon	4,681,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,154,950	6	Jan. & July	1881	116½
.. ..coupon	64,166,250	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered	34,055,700	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon	254,624,800	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,398,050	6	Jan. & July.	1881	116½
.. ..coupon	21,601,950	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	2,476,500	6	May & Nov.	1884	110½
Loan of June 30, 1864 (5-20s).....registered	36,839,900	6	May & Nov.	1884	110½
.. .. .. (5-20s).....coupon	40,211,900	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	42,619,450	6	May & Nov.	1885	112½
.. .. .. (5-20s).....coupon	120,166,700	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	63,939,350	6	Jan. & July.	1885	114
.. .. .. (5-20s).....coupon	165,541,550	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	92,140,300	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	228,835,200	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	12,942,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	26,323,500	6	" "	1888	115½
Loan of March 3, 1864, (10-40s).....registered	138,296,450	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s).....coupon	56,276,850	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71.registered	120,211,200	5	F. M. A. & N.	1881	110½
.. .. coupon	79,788,800	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	15,520 000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	399,874,306	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,500	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	55
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	887,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. .. military	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	60
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	83
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,622	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Prices.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'96	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	95½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'72-'87	93½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899.200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	110
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	36½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'96	....
.. — .. .. (new).	1,759,000	6	April & Oct.	92-'96	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,166	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1892	105
.. —	9,237,050	6	" "	1892	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1892	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,733	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	38
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	60½
.. —*Funding Bonds	4,069,503	6	" "	"	60
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,866,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....conpon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,809	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (Amboy.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	83
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	162,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	47½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	389,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	96½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B. C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $6,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	98½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,60¢ @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	97
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1863	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	85
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	97½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	91
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,092	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	100
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	98
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	102
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	98½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	73
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1866	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1883	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1856, (cond.)	1,916,699	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1865	300,000	6	March & Sept.	New York.	1886	....
Sterling (Can). & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	93½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga,e	3,000,000	7	May & Nov.	New York.	1877	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1896	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	160,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	95½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	92½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	91½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	106½
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	100½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	93
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian. :						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton) :						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106¼
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis) :						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia :						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¼
Junction and Breakwater :						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1883	95½
Kalamazoo, & S. Haven (M.Cen.) :						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.) :						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.) :						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe :						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs :						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.) :						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'79	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn. :						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg :						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss. :						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming. :						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville :						
1st Mortgage for $1,600,000.....	600,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So. :						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95½
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" ")	2,693,000	7	" "	" "	1877	102
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi :						
1st M.R.R.lands,&c.,S F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston :						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna :						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley :						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	101
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	96¼
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.) :						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia :						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	276,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith :						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O. :						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.) :						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore :						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island :						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington :						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville :						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	338,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick :						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1899	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western :						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage :						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central :						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati :						
1st *Morigage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	70½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg :						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon :						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware :						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,887	6	" "	" "	1890	....
Memphis and Little Rock :						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1899	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1899	55
Memphis and St. Louis :						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.) :						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	107
Michigan Central :						
1st *Morigage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	102
Middletown, Unionville & W.Gap :						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94½
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RB & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1890	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S:.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1866.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,313	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,554,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,500	6	April & Oct.	"	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	56
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '60	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	104,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1866	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,496	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	'877	....
Consol. Mort. of July 1865	2,019,000	6*	" "	"	1900	94
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guarnnteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
3d Mortgage, (W. Div.) conv.	534,000	7	" "	" "	1874	85½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.).	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	90½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	83
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	86½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,600 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T W & W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. / 2d Mort. / 2d M. stg. } Harrisb. to Pittsb.	4,972,000 / 2,594,000 / 2,282,840	6 / 6 / 6*	Jan. & July. / April & Oct. / " "	Philadelphia. / " / London.	1880 / 1875 / 1875	101½ / 97½ / ....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1905	....
Mortgage Bonds	286,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	89½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1883	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	93½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1898	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1896	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s.k.g f'd. conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1869	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'76	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1899	9
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$850,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	....
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	682,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	54
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	95½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	786,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	308,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'90-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1870	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	93½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	600,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	87½
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt.	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	94½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	101½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	97
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" " "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	806,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1894	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						....
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,0[illegible]0,000	6	" "	"	1897	94
Gold Loan	5,000,000	6*	June & Dec.	"	1897	100
Gold Loan	980,000	6*	" "	"	1894	94½
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	92
Boat Loan, sinking fund	236,965	7	" "	" "	1885	90
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	80
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1883	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	82
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	97
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1878	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.6	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	63.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	—	—	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,283,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	149
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	.....	.....	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	—	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	000,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	—	.....	.....	.....	1,100,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	150½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	—	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	142½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	141½
Sept. 30, 1870	61.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	....	(Le	ased & operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Trunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	—	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	68½
Apr. 30, 1871	45.0	—	302.0	—	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	—	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,478	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	—	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	86
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	—	—	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper. by	Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	109.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	—	157,492	228,100	2,671,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	3,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	—	—	(Leased	and oper.	by Phila. a	nd Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	121
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	133

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000				(Leased and oper. by Mich'gan Central.)			.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester			.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	44
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	—	—	54.0	(Leased & oper. by Pennsylvania.)			—	7	50	100½
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	575,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	134
									Indiana and Illinois Central....Ind. & Ill.					2,750,000	2,750,000			—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	3,410,000	*			.....	.....			75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	4,600,000		390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,595	18,034.663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	2,070,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	7,585,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	275,668	47,000	12,800	29,992	4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	250,000	18,000	262,000	.....	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	268,386				400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	330,000	*			286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	2,773,036	*	22,565	86,718	330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	.....	*			529,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	6,027,342	*	751,640	600,003	6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	2,000,000				2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.)	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	300,000	400,000			42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.)	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000			37.0	46.561	.....	.....	60.686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,333,666	13,457,541	5,088,720	8	100	96½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.8	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg. Ft. W. & Chi.)			49,507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	168	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	....	....	....	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to Pine Bl. 70 m.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	94½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	153	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			—	—	—	—	—
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*			3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	—	161,923	17	10.0	(Recently opened 10 miles.)		954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	26	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,784,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	110½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....		100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			—	(Leas. &	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. &	y Tol. Wa	b.& W'tn.)	.....	.....		100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by C	'm. & Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,563,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	121½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leasec	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....		100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,00,0000	2,000,000			90.0	(Recenti	y complet	ed.)	.....	.....		100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	100,000	57,381		6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,590	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	866,316	50	50	57
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			33.6	405,805	.....	.....	700,465	303,186	10	50	175½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	118
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115		50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848		50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas. &	oper. by Bo	s. & Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....		100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....		100	....
Dec. 31, 1870	61.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	132
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)				100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	.....	.....		100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....		100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329		100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	198,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	& Quinc.)	.....		100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	291,689	56,200		50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	68	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733		100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245		100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377		100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	.....	.....		100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,052	24,916		100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			.....	.....	.....	.....	.....	.....		100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)			6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*			2,000,000				20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	5,000,000	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378		100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	10	100	17
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	100,000	242,700	4,000	.....	22.0	45,657	.....	.....	.....	83,429	35,530	¾	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	1,390,376	580,474	—	100	25
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000			—	(Under	constructi	on—80 m.	n oper. Ju	n. 1, '71.)				100	
Dec. 31, 1870	151.0	—	15.1	—	.....	.....	.....	.....	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	102½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000		100	....
Dec. 31, 1870	72.2	—	2.0	—	.....	.....	.....	.....	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	158.9	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....		100	....
Jun. 30, 1871	60.0	—	—	50.0	.....	.....	.....	.....	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....		100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775		100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529		100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,624	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245		100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	300,000	40,000	.....	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	997,100	1,157,245	49,267	15,582	104.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	—	140,901	—	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....		100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
														576,050	—	—	—	—	(Leas. &	oper. by Ph	ila. & Read	ing.)	28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Bloosburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	72
Catawissa,* pref. and guar.	2,200,000	7	7	95½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	92
Chicago and Alton, pref.	2,425,400	7	10	181½
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	....
Cleveland and Mahoning,* guar....	2,056,000	7	7	95½
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	84½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	64
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	30
" " 2d pref	4,051,744	6	...	14
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	80½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	79
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,986,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	63
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	124½
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	49 — @	55 —
Pig, American, No. 1		49 — @	57 —
Pig, American, No. 2		48 — @	50 —
Pig, American, Forge		46 — @	48 —
Bar, Refined, English and American		— — @	105 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
	Store Prices.		
Bar, Swedes		125 — @	135 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in.		110 — @	— —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq.		115 — @	— —
Bar, Refined, 1 & 1½ by ½ & 5-16		117 50 @	— —
Large Round		122 50 @	127 50
Scroll		122 50 @	162 50
Ovals and Half-round		127 50 @	137 50
Band		— — @	122 50
Horse Shoe		120 — @	130 —
Rods, ½@3-16 inch		115 — @	155 —
Hoop		136 — @	177 50
Nail Rod	per lb.	— — @	8
Sheet, Russia, as to assortment	(gold)	— — @	18½
Sheet, Single D. and T. Common		— 6½@	7
Sheet, Doubles and Trebles, Charcoal		— 7½@	8½
Sheet, Galtanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	75 — @	77 —
Rails, American, at Works in Penns. c'y.		83 — @	85 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16½@	18½
English Spring (2d and 1st quality)		— 7½@	10½
English Blister (2d and 1st quality)		— 10½@	17½
English Machinery		— 11½@	13½
English German (2d and 1st quality)		— 10½@	12
American Blister		— — @	12
American, Cast, Tool		— 15 @	16
American, Spring		— 9 @	11
American Machinery		— 10 @	10½
American German		— 9 @	11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @	5 75
Cut, 8d. and 9d		— — @	6 —
Cut, 6d. and 7d		— — @	6 25
Cut, 4d. and 5d		— — @	6 50
Cut, 3d		— — @	7 25
Cut, 2d and 3d. Fine		— — @	8 —
Cut Spikes, all sizes		— — @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @	7 75
Clinch, Kegs		7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	33
Copper		— — @	51
Yellow Metal		— 30 @	32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 48 @	50
Straits	(gold).	— 40 @	41
English	(gold).	— 40 @	41

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal.... per box.	14 — @14 50	15 50	@	16 —
I. C. Coke	12 50 @13 50	14 —	@	15 —
Coke Terne	10 75 @12 25	12 —	@	12 50
Charcoal Terne	12 50 @13 —	14 —	@	14 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13 @	— —	
Crude, 40 @ 47 gravity (in shipping order)	— 16½@	17	
Refined, Standard White (in ship'g order)	— 22½@	22½	
Refined, S. W. (in jobbing lots)	— — @	22½	
Refined, S. W. (in tin)	— 28½@	28½	
Naptha, Refined, (65 @ 73 gravity)	— 11½@	12	
Residuum	per bbl. 4 — @	— —	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.		
Copper, New Sheathing, (over 12 oz.)	per lb. — — @	46	
Copper, Bolts	— — @	43	
Copper, Braziers' (over 16 oz.)	— — @	48	
Copper, Nails	— — @	51	
Copper, Old Sheathing, &c., mixed lots	— — @	— —	
Copper, Chile Pig	— 33 @	35	
Copper, American Ingot	— 41 @	42	
Yellow Metal, New Sheathing and Bronze	— — @	30	
Yellow Metal, Bolts	— — @	32	
Yellow Metal, Nails	— 30 @	32	

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	6 37½@	6 50
German	(gold)	6 37½@	6 50
English	(gold)	6 37½@	7 —
Bar		— 8½@	— —
Pipe		— — @	10 —
Sheet		— — @	10 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @	8 —
Liverpool Gas Cannel		— — @	12 —
Liverpool House Cannel		— — @	16 —
Anthracite	per ton of 2,000 lb.	4 — @	5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Canton Co.	95½	....	....	....	....	....
Central Pacific 6s	103	103½	103½	102	103	102½
Central of N. Jersey	....	110½	110	110½	110	....
Chicago & Alton	....	119	118	....	....	121
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	96	....	96½	....	....
Chicago, Burl. & Q.	....	133	133	....	....	....
" 8s, 1883	....	....	....	113½	....	....
Chic. & Northwestern	81½	80½	80½	79½	79½	79½
" pref.	95	95	....	95½	....	....
" 1st M.	....	....	....	....	99½	....
" S. F.	....	102	....	....	102	....
" Consol.	....	....	96½	....	97	....
Chic., Rock Isl. & Pac.	113½	113½	114½	116	115½	115½
Chi., R. I. & Pa. 7s, 1896	102½	....	102½	102½	102	102½
Clev., Col., C. and Ind.	93	92½	92½	92	....	....
Clev. & Pittsburg guar.	93½	93	....	92½	93½	92½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	35½	38½	40½	40½	38½
" 1 M.	....	89½	90	90	90	....
" 2 M.	8½	....	78	78	....	....
Del. & Hudson Canal	120	....	....	....	120½	....
Del. Lack. & Western	108½	....	108½	108½	109	108½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	97	....	....	....	97
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	69½	70½	69½	69½	68½	68½
" pref.	83½	84½	....	84	84½	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	99	99	....
" 3 M. 7s, 1883	....	....	....	96½	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	92½	....	....	....
Hannibal & St. Joseph.	44½	45	44	44½	44	44
" pref.	....	....	....	....	64	....
" 8s, conv.	91½	91½	....	....	91½	91½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	106½	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97½	96½	97½	97½	97½	96½
Lake Shore Div. bonds	....	....	....	....	....	96
Marietta & Cin. 1st pref.	26	28	28	28½	30	30
" 2d pref.	....	....	....	14	14	....
Michigan Central	115½	....	....	....	....	115½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I.	103½	....	....	....	....	101¾
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	3½	3½	3½	3½	3½	3½
Milw. and St. Paul	61½	62	....	61½	61½	61½
" pref.	81	81	81½	....	81½	80½
" 1st mort.	94½	94½	....	94½	....	94½
" 2d mort.	....	....	....	....	....	....
" 8s	108	107	107½	108	....	....
" 7 3-10s con.	....	97	....	....	....	....
Missouri 6s	96	95½	96	96	96	....
" H. & St. J. 1st	....	94	94	94	....	....
Morris and Essex	95	95	94½	95	95	95
" 1st mort.	105½	105½	105½	105½	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	101½	....	....	....	....
" 6s, S.F. 1883	....	....	96	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	99	99½	100	100½	99½
" certificates	93½	92½	93½	93½	93½	92½
N. York and Harlem	129	129½	129	130	129	128½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	103½	....	....	104	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	49½	49	49½	51	50½	49½
" pref.	77	78	78½	79	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	72½	72½	72½	73½	75½	75½
Panama	106	111	110½	112½	113	110
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	97½	....	....	....	....	97½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	102	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	42½	43	43	44½	44½	42½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	89
" Income bds.	....	....	....	84	....	....
Tennessee 6s, old	70	70	....	69½	....	....
" new	69½	70½	70	....	....	....
Tol., Wab. & Western	78½	....	78½	78½	77½	77½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	97½	....	....
" 2 M.	....	....	....	....	....	93¾
" Equipment	88½	....	....	....	....	....
" St. Lou. Div.	....	92	92	92	92	92½
Union Pacific	40	39½	40½	41	41	39½
" 1st mort.	93	92½	92½	92½	92½	92½
" L. Gt. 7s	82	....	81½	81½	81½	81½
" Inc. 10s	86½	86½	87½	....	87½	87½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	52½	....	....	....	53	53½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	110¼	110¼	110¼	....	....	110¼
U. S. 5s, 10-40s, coup	110¼	110¼	110¼	....	....	110¼
U. S. 5s, 1881, reg	....	....	110¾	....	....	....
U. S. 5s, 1881, coup	112¼	113	112¾	112¾	112¾	111¼
U. S. 6s, 1881, reg	....	117	....	116¼	....	116¼
U. S. 6s, 1881, coup	116¼	118	118	118	118	118
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	112¼	112	....
U. S. 6s, 5-20s, c. 1862	115¾	115¾	....	....	112¼	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115¼	....	115¼	....	....	....
U. S. 6s, 5-20s, reg. '65	112¼	....	....	112¼	....	....
U. S. 6s, 5-20s, c. 1865	115¾	....	....	116¼	116¾	112¾
U. S. 6s, 5-20s, r. n. '65	....	115	....	114¾	....	....
U. S. 6s, 5-20s, c. n '65	114¾	114¾	114¼	114¾	114¾	....
U. S. 6s, 5-20s, reg. '67	114¾	115	....	....	....	....
U. S. 6s, 5-20s, c. 1867	115¼	116	115¾	115¾	115¾	116¾
U. S. 6s, 5-20s, reg. '68	....	....	....	116¼	....	....
U. S. 6s, 5-20s, c. '68	....	116¼	116	....	115¾	115¾
U. S. 6s, Pac.RR.issue	116¾	116¾	....	116¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Apl. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa preferred	47¼	48	....	....	....	....
Camden and Amboy	125¼	125	125	126	126	126
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	92	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	97¼	....	....	97¾
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	47	47¼	46¾	46¾	46¾	46¾
" 6s, 1884	....	....	....	90	....	90
" Gold L	94¾	94¼	....	94¼	95¼	94¼
" R. R. L	....	....	94	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	58¾	58¾	58¾	58¾	59¼	59¼
" 6s new coup	....	....	....	....	....	96¾
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	47¼	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	53¾	53¾	....	....	53¾
Morris Canal	....	....	48	....	....	....
" pref.	....	123¼	....	....	....	....
North Pennsylvania	50	....	....	....	....	....
" 6s, 1880	....	....	....	....	100¾	....
" 7s	....	97¼	98	98	98	98
" 10s, 1887	....	....	....	110	....	110
Northern Central	....	40¼	40¼	....	40¾	....
Oil Creek & Alleg. Riv.	41¾	42	42	42	41¾	42
" 7s	....	83¼	....	83¼	83¼	83¼
Pennsylvania R. R	61	61¼	61¾	61¼	61¼	60¾
" 1st M	....	100¾	....	....	101	....
" 2d M	....	....	....	97¼	97¼	....
" Gen. mort.	93¼	....	....	93¾	....	....
" " reg	....	93	....	93	93	93¼
Penn. State. 6s.1st series	....	....	....	....	....	102¼
" 6s. 2d series	104¾	104¼	105	....	105	....
" 6s. 3d series	107	107	....	....	107	....
Philadelphia City, 6s	98	98¼	98¼	98¼	....	97¾
" new	101¼	101¾	101¼	101¼	101¾	101¾
Philad., Germ. & Nor	87¾	....	....	....	87¾	....
Phila. & Reading	59¼	59¼	59¼	59	59¼	59
Philadelphia and Erie	28¼	....	28¼	....	....	....
" 6s	....	....	....	....	....	89
" 7s	89¼	....	....	....	89¾	89¾
Phila., Wilm. & Balt	57	....	57¼	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	15¼	15	....	....	....	....
" 6s, 1882	....	....	....	80	80	80
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	21	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Apl. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	98¼	98¼	....	99	99
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	150	149
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	95	95	....	....	....
Marietta & Cin. 1st M	....	97¼	....	97¾	97¾	97¾
" 2d M	....	....	91	91	....	91
" 3d M. 8s	....	79¾	....	79¼	....	....
Northern Central	....	....	40	....	....	40¼
" bonds, 1885	....	....	....	....	94¼	....
" " 1900	....	87	86¼	....	....	86¼
Pittsb. & Connellsv. 7s	94¾	94¾	....	....	....	....
N. W. Va. 1st mort	99¼	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	53	53
" Defer. Certif.	16¼	17¼	17	....	16¼	....
City Passenger R. R	24	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 1.

	Th.18.	F 19.	Sat.20.	M.22.	Tu.23.	W.24
Boston and Albany	155	151s	150¼	....	151	150¼
Boston and Lowell	....	....	....	....	....	142½
Boston and Maine	....	140x	140	141	141	141¼
Boston and Providence	....	152	....	....	....	....
Boston, Hartford & Erie	6¼	....	....	....	....	....
" 7s, new	47¼	47¼	47	47¼	47¾	47¾
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	133¼	....	....	....	....	131
Concord	....	....	....	....	....	....
Connecticut River	142	....	....	....	....	....
Eastern	108¼	....	108¼	....	108¼	108¼
Fitchburg	....	....	....	....	140	138¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116	115¾	116¼	115¾	115¾	115¾
Northern, N. H	....	....	114	....	....	....
Ogdens. & Lake Champ	....	....	89	87¼	88	88
" pref	104	....	103¾	103¼	....	103
Old Colony & Newport	....	....	....	114	113¼	112¼
Ph., Wil. & Baltimore	56¾	....	56¼	56¾	....	56¼
Portl'd, Saco & Ports	132	....	....	....	132	....
Union Pacific	....	....	....	40¼	....	....
" 6s	....	....	91	....	....	....
" Land Grant 7s	....	....	....	81¾	81¼	....
" Income 10s	85¼	85¼	85¼	85¼	85¼	85¼
Vermont & Canada	99¼	99¼	....	....	99¾	99¼
Vermont & Mass	....	....	....	....	....	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	102¾	....	102	103¼
Metropolitan "	....	....	64¼	65¼	....	67
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	38	....	....	....
Copper Falls "	15	15¼	15¼	15¼	16	....
Franklin "	12¼	....	12	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	11¼	....	....	....	....
Quincy "	57¼	57¼	....	57	56¾	....

London Stock Exchange.

	Closing Prices. April 12.	April 19.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	75 — 80	75 — 80
Do. do., 2d mort., 1881	65 — 70	65 — 70
Do. Penn., 1st mort., 1877	62 — 44	41 — 43
Do. do., 2d mort., 1882	100 — 102	100 —102
Do. Consol. 7 per cent. mort. 1890	7 — 8p	6 — 8p
Detroit and Milwaukee 1st mort. 7s	77 — 89	77 — 89
Do. 2d mort. 8 p. c.	75 — 85	75 — 85
Erie shares 100 dol. all paid	53¼ — 54	50¾ — 51¼
Do. sterlg. 6 p. c. convertible bonds	89 — 90	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	97 — 99
Do. General mort. 6 p. c. 1910	96 — 98	95 — 97
Do. $50 shares	50 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, May 4, 1872.

Stock Exchange and Money Market.

Money has been offered with more freedom, and rates have been quoted more favorable to the borrowing interests, call loans ranging from 5@7 per cent., and choice to good discounts, from 7@12 per cent. per annum, as the extremes. The demand for accommodation, though quite active on speculative account, has been promptly met in most instances within the range of current quotations. The banks have been more liberal of aid; and private lenders have been making advances with more confidence. The U. S. Sub-Treasury office reduced its coin balance ⅜ths of a million and enlarged its currency reserve nearly a million. The city banks added to their loan and discount average about 1⅞ millions during the week, and reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $4,747,040, and a coin reserve, of $71,058,471.

The city banks, in their latest return, show an increase of $5,618,100 of legal tender notes, with a reduction of $165,900 of specie, and an increase of $7,508,400 of deposits; and of $1,865,900 in their loan and discount averages, with a reduction of $71,500 in their item of circulation. The city bank exchanges, last week, averaged 183⅓ and thus far, this week, about 127 millions daily. The banks now hold $5,895,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,112,500, against $15,597,189 same time last year. The city bank deposits are now $203,139,100, against $222,349,225 week ending April 29, 1871. The legal tender reserve amounts to $45,527,400, against $60,426,291 same time last year. The circulation now stands at $27,840,000 against $31,461,929 same time last year. The loans are now $274,926,500 against $287,554,538 at this date last year.

The coin reserve of the city banks is now about 18⅛ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 45⅛ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury augmented its currency balance $984,780, and reduced its coin reserve $398,194 as the result of the week's business. The receipts of the office were $3,254,104 in coin, and $3,537,077 in currency; payments, $3,922,298 in coin, and $2,552,297 in currency. The office received $3,109,000 in coin or its equivalent, from customs; and disbursed $2,052,885, of coin interest. The receipts of the office from all sources in April were $81,147,759, including $14,829,276 from customs; payments, $78,041,565, including $3,118,000 of coin-interest.

Government revenues have shown a fair yield through the week. The excises yielded within the week about two millions, and thus far since July 1, 1871, $105,694,143. The customs at the port of New York last week were $3,054,204; at the outports, equal to about a million more, all in coin, or coin certificates.

The cash balances of the Treasury Department on Monday were: Coin, $129,617,930; currency, $9,105,433. Coin certificates were outstanding for $25,272,500.

Gold has been quite brisk and buoyant in price, on a more confident demand, mainly on speculative account, though the later dealings have shown less firmness in the general market. The customs call has been fair; while the export drain has been more extensive, though not equal to the coin interest disbursements of the Treasury office.

Under the May programme of the Treasury Department, Government proposes to sell during the month, at least ten millions of Gold as follows: Thursday, May 2, $2,000,000; Thursday, May 9, $2,000,000; Thursday, May 16, $2,000,000; Thursday, May 23, $2,000,000; Thursday, May 30, $2,000,000. And to buy in ten millions of Five-Twenty bonds as follows: Wednesday, May 1, $2,000,000; Wednesday, May 8, $2,000,000; Wednesday, May 15, $2,000,000; Wednesday, May 22, $2,000,000; Wednesday, May 29, $2,000,000.

The range of the price during the week has been from 112⅛@113¼ and the closing quotation on Wednesday was 112⅛ against 112@112⅛ the preceding Wednesday. The specie outflow, last week, was $1,715,619. The Gold Exchange Bank clearances have averages about 54⅞ millions per day during the week.

The customs demand for Gold last week, averaged $518,170 a day; thus far, this week, it

has averaged $525,000 a day, or equal to a weekly aggregate of $3,150,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $31,630, and since Jan. 1, 1872, $622,639 against $2,971,893 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $133,594,403 against $124,502,575 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to April 27, 1872, $65,087,254, against $72,281,841 same time in 1870-'71.

The export drain of specie was $1,715,619 last week, against $3,332,493 same week preceding year. The shipments since July 1, 1871, have been $31,540,250 against $65,037,194 same time in 1870-'71.

Foreign Exchange has been firmer as to price, and in more request. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109¾; sight bills on London, 110½@110⅝.

The produce exports from this port, week ending with April 30, were to the currency value of $4,790,733.

Government securities have been in fairly active demand and quoted stronger. The offerings have been on a limited scale, in nearly all instances.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118⅛; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 112⅛@112¼; U. S. Five-Twenties of 1864 at (ex May coupon) 112@112¼; U. S. Five-Twenties of 1865, ex May coupon 112¾@113; U. S. Five-Twenties of 1865 consolidated, 114⅓@114⅝; U. S. Five-Twenties of 1867, 115@115¼; U. S. Five-Twenties of 1868, 115¾@115⅞ U. S. Ten-forties at 110⅜@110⅝; U. S. Fives of 1881 (Funding Loan) ex May coupon, 111⅛@111⅜; Six per cent. currency bonds, 116½@116¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 17.	April 24.	April 30.
Consols	92⅞	92⅞	93¼
U. S. 5-20's of 1862	*90⅛	*90	*90¼
U. S. 5-20s, 1865	—	*91¼	—
" 1867	93⅜	93½	93½
" 10-40s	89½	89½	—
New Fives of 1881	—	—	90½
Erie	—	54	55½

*Ex May interest.

State bonds have been in generally good request and have been quoted firmer in price, though closing irregularly.

There has been a fairly active call for the better class of Railway Bonds at firmer rates. The older issues have been scarce in the open market. Central Pacific Sixes have been in more request at 102¾@103. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

The Chesapeake and Ohio through line of railway is rapidly progressing toward completion. The company have now over 325 miles of their line ready for traffic, and the work is already so far advanced on the unfinished intermediate link of 100 miles, that track-laying will be continued, with but slight interruption, during the Summer, until the entire line is completed, from the navigation of the James to that of the Ohio River. The three tunnels on the New River and Greenbriar sections are nearly completed, upward of 5,000 men being employed on the work. It is the confident expectation of the company that they will have the road ready for a large tourist travel in the Autumn of this year, and that the line will have a valuable coal and iron business soon after its through line is opened, as well as a large through transportation of Western products to the seaboard.

The Northern Pacific Railroad 7.30 Gold bearing First Mortgage Bonds have been more sought after for investment purposes at par and accrued interest in currency. These bonds are an absolute lien on all the property and rights of the company, which will eventually embrace more than two thousand miles of road, with rolling stock, buildings and all other equipments; together with over twenty-three thousand acres of land to every mile of finished road, the land extending in a broad, fertile belt from Wisconsin, through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound. Both principal and interest on the bonds are payable in Gold coin, at the office of JAY COOKE & Co., New York City—the principal at the end of thirty years, and the interest (at the rate of seven and three-tenths per cent. per annum) first of January and July. The eminently responsible financial agents of the loan recommend the bonds, after the fullest investigation, with the same entire confidence with which they commended Government Bonds to all classes of buyers for investment.

Railway and Miscellaneous share property, has been more active, and generally firmer in price on a livelier speculative call.

In the Metal trade the movements of the week have been on a restricted scale. The offerings of Pig-iron continue light, and values more or less nominal, though quoted about as before, for prompt delivery; 225 tons Nos. 1 and 2 American sold on private terms. Wrought Scrap-iron has been quiet, but quoted steady at $64@$65 with sales reported of 100 tons from dock on private terms. Iron Rails have been in moderate demand at about previous figures with sales reported of 300 tons Double-headed, and 455 tons do. do. on private terms. Foreign lead has been more sought after and quoted stronger in price, on the basis of 6¼c.@6⅜c., gold, for ordinary; sales, 100 tons on private terms. Spelter has been inactive at unchanged quotations. Pig-tin has been dull and heavy, with Straits, quoted down to 40c., gold. Tin Plates have been held with confidence, on a moderate inquiry, with sales reported of 1,000 boxes assorted Charcoal at $13 75, and 2000 boxes Charcoal Terne part to arrive, mainly 1-5th X, at $12 @$12 25, gold, per box. Musselman Zinc sold to the extent of 10 casks at 9¼c., gold, per lb. Copper, in less request and irregular as to price.

General business has been fairly active, in the line of domestic produce, with prices quoted stronger though closing less buoyantly in most instances. Middling upland cotton closed on Wednesday at 23¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,557,623 bales, against 3,584,500 bales same time in the preceding year; exports 1,740,498 bales against 2,608,446 bales in the previous year; stock at the ports at latest dates, 295,954 bales against 490,613 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand at 9¾@13¾ cts.; Veals at 5@9 cts.; Sheep at 7½@10½; Lamb 12@18 cts. Swine, at 4¾@5cts. per lb., all live weight. The week's receipts were 7,928 Beeves, 3,426 Veal Calves, 14,013 Sheep and Lambs; and 33,797 Swine.

Foreign goods have been in fair demand at generally firm prices. The week's imports of foreign goods reached the amount of $9,573,956, including $2,433,735 of dry goods.

Ocean freights have been more active and quoted steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Milwaukee and St. Paul 1st mort. Iowa div., 89¾; Cedar Falls and Minnesota 1st mort., 85; North Missouri 1st mort., 92; Albany and Susq. R. R., 94½; do. 2d mort., 98; Pacific R. R. 7s, guar. by Mo., 100¼; Quincy and Toledo 1st mort., 91; Galena and Chicago 1st mort., 105; St. Louis and Iron Mt. R. R., 102½; do. 1st mort., 95¾; Toledo, Peoria and Warsaw 1st mort E. D., 95; do. W. D., 91; do. 2d mort., 84½; Ohio and Miss. 2d mort. 85½; do. consol, 95, La Crosse and Mil. 1st mort. 8s, 96; Cleveland, Painesville and Ashtabula, new, 96; do. old, 100; Long Dock bonds, 97; Central of New Jersey 1st mort., 105; Boston, Hartford and Erie, R. R., 9¼; do. 1st mort., 47⅜; do. guar. bonds, 52; New Jersey R. R., 126; New York and New Haven R. R. 6s, 98; do. scrip, 140; Lake Shore and Michigan Southern scrip, 93⅝; Rome, Watertown and Ogdensburg R. R., 95; Memphis and Charleston R. R., 35; South Carolina 6s, new, Jan and July, 36¾; do. Apl. and Oct. 34½; New York State 6s, 1872, 110; do. 7s, Bounty Loan, coup., 108⅝; North Carolina 6s, Special tax, 15¼; do. Fund Act, 1868, 20; do. 1866, 25; Louisiana 8s, 1910, 83; Texas 10s, 1876, 85; Western Union Tel., 76½; Quicksilver pref., 55¼; U. S. Exp., 76; Am. Mer. Union Exp., 74; Adams Exp., 99; Wells Fargo Exp., 86¼; Atlantic Mail S. S. Co., 34¾; Brunswick City Land, 8; Consol. Coal of Md., 43; Cumberland Coal and Iron, 75; Maryland Coal, 22½; Spring Mt. Coal, 55.

Philadelphia.—Pennsylvania and New York Canal 7s, 97⅝; Catawissa R. R., 18; do. 7s, new, 97¼; Philadelphia and Reading 7s, 1893, 102½; Allegheny Valley 7 3-10s, 95; West Jersey R. R. 6s, 94½; do. 7s, 101½; Wilmington and Reading 7s, 97; West Chester R. R. 7s, 98¾; Schuylkill Nav. 6s, Boat Loan, 82; Pennsylvania Canal 6s, 76; Connecting R. R., 6s, 88; Sunbury and Lewis 7s, 95; Harrisburg and Lancaster 6s, 92½; Morris Canal 7s, B. Lt., 90; Chesapeake and Delaware Canal 6s, 94; Pennsylvania R.R. allotments, 57⅞; Lehigh Valley allotments, 59½; do. 7s, new, 103; Philadelphia and Trenton R. R., 125; Nesquehoning R. R., 57; Huntingdon and Broad Top Mt. pref., 18; Pittsburg City 6s, 95; do. 5s, 74⅝; Allegheny City 6s, 90; Allegheny Co. 5s, 78½; Buck Mt. Coal, 32½. The latest quotations are: City 6s, 97½@98; do. free of tax, 101½@101¾; Pennsylvania State 6s, W.L. 100½@101½; do. 1st series, 102¼@102½; do. 2d series, 105@105½; do. 3d series, 106½@107; Reading, 59@59; do. mort. 7s, 1893, 102½@103; do. mort. 6s, 1880, 95@—; Camden and Amboy, 126@126; do. mort. 6s, 1889, 94½@94¾; do. 1883,

91½@92½; do. 1889, 91@91¼; Pennsylvania R. R., 60¾@60⅞; do., allotments, 57¾@58; do. 1st mort., 100½@101¾; do. 2d mort., 97⅛@97¼; do. General mort. coupon, 93@94; do. reg., 93@93⅛; Little Schuylkill R. R., 47@47¼; Morris Canal, 48@50; do. pref., 124@125; do. 6s, 91@91; Susquehanna Canal, 8@8; do. 6s, 74@75; Schuylkill Nav., 7½@8¼; do. pref., 15@15½; do. 6s 1882, 79⅞@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 91½@92½; do. 5s, 58@—; Lehigh Coal and Navigation, 46@46⅛; do. 6s, 1884, 90@90½; do. R. R. Loan, 93@93¾; do. Gold Loan, 94½@94¾; North Pennsylvania 50@51; do. 6s, 100⅛@101½; do., 7s, 97½@98; do. Chattle 10s, 109@111; Philadelphia and Erie, 28¼@28½; do. 6s, 89@89¼; Minehill, 53@53½; Catawissa, 18@19; do. pref., 47⅜@47¾; Lehigh Valley, 59¼@59½; do. allotments, 59@59⅛; do. 6s, new coupon, 96@96½; do. reg., 97½@98½; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 64@66; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 54@57½; Hestonville, 20½@21½; Union, 76@—; Germantown, 36@38.

Boston.—Rutland pref., 63; do. scrip., 86; Cape Cod R. R., 81½; Norwich and Worcester R. R., 125; Summit Branch, 43; Granite Railway, 69¼; Connecticut and Passumpsic Rivers R. R. pref., 89¼; Portsmouth Gt. Falls and Conway R. R., 100; Burlington and Missouri R. R. in Nebraska, 63½; Cincinnati, Sandusky and Cleveland, R.R., 23; do. 7s, 1890, 83; Boston, Clinton and Fitchburg 7s, 1890, 90; Vermont Central 1st mort., 81½; do. 8s, 1891, guar., 100; New York, Providence and Boston R. R. 6s, 1876, 99¼; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82; do, Land Grant 7s, 82; Stanstead, Shefford and Chambly 7s, 82½; Framingham and Lowell 1st mort. 7s, 1891, 90; Agricultural Branch 6s, 1884, 83; Western R. R. 6s, 1875, 97¾; Leavenworth Lawrence and Galveston 10s, 95; Boston Water Power, Co., 53½; Cary Imp., 14½; Brookline Land 7¼; Waverly Land, 7⅛; New Hampshire 6s, 1884, 100; do. 1874, 99¾; Massachusetts 5s, 1873, gold, 107¼; Maine 6s, 100; Portland 6s, 1887, 97¼; do. 1877, 95; Lowell 6s, 1890, 99¼; Boston 5s, 1886, gold, 97¼; Boston 6s, 1880, currency, 101; Salem 6s, 1877, 99¼; Cook Co., Ills., 7s, 1880, 96¾; Chelsea 6s, 1879, 98¾; Allouez Mining Co., 12½; Calumet and Hecla, 154¾; Dana, 90c.; Eagle River, 1; Hungarian, 60c.; Minnesota, 7; Mesnard, 1½; Petherick, 4⅛; Pontiac, 1¼; Ridge, 12½; Rockland, 3¾; Shuniah, Silver, 8¼; Superior, 87½c.; St. Clair, 1½; Toltec, 1½.

Baltimore.—Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort., guar., 95⅞; Orange, Alexandria and Manassas 7s, 86¼; Orange, and Alex. 4th mort. 8s, 85; Maryland Defense bonds, 104⅛; Virginia 6s, old, reg., 42; do. consol, 6s, reg., 50¼; do. consol, 6s, coupon, 55; do. ex coupon, 52. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95@95½; Baltimore and Ohio, 149@150 do., pref., 100⅛@—; do., 6s, 1875, 96½@—; do., 1880, 96@—; do., 1885, 95@96; Northern Central, 40@41; do. 6s, 1885, 94@95⅜; do., 1900, 86@87; do., 6s, 1900, gold, 94@94½; N. W. Va. 1st mort., 99@99; do., 2d mort., 99@99½; do., 3d mort., 1885, 92¼@—; Marietta and Cincinnati 7s, 1892, 97⅝@97¾; do., 2d mort., 87@88; do., 3d mort., 79⅝@79¾; Central Ohio, 32@33; do., 1st mort., 86½@87½; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@96; do., 3d mort., guar., 96@96½; do. 2d mort. pref., 70@75; do., 2d mort. guar. by Washington Co., 89@90; Richmond and Danville bonds,—@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@84½; do., 3d mort. 8s, 95½@96½; do., 4th mort. 8s, 84½@85; Orange, Alex. and Manassas 7s, 85¾@86¼; Virginia and Tennessee 6s, 1st mort., 93@95; do., 6s 2d mort., 78@80; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 97½@98¾; do., 1884, 98@98½; do. 1886, 99@100; do., 1890, 99@99; do., 1893, exempt, 99@—; do., 1900, exempt, 98¼@98½; Memphis City 6s, 53@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23½@24¼; George's Creek Coal, 81@85.

HARVEY FISK. A. S. HATCH.

FISK & HATCH, BANKERS,

No. 5 NASSAU ST., New York.

We can recommend only such securities as we *know* to possess the essential qualification of *unquestionable security.* The securities to which we have given the necessary attention to enable us thus to recommend them, are:

THE BONDS OF THE CENTRAL PACIFIC RAILROAD Co., originally negotiated by us, and which we now buy and sell at market rates. They are widely known and highly esteemed in all the principal money markets of the world, and are dealt in at all the principal Stock Exchanges in this country and Europe, where they take rank in popularity and market value next to the Bonds of the United States Government. Present market price, about 102½.

THE 6 PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, secured by a First Mortgage upon their great East and West Trunk Line of Railroad extending from the Chesapeake Bay to the Ohio River, forming a short, easy, low grade and economical through route for the transportation of Western products to the sea, and traversing the wonderful Iron and Coal deposits of Virginia and West Virginia, which are well known to be among the most important, varied, and valuable on this continent.

We have these bonds still for sale for account of the Company at 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations $1,000, $500, and $100, Coupon or Registered.

Full information furnished on application.

We buy and sell GOVERNMENT BONDS; receive deposits, and allow interest on balances; make collections; issue Certificates of deposit, and do a general banking business.

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☞ The Calumet and Hecla Mining Company will pay on the 15th inst., the usual quarterly dividend of $5 per share on its full complement of 80,000 shares, or at a rate of $1,600 000 in dividends per annum. Competent judges estimate that the net profits of this company for 1872 cannot fall short of $3,200,000, equal to $40 per share.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold.* Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

The Public Debt.

By the monthly report of the public debt for April we learn that the debt was reduced during the month $12,688,082 62. The total principal of the debt outstanding is $2,278,519,598 54, on which there is due and unpaid of interest $42,552,780 77—giving a total of principal and interest of $2,321,072,379 31. There was at the same time cash in the Treasury, of coin, $108,953,738 68, and of currency, $14,475,199 91—giving a total of $123,328,938 58; reducing the total debt, less cash in the Treasury, to $2,197,743,440 72. The debt, less amount in the Treasury on the 1st of April 1872, was $2,210,331,529 34—showing a decrease during the past month of $12,688,088 62. Decrease since March 1, 1872, $28,070,057 26. Decrease of the debt since March 1, 1871, $215,481,968 64. Decrease of the debt from March 1, 1869, to March 1, 1872, was $299,649,762 03.

☞ Among the outward bound passengers, by the Steamship Russia, on the 24th ult., was Mr. J. A. Garland, junior member of the banking firm of Messrs Jay Cooke & Co. who, after years of close, assiduous, and intelligent devotion to the business interests of his firm, mainly in the New York house, where he has endeared himself to hosts of friends—now visits Europe, for the first time, for a few months, of rest and recreation.

Grand Trunk Railway of Canada.

DIRECTORS' REPORT.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been 935,341*l.* Deduct ordinary working expenses (being at the rate of 59.70 per cent., against 67.12 of the corresponding half of last year) 558,567*l.*, and renewals, &c., of the permanent way and works in the half year debited to revenue 154,157*l.*, making a total of 712,724*l.*, leaving an available balance earned in the half-year of 222 617*l.* Less amount of sundry expenditure as per revenue account 43,540*l.*—179,077*l.* Deduct loss on American currency, 18,183*l.*—balance 160,894*l.*, with 116,593*l.* at the corresponding period of 1870.

To this sum of 160,894*l.* has to be added the balance carried from the net revenue account of last half-year of 18,311*l.*, making a total balance of 179,205*l.* From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the Postal bondholders of 17,025*l.*, leaving the balance of 162,180*l.* applicable for the following payments, viz.—

Interest on hired cars (six months)		£40,069
Interest &c., paid on lands	£1,647	
On mortgage to Bank of Upper Canada	4,423	
On loans, bankers' balances, promissory notes, European exchange, &c.	1,814	
On British American Land Company's debentures	616	
On Montreal Seminary debenture	616	
On Island Pond debentures	2,700	
Half-yearly instalments on Portland Sinking Fund	2,568	
Contribution to Chicago Fire Fund	1,000	
		15,387
Atlantic and St. Lawrence lease (in full)	29,501	
Detroit lease (in full)	11,250	
Montreal and Champlain	13,705	
Buffalo and Lake Huron	27,500	
		81,957
1st Equipment bond interest		15,000
2d " " "		8,115
Balance carried forward		1,650
		£162,180

Comparing this half-year with the corresponding period of 1870, the gross receipts show an increase of 141,601*l.*, or 17.84 per cent. There was an increase in the passenger receipts of 15,997*l.*, or 5.18 per cent., and in the freight receipts of 125,462*l.*, or 25.93 per cent. The total number of passengers was 961,432 against 937,879; and the freight conveyed was 789,231, against 691,301 tons. The average receipt per passenger was 6s. 1d., against 5s. 11d.; and per ton of freight 15s. 5d., against 14s.

[It is shown by a table, which gives the charges for passengers and freight during the past nine years, that the rate per ton for freight was higher in the past half-year than in 1870, but still lower than in 1868 and 1869; and that the fare per passenger, though higher than in 1870, was lower than in any previous half-year since 1863. The charges for the past six months were thus, for passengers and goods, below the average which has been obtained in the past and which may fairly be anticipated in the future. It is further to be observed from the table that the steady growth of traffic referred to in the last report has continued; and this result is the more satisfactory, inasmuch as a large part of the increase in the gross revenue is owing to improvement at almost every point of the company's system in local freight business.]

The expenses for the half-year amounted, including renewals, to 712,724*l.*, or 76.18 per cent. as against 668,863*l.*, or 84.26 per cent. of the gross receipts for the corresponding six months of 1870. Excluding the renewals, the ordinary working expenses were 59.70 against 67.12; but in the accounts now presented the amounts paid to different companies for the hire of rolling stock are not included in the ordinary working expenses, as was the case in 1870. Those amounts are now placed—as in the accounts for the June half-year of 1871—amongst the interest charges, because they may properly be considered, except the proportion chargeable for the maintenance and repairs of the adjustable gauge cars, to represent interest upon what would, if the company had been in a position to incur the outlay, have been expended on capital account. The increased expenditure in the half-year, which amounted to 43,861, was at the rate of 6.67 per cent., as against an increase of 17.84 per cent. in the receipts. In other words, the additional revenue of 141,600*l.* was earned at a cost (including 18,000*l.* extra for renewals) of 43,860*l.*, or a little less than 31 per cent. of the gross increase. This reduction in the cost of working was due to the improved condition of the road and rolling stock.

The total train miles run were 3,642,556, against 3,193,290, showing an increase of 449,226 miles; and the increase in the car mileage was 7,288,865 miles. The cost per train mile in the locomotive department was reduced from 26.71 cents for December 1870, to 26.40 cents for the past half-year. This increased mileage was performed with a small addition to the engine stock; showing that each engine was doing a larger amount of work, and that the condition of the engine stock was generally improved.

The number of miles of permanent way relaid during the half year was 137¼ of which 53 miles were laid with steel, The total length of steel rails laid up to the 31st December last was 109 miles. The number of sleepers inserted during the year 1871 was 673,703, against 520,670 in 1870; oak blocks were placed under the joints of the rails for 75 miles, and the ballasting of 96 additional miles was completed.

The items charged to capital during the half-year are fully explained in the accounts. The total addition is 468,472*l.*; but there is on the other hand a credit of 16,438*l.* received from the Port Hope, Lindsay and Beaverton (now the Midland), on account of advances made to that company in 1857. Of the balance, amounting to 452,034*l.*, the principal charge of 445,835*l.* represents the capitalised interest for the past half-year on the first, second, third and fourth preference bonds and stocks; and the remainder includes amounts paid for new rolling stock.

The receipts in American currency during the half-year amounted to $2,387,000 against $2,032,000; the increase having been due to the greater amount of "through traffic" carried; and $956,599 were converted into sterling, against $425,977 in the corresponding period of 1870. There was a loss on conversion of 18,183*l.* in the half-year, against 8,284*l.*, partly in consequence of the larger amount converted for the purpose of sending money to England, and partly because the conversions were made at less favourable rates. These causes will not operate to the same extent in the present half-year, because it will not be necessary to transmit money to England, and because the currency receipts will be employed to a considerable extent in paying for rolling stock ordered in the United States.

[A table here shows the gross and net earnings from January 1862 to December 1871 in mixed currency and gold, the expenditure in renewals, and the direct loss sustained by the company from the depreciation of American currency.]

It will be in the recollection of the proprietors that Captain Tyler proceeded to Canada last October, mainly for the purpose of advising in regard to the works of the International Bridge, the completion of which had been delayed in consequence of difficulties experienced in founding certain of the deep-water piers. Preparations have accordingly been made during the past winter for prosecuting the works in a mode by which these difficulties will, it is believed, be surmounted. The additional expense which will be incurred by the alterations required to be made in the original plans by the Government engineers of the United States, and subsequently, and as finally settled during Captain Tyler's visit to America, will amount to 27,500*l.*; and for this extra sum the contractors have bound themselves to complete the bridge by 1st December next. Captain Tyler made a full report to his colleagues on his return on the condition of the works, the difficulties which had been encountered, and the means and appliances which were required to overcome them. As regards those portions of the work which had been constructed, he said—"I have examined the masonry of the piers and abutments completed, in the manner and to the extent above described, and the iron superstructure for three spans that has been placed upon them; and I am satisfied, as the results of observation and inquiry, that the work on those piers and abutments and on the three spans in the main river has been performed in a satisfactory and efficient manner. The piers are constructed, not of 'dressed,' but of 'rocked-faced ashlar' masonry, and with a sandstone which presents appearances of iron-bands, flaws, and seams, on the surface. This sand-stone, from Georgetown, Ontario, has previously been extensively used on the Grand Trunk; and I have no hesitation in saying that the masonry of these piers and abutments, though not constructed in a costly or highly finished manner, is sound, durable, and well adapted for the purposes for which it is required. I have had the opportunity of seeing the same description of stone in the Credit Viaduct, with piers 110ft. high, and in other structures; and of observing that while showing similar bands, seams, and flaws, it exhibits in those structures no appearance of deterioration after being exposed to the influence of a Canadian climate for seventeen years. I have made particular inquiry into the thickness and force of the ice which these piers will have to resist, and have visited numerous other structures exposed to the action of ice under various circumstances; and I have come to the conclusion that the cut-waters of the three piers now erected are calculated, when shod with iron, with the slope on which they are constructed—of ¼ to 1, to cut through and to resist, without danger of failure, any ice which can come in contact with them."

Captain Tyler also tested the ironwork of one of the spans, 190ft, in the clear, with a load of 217 tons of old rails which happened to be at Fort Erie on their way to the ironworks at Buffalo. These rails having been laid on the cross girders and equally distributed over the whole span, there was a deflection at the centre of 1¾in., at 6ft. from the centre of 2in, and at 18ft. from each side of the centre of 1¾in. The various parts of the bridge did their duty well while the load was upon it, and the test was in every respect satisfactory.

As regards the general condition of the permanent way and works of the Grand Trunk, Captain Tyler reported that he observed a great improvement as compared with what he saw at the period of his previous visit in 1867. The rolling stock had not only been increased but was improved; 12 miles of sidings had been added; additional station accommodation for passengers and freight had been provided; and altogether "the system generally was in a far more efficient and healthy condition than when I inspected it in 1867."

The condition and prospects of the undertaking have formed during the half-year a subject of anxious deliberation to the directors. The Arrangements act of 1862 expires, as the proprietors are aware, at the end of the present year. It was clearly to the interest alike of bondholders and of stockholders to avoid on the one hand the inconveniences attending the preparation and carrying out of a second Arrangement act, and on the other hand the complication which might arise if the full interest of 6 per cent. were not paid on the 1st and 2d preference bonds and stocks in 1873. Proceeding on careful calculations the board have taken measures for placing the whole concern in the best possible condition as regards means of conveyance, siding, and station accommodation, with a view to the paramount object of increasing the net earnings to the required amount for the payment of interest on the preference bonds in 1873. By the sale of the remainder of the second equipment mortgage bonds at par, and with the net revenue as estimated to the

end of the year, all the funds required for these purposes will, it is believed be provided without trenching upon the other assets now in hand. The permanent way will, at the end of the present year, be in an improved and the rolling stock in a thoroughly good condition. The Grand Trunk will, on the completion of the International Bridge, be in a good position for carrying through traffic between New York and the West with advantage to the freighter and traveling public and profit to themselves. The prospects as to through rates are brighter, especially since the break up of the Erie Ring in New York. Canada is growing in population and wealth. The opening of the Intercolonial will tend to lessen the loss heretofore experienced at the eastern end of the line. Under these circumstances the directors would ask the proprietors to exercise for another year the patience which is necessary to enable them to reap the first portion of the fruit of their past sacrifices.

Certificates for the capitalised interest for the year 1871 on the preference bonds and stocks will be issued shortly after the meeting.

The directors who retire by rotation are Messrs. Ferrier, Menzies, Potter, and Swift, and the retiring auditor is Mr. Child. These gentlemen are eligible, and offer themselves for re-election.

The New City on the Ohio.

The rapid and vigorous growth of some of our great Western cities, twenty-five or thirty years ago, which seemed so much like magic, or like a tale of the Arabian Nights, seems to be repeating itself in these later times nearer home, in the sudden birth and growth of the new city of Huntington, on the Ohio River, at the terminus of the Chesapeake and Ohio Railroad. Where, a year ago, there were half a dozen or more farms adjoining each other, and as many straggling farm houses, there is now a well laid out and generously planned city, duly incorporated, and with an organized city government, containing already about five miles of graded streets and avenues, over 200 buildings, and a population of from 1,000 to 1,500, to which additions are daily made from all sections of the country, preparing as rapidly as energy and capital and enterprise can accomplish it for the establishment and carrying out, on an extensive scale, of all the various manufacturing business industries which go to make up a thriving and prosperous town, and for which the situation is peculiarly favorable. The western shops and depots of the Chesapeake and Ohio Railroad Company are located here, and are now being erected on an extensive and substantial plan. Preparations are being made for the establishment here of rolling mills, car-wheel manufactories, manufactories of agricultural implements, building materials, etc., etc., for the western markets. Cheap fuel, cheap iron, cheap timber, and unfailing communication by rail and water with all the principal markets of the country combine to concentrate at Huntington all the elements of a great manufacturing and business centre. It will be the focal point at which all the railroads through Kentucky and Ohio, now building and projected to connect with the Chesapeake and Ohio, will concentrate. It must also become the great depot for the shipment and distribution of the coal of the Kanawha Valley, with which it is already connected by the western division of the C. and O. Railroad, and which is destined to be the great source of the supply of coal for the Western and Southwestern markets. Its situation at the head of reliable navigation on the Ohio River and at the western terminus of the Chesapeake and Ohio Railroad whose immense through tonnage and extensive coal and iron business must contribute to its rapid growth, assures its future as a populous and flourishing city.

New York and Albany Railroad.

(From the Albany Evening Journal April 24.)

The Assembly passed a bill last evening authorizing the Delaware and Hudson Canal Company to guarantee the payment of the principal and interest of any bonds (not exceeding $1,100,000) which the city of Albany may issue in aid of the New York and Albany Railroad Company. This will result in a satisfactory compromise of the disagreement between the city and Railroad company in regard to the issue of stock authorized some time since by a written approval of a majority of the tax-payers of the city. The guarantee of the Delaware and Hudson Canal Company ensures the city of Albany against loss, and the loan of the credit of the city to the amount named ensures the early construction of the West Shore New York and Albany road.

We congratulate all the parties concerned in view of this judicious and honorable compromise. It is another proof of the influence and sagacity of those who have this great enterprise in charge. The following is the bill:

AN ACT to facilitate the construction by the New York and Albany Railroad Company of a railroad on the west side of the Hudson river, by authorizing the city of Albany to issue its bonds, and the Delaware and Hudson Canal Company to guarantee the same for the purpose of aiding in such construction.

SEC. 1. The city of Albany is hereby authorized to issue its bonds in ordinary form, payable to bearer, to run not exceeding thirty years, and for an amount in the aggregate not exceeding eleven hundred thousand dollars, for the purpose of aiding in the construction of the New York and Albany Railroad, upon the following conditions and obligations, to be entered into by the said New York and Albany Railroad Company, and the Delaware and Hudson Canal Company, which conditions, obligations and contracts the said corporations are hereby authorized to make.

The said Delaware and Hudson Canal Company is hereby authorized to contract with the said New York and Albany Railroad Company of the second part and the city of Albany of the third part, that if the said city of Albany shall issue its bonds to an amount not exceeding that hereinbefore stated, and to run a period not exceeding that hereinbefore stated, and shall receive therefor the stock of the said New York and Albany Railroad Company to an amount estimated at par value equivalent to the amount of bonds so issued, it, (the said Canal Company) will simultaneously with the issue of said bonds, bind itself to pay the interest falling due thereon after the first two years from their date, as it shall become due, and will guarantee and indemnify the city of Albany against the principal thereof, and all liability to pay the same, in consideration of the Delaware and Hudson Canal Company receiving the said stock from the city of Albany, together with all dividends accruing or declared upon the same.

And with a view to such arrangement, the said three corporations are authorized to enter into any agreementsand contracts for the leasing of said New York and Albany Railroad to the said Canal Company, and the creating of a sinking fund for the retirement of the said bonds when falling due, and the indemnifying the city of Albany from liability thereupon, as may be proper and judicious for the above purposes.

§2. Nothing herein shall be construed to authorize the issue of any bonds by the city of Albany except upon the terms and conditions above described.

§ 3. This act shall take effect immediately.

THE

CANADA SOUTHERN

RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent.of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,

No. 10 Wall-St.

Schuylkill Navigation Co.

The dissatisfaction that has for some time existed as to the situation of the Schuylkill Navigation Company, there is reason to hope, was amicably adjusted at the adjourned meeting of the Company yesterday. Many of the stockholders would have preferred the proposition of the committee reported at the last previous meeting of putting the works into the control of the Reading Railroad Company, and a resumption of full dividends under the lease on the 1st of July next, but to this there were found some legal difficulties, which, added to the personal objections known to exist, rendered most advisable the conclusions arrived at yesterday, namely, that the Reading shall continue its annual payment of $10,392 for maintenance of organization, but that only $5000 of that sum after the current year shall be applied to that purpose, the remainder going towards the payment of claims; that the Navigation Company shall resume the payment of 50 cents per share semi-annually on the preferred and 25 cents semi-annually on the common stock—being two-thirds of the dividend named in the lease. The entire dividends annually paid by the Reading to the Navigation Co. are $80,556 on the preferred and $28,360 on the common stock—giving a total of $108,916. One-third of this sum being withheld from the stockholders amounts to $36,305, to which if is added the $5,392 withheld from the item of organization expenses, gives an aggregate of $41,169 to be applied annually to the extinguishment of the floating debt, which is put down at $104,000. Thus, under this arrangement, the floating debt will be paid off in two and a half years, while stockholders will regularly get two-thirds of their full dividends, and when the floating debt is paid the Company will thereafter have whatever excess there may be in the annual item of $10,392 organization charges, as the nucleus on which to grow a surplus. The committee having the matter in charge joined with loanholders, stockholders and officers in the compromise, and long-waiting stockholders may now safely be congratulated on once more finding their stock among the reliable investments. At the present price of 16 for the preferred shares they pay 6 per cent. on their cost, with the probability of 10 per cent. at the end of two and a half years.—*Phila. Ledger, April* 25.

Toledo and Sotuhwestern Railway.

The prospects of this new project, flattering as they have been from the outset, are constantly brightening, and at this date, are more gratifying than those of any new enterprise of the kind now occupying the attention of the Northwest. Meetings have been held at all the principal points between this city and Willshire, and the attendance and enthusiasm surpasses anything of the kind that has ever been witnessed in connection with a railroad project. This interest has been greatly hightened by the passage of the Boesel bill by the legislature, as it enables the people along the route to increase the amount which they feel willing to put into the road; and there is no doubt that the aid which will be voted coupled with the large individual subscriptions which have been made, will enable the company, as soon as it is formally organized, to commence work along the entire line of the Ohio Division. More than sufficient money has already been pledged to construct the road-bed, and at every point between Grand Rapids and Willshire, via Van Wert, the people are at work with an energy and zeal that promises an early completion of the enterprise.—*Toledo Blade.*

Journal of Railroad Law.

RAILROAD COMPANIES—BILL OF LADING GIVEN AFTER SHIPPER HAS PARTED WITH HIS GOODS DOES NOT CONTROL VERBAL AGREEMENT MADE AT TIME OF SHIPMENT.

The case of Bostwick *vs.* The Baltimore and Ohio Railroad Company, (45 N. Y., 712,) was an action brought to recover the value of sixteen bales (part of fifty-four bales) of cotton, shipped by the plaintiff from Cincinnati to New York. The cotton was conveyed by rail to Baltimore, and there shipped on steamers for New York. Thirty-eight bales went through safely to New York. The sixteen bales were never delivered. The District Court non-suited the plaintiff and the General Term affirmed it.

The following is the opinion of the Court delivered by

RAPALLO, J.—No evidence was introduced on the part of the defendant showing any limit to the authority of Cooke in making contracts for transportation by the line in question. That he was the agent of the defendant and the other companies for the making of such contracts, is shown by the facts, that a portion of the bales shipped under the contract made by him were carried through, and that the defendant received the freight for the entire distance on all the bales, according to the contract; that on the face of the bill of lading, of which the defendant claims the benefit the name of Cooke is printed as agent, at Cincinnati, of the line of transportation of which the defendant's road forms a part, which purports to be a through line, and that the bill is signed by him as such agent.

In the absence of any explanation by the defendant, these facts were at least *prima facie* evidence of the authority of Cooke to make the verbal contract testified to by the plaintiff.

There was no contradiction attempted of the evidence of the plaintiff that he made a verbal contract with Cooke for the transportation of the fifty-four bales through to New York by "all rail" and agreed to pay the all rail route. The goods were shipped under this verbal agreement, before any written contract or bill of lading had been tendered to the plaintiff.

The verbal agreement had been acted upon, and under it the plaintiff had parted with all control over his goods.

The rule that prior negotiations were merged in a subsequent written contract does not apply to such a case as this.

If the plaintiff had expressly assented to the terms of the bill of lading subsequently delivered to him, such assent would operate as a change of the terms of the contract originally made, and under which he had parted with his property. But after the verbal agreement had been consummated and rights had accrued under it, the mere receipt of the bill of lading, inadvertently omitting to examine the printed conditions, was not sufficient to conclude the plaintiff from showing what the actual agreement was under which the goods had been shipped.

In the case of Corey *vs.* The N. Y. Cent. R. R. Co., decided in April 1871, not reported, we held that conditions contained in a bill of lading, not delivered until after the shipment and loss of the goods, though before the loss was known, did not control the rights of the shippers.

The present case is analagous in principle to the one cited.

The goods having been shipped under an agreement that they should be carried "all rail" a loss occasioned by their being carried by sea is no excuse for their non-delivery to the plaintiff.

There was also some evidence of delay in sending forward the portion of the goods which was lost. This delay, unexplained, tended to show negligence on the part of the defendant.

It is true that there is no allegation of negligence in the complaint. But the complaint alleges the non-delivery of the goods, which was a breach of duty on the part of the defendant, unless excused.

The defendant sets up, in excuse, the conditions of the bill of lading, and the loss of the goods by the dangers of navigation. Even if the conditions were binding upon the plaintiff, it was competent to rebut this defence by showing that the goods became exposed to the danger by reason of the default of the defendant, and that if they had been forwarded with due diligence, they would not have been on board of the vessel which was lost. (Michaels *vs.* The N. Y. Cent. R. R. Co. 30 N. Y. 564.)

If there was negligence on the part of the defendant in sending forward the goods, the conditions of the bill of lading would not exempt the defendant from liability.

The judgment should be reversed and a new trial ordered, costs to abide the event.

So Ordered.

☞ The Le Roy (N. Y.) *Courier* of 26th ult., says: "We are gratified in being able to announce that John L. Mapes, chief, with his corps of engineers, is now engaged in re-running the line of the New York and Chicago Railway east from this village to the Genesee river. They have just finished the line west from Batavia to the Niagara river. We are informed that the whole line through the State has now been run, and the grades and curves are within the maximum as required by General Stewart, the chief engineer. The survey from Syracuse to Black Rock is probably as near a direct line as any road of equal length in the United States."

☞ The track on the narrow-gauge North and South railroad having been laid for one mile out from Columbus, Ga., the first locomotive trip was made over it on the 26th ult. Construction trains will hereafter run regularly. Track laying will be continued at the rate of about five miles per month.

☞ The Sandwich *Gazette* says that owing to the great increase in the price of iron, the extension of the Cape Cod Railroad, from Wellfleet to Provincetown, will be abandoned until another year. The grading of the road will be completed this summer as contracted.

☞ The estimated earnings of the Erie Railway for the week ending April 23 1872, were $434,175; against $351,108 for the corresponding period of 1871—an increase of $83,067. Total earnings since April 1, 1872, $1,213,709—an increase over the same time in 1871 of $210,545.

☞ The estimated earnings of the Kansas Pacific Railway for the second week in April were $73,397 62.

Atlantic and Gt. Western Railroad.

The following is a summary of a Report made to the New York Stock Exchange by the Committee on Securities;

	Miles.
Length of main line from Salamanca, N. Y., to Dayton, Ohio	388
Franklin branch	32
Hubbard	14
Silver Creek	6
Leases—Cleveland and Mahoning	67
Total number of miles	507

In addition to the above, the company own an interest in the lease of the Cincinnati, Hamilton and Dayton Railroad, 67 miles.

First mortgage seven per cent. bonds, dated December 16, 1871. Mature January 1, 1902. Principal and interest payable in gold in London. Interest payable January 1 and July 1, in London	$18,000,000
Second mortgage seven per cent bonds, dated December 16, 1871. Mature March 1, 1902. Principal and interest payable in gold in London. Interest payable March 1 and September, in London	12,000,000
Third mortgage seven per cent bonds, dated December 16, 1871; mature May 1, 1902; principal and interest payable in gold in London. Interest payable (when earned) May 1 and November 1, in London, but no interest is be paid unless earned above all expenses and additions to road	29,000,000
Total issue of bonds	$59,000,000
Capital stock, common and preferred, to be issued to creditors of the old company	50,000,000
Total capital	$109,000,000
Receipts for October, 1871	$397,934 74
Receipts for November, 1871	291,376 26
Receipts for December, 1871	357,102 67

Of the first mortgage bonds $9,500,000 are held by the company to redeem outstanding first mortgage bonds on the Ohio division, and the outstanding stock of the reorganization trustees, and $1,500,000 remain in the treasury of the company, leaving $7,000,000 to the creditors of the old company. Of the second mortgage bonds, $8,000,000 are issued to creditors of the old company, and the remainder are in the treasury.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

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INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Rail roads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and tracklaying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

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D. W. McWILLIAMS, (120 Broadway). Treasurer.
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THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

The well-known ability of the Author, and his wide-spread reputation as a Civil Engineer, is a sufficient guarantee of the completeness of the work, and renders further recommendation unnecessary.

Bound in Morocco, Tucks, Gilt Edges. Price, $5.

[From the London Builder, Feb. 10, 1872.]

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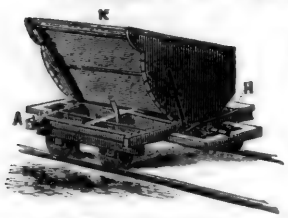
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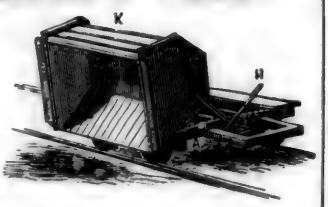


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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May 15, steamer OCEAN QUEEN, CAPT JEFF MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., and connecting at Panama with steamer SCRAMENTO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of May 13.

An extra steamer will leave San Francisco, May 16, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

EDWARD W. SERRELL,

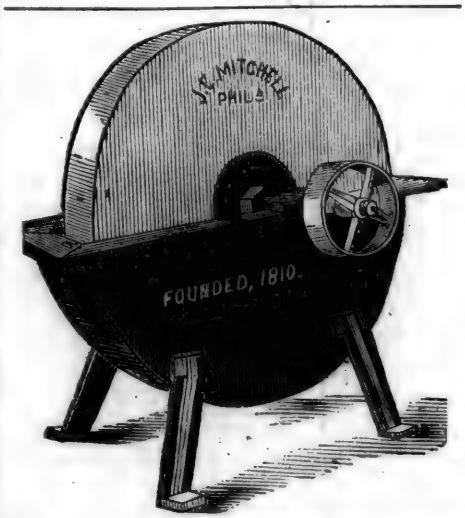
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 11, 1872.

Kellogg Bridge Works.

The Kellogg Bridge Company are constructing in their works eight viaducts for the Long Island Railroad. One iron trestle bridge, 2,105 feet long, 8½ feet from centre to centre of chord, to be in spans of 30 feet, for the Wisconsin Central Railroad. Four bridges for the Philadelphia, Wilmington and Baltimore Railroad, the first to be 153 feet deck, double track; the second 61 feet deck, double track; the third 41 feet deck, double track; and the fourth 40 feet through, double track. A viaduct 600 feet long, and a bridge 110 feet long, in one clear span, for the Sodus Point and Southern Railroad. Three bridges for the Wellsboro and Lawrenceville Railroad, the first 47 feet, the second 73 feet, the third 80 feet, all single track. Six bridges for the Boston and Maine Railroad, double track; and are working on their contract for the iron work for the New York post office. They have several other contracts not yet commenced. The company have engaged the services of R. P. Tomassek as engineer, a gentleman of excellent reputation in his profession.

Philadelphia and Southern Mail Steamship Company.

The annual meeting of the Stockholders of this company was held in Philadelphia on the 1st inst. Mr. James C. Hand presided, and Mr. Charles S. Teal acted as Secretary. The annual report of the Board of Managers was read. It shows that during the year the steamers of the Company have made 18 round trips to Wilmington, N. C.; 48 to Savannah, Ga.; 19 to New Orleans, via Havana, and 2 direct to New Orleans. The balance to the credit of the Wilmington line is stated at $7049 72; the Savannah line, $44,659, 46, the N. Orleans line, $24,846 94. The whole receipts were $81,998 57. The expenses were $73,824, 34, leaving a net profit over all expenses of $8,174 23. Among the expenses were $62,587 38 for extraordinary repairs to the steamer Yazoo, and $25,293 68 for extraordinary repairs to the steamer Pioneer. The steamers are all in good condition except the Tonawanda, which will need a new boiler during the current year. The total assets of the company are given at $562,785 42, of which $475,804 23 is given as the value of four steamers. The liabilities are given at $562,785 42, of which $387,625 is capital stock.

The passenger traffic on the Savannah and Wilmington line has not been found to pay, and the accommodations therefor have been removed from the Pioneer and Tonawanda, and will be removed from the others. The New Orleans line, consisting of two steamers valued at $286,000, has fallen short of the expenses by $17,740 44. The suggestion has been made that the ships of the New Orleans line be withdrawn and placed on the Savannah line, and one of them be placed on the Wilmington line, to run in connection with the Pioneer.

The reports were accepted and ordered to be printed.

The meeting then went into an election for directors for the ensuing year, when the following were chosen: S. Flanagan, Henry Winsor, Winfield S. Russell, Richard Wood, William Massey, George N. Allen, James A. Wright.

☞ The Philadelphia *Ledger*, of 6th inst., reports the net anthracite coal tonnage for the week from all sources at 408,598 tons, and for the year 5,011,167 tons, against 1,617,520 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,393,647 tons. The production of bituminous coal for the week was 55,401 tons, and for the year 628,829 tons, against 521,430 tons to the corresponding time last year—an increase of 107,399 tons. The total production of all kinds of coal for the week was 463,999 tons, and for the year 5,639,989 tons, against 2,138,950 tons to corresponding time last year, showing an increase of 3,501,039 tons.

Soldiers' Homesteads.

Soldiers are making inquiries since the passage of the recent Soldiers' Homestead bill relative to the location, extent and character of the public lands, subject to the provisions of the law. The New York *Times* gives some valuable information on this subject:

The eastern part of Kansas and Nebraska has nearly all been taken up by actual settlers or by purchases by private entry.

* * * * *

In Colorado the most desirable localities for settlement will be found along the eastern base of the mountains, and in the valley of the Arkansas river, in the southern section of the Territory.

* * * * *

In Montana the most desirable localities for settlement will be found in the western section of the Territory, in the valleys of the Gallatin, Jefferson, Missouri, Wisdom, Blackfoot and Hell Gate rivers.

* * * * *

The Northern Pacific Railway Company examine each forty acres of land within the limits of their grant, including the Government sections as well as those granted to the Company, as fast as surveyed by the Government, with a view to ascertaining the quality of the soil, value and amount of timber and adaptability of tract for agriculture or grazing purposes. The notes of these examinations are systematically arranged, so that the agents of that Company may be enabled to give persons seeking to purchase lands of the Company, or settle upon the reserved sections belonging to the United States, such information as will enable them to select desirable tracts without being at the expense of going into the field to themselves make explorations.

In this new law there is a provision which provides that, instead of the five-years' actual residence that was required under the previous law, before a title could be given, the time any soldier was in the service is to be deducted from that time, and the residence required is made so much the shorter as a soldier was in the army. Thus, a soldier who served three years will have to remain upon his land but two years to secure a patent, he who served two years only three, and he who served one year four, and so on.

Lee and Hudson Railroad.

The Lee and Hudson Railroad Company was permanently organized on the 2d inst. by the election of the following board of directors: Elizur Smith, P. C. Baird and S. S. Rogers of Lee; George Towers of Hudson, John B. Hull and H. J. Dunham of Stockbridge, C. W. Kniffin of West Stockbridge, T. O. Hurlburt of South Lee, and John M. Seely of Housatonic. All but $15,000 of the capital stock ($200,000) has been subscribed. The Directors subsequently elected S. S. Rogers President, George Towers Vice-President, H. J. Dunham Clerk, and P. C. Baird Treasurer. H. J. Barker of South Adams was appointed engineer, to locate and lay out the road. The Directors will endeavor to effect an arrangement with the Housatonic Railroad, by which the new road may be laid upon their land and parallel to their track, for a portion of the route, thus forming a double track for the convenience of up and down trains.

Chesapeake and Ohio Railroad.

Mr. Whitcomb, chief engineer of the Chesapeake and Ohio Railroad, has just returned from a tour of inspection of the whole line of the road, and brings information that the work on the western division is going ahead finely. He asserts that unless some unforeseen difficulties occur—difficulties not apprehended—the cars will run through from Richmond to Huntington, on the Ohio River, by the first or middle of October. The embankment and the tunnelling are in such a state of forwardness that he does not hesitate to make this promise.

To morrow the work of laying the track from the White Sulphur Springs westward will begin. It is intended to continue this work with all possible speed at both ends until a junction is effected.

On Saturday morning the passenger train crossed the big fill at Lick run, just beyond Millboro', and thus we have an end of the temporary track at that place, which has so long been a bore to travellers.—*Richmond Dispatch, May* 6.

South Carolina Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers....	$292,853 35	268,038 32
" freight.....	1,148,945 83	1,035,259 10
" mails.....	26,541 35	22,144 58
" incidentals....	3,680 06	.....
	$1,472,020 59	$1,325,442 00
Expenses viz:		
Conducting transp....	$316,528 06	$294,015 15
Motive power.....	216,838 71	221,392 80
Maintenance of way...	271,150 13	253,836 76
Maintenance of cars ..	58,651 88	60,715 37
General expenses.....	52,927 04	49,898 55
	$916,095 82	$879,858 63
Leaving net earnings..	$555,924 77	$445 583 37

Compared with 1870, the earnings of 1871 show a decrease of $146,578 59; with a decrease in expenses of $36,237 19—making a decrease in the net earnings of $110,341 40. The president in his report says:

The board of directors respectfully submit their report of the transactions of the company for the year 1871, and of its condition on 31st December last.

The report of the vice-president upon the operations of the road, and the condition of the property in his charge; of the auditor, upon the accounts; and of the treasurer, exhibiting the financial movements in his department during the year, are also submitted.

They are all executed in very full detail, and will be found interesting, and it is hoped satisfactory.

The income of the company, as represented in these statements, appears as follows, viz:

Earnings of road		$1,325,442 00
Expenses of road.....		879,858 63
Balance of earnings.....		$445,583 37
Add received from dividends on bonds and stocks.....		19,207 93
Balance of income.....		$464,791 80
Against this have been charged		
For interest sterling.....	$75,397 31	
" " domestic....	276,119 02	
Dividend No. 44.....	58,194 00	
		$409,710 83
and the balance transferred to profit and loss.....		$55,080 97

The board do not find any cause of discouragement in the comparison of earnings. For though the reports of competing lines, exhibiting much greater proportionate losses, demonstrate that we have not suffered from competition; and as well, that certain general causes have affected the railroad earnings of the South; your road, you will remember, for two months of the year, was almost isolated by a malignant fever, and cut off in a great measure from important sources of revenue by apprehensions as unintelligible as they were hurtful. When to this cause then, so sufficient of itself to account for the larger portion of your loss, are added the influence of the very low prices of produce prevalent the first half of the year upon the movement of general merchandise to the interior, and the diminished shipments of cotton to the sea—the result of a short crop—it would rather seem a matter of wonder that we have suffered so little. It is, however, not to be disguised, that yearly the profitable working of railroads becomes more difficult. The establishment of new lines not needed by the wants of the country, and not developing new and supporting sources of revenue, necessarily divides the business of the older companies; whilst their management, based upon principles not suited to our condition, is influencing rates of transportation to an extent that, in no long time, will be seriously felt by all. We deprecate, earnestly, a condition of things which we regard unwise and unnecessary; and have always been ready to unite with competing lines and act in a direction which will allow competition to benefit communities, without sacrificing railroad corporations; but failing that, we are equally ready and determined to protect ourselves and our connexions, and maintain our tonnage.

The "Reduction of Expenses," as above stated, is in a less ratio, in comparison with the expenses of '70, than the loss of earnings—the former being 3 95-100 per cent., and the latter 9 95 100 per cent. To a great extent, this may be briefly explained thus: It is not easy, if practicable at all, to accommodate expenses in some of the departments to a fluctuating and uncertain business, (and here is one of the greatest difficulties in the management of Southern Railroads,) but, when with a road put in good condition for legitimate business and manned to meet the demands of the public, a violent epidemic is encountered, whose duration cannot be determined, or influence measured—calculation is at fault and expenses grow.

At the earliest possible moment, the board is quite satisfied, proper efforts were made, to bring down the expenses of management, to just relations to the business requirements.

The exhibits of the treasurer contain no features worthy of special notice. The bond and general indebtedness remain without material change from the report twelve months since.

The issues and retirements of bonds during the year are very nearly equal, leaving the account substantially unchanged. The bills payable show a considerable increase, in comparison with the outstandings, at same date, in 1870, amounting to $452,581 34 and is accounted for by the treasurer as follows:

Purchase of Macon and Augusta Railroad Co. stock.....	$250,000 00
To retire due and past due bonds and interest	46,700 00
To provide for sterling Interest and fractional balances in exchange of sterling bonds.....	52,760 00
To retire certificates of Indebtedness.	9,985 00
To meet dividends, declared prior to 1871	56,200 00
Verdict in cases Gilbert and Central Railroad Co., Costs and professional services.....	19,509 00
Loans for general purposes.....	17,436 84
	$452,581 34

As before observed, the general result of the bond and other indebtedness of the company differs in no essential degree from that of the preceding years.

THE FOREIGN BOND DEBT,

which, since its maturity in 1866, has been in an unsettled and unsatisfactory condition, is now, the board are happy to report, in a position which relieves them from all anxieties connected with it. The history of this debt is doubtless familiar to the stockholders, as it has been the subject of comment in all the late annual reports. It is known to them, that shortly after the maturity in 1866, of the Old State Guaranty Bonds, the assent of the State to an extension of the guaranty and the acceptance by the foreign holders of new bonds, with such guaranty were obtained by the board. That in consequence of the refusal of the American holders to unite in the exchange, they were compelled to abandon further efforts to arrange this debt upon the plan first contemplated, and seek some other which would be satisfactory to all; and that after mature deliberation, a new issue of bonds, secured by a first, and only mortgage, was resolved upon, prepared and offered to the holders of the "Old Guaranty," as well as those of the "New," previously exchanged.

An arrangement in the judgment of the board so favorable to all, and particularly to the foreign bondholders, who had exchanged for "New Guaranty Bonds," was promptly accepted by the American bondholders, but, strangely enough, obstinately refused by the former, who seemed to entertain rooted prejudices in favor of what they denominated national guarantees over mortgage securities. To meet these objections and establish the superior character of our first mortgage bonds, the Hon. C. M. Furman went over to England in the summer of 1868, and remained there fourteen months. Mr. Furman succeeded so far as to obtain the assents of a number sufficient to fulfil the requirements of the mortgage deed, and justify the expectation of the board, that the exchange would proceed without further difficulty or delay. But the lapse of more than a year unaccompanied by any report of progress in the Exchange by our agents in London, could not fail to excite the lively apprehension of the board. To allay these, to ascertain what new causes of doubt or changes of purpose had arisen, and to forward the settlement of this business, with all practicable energy, the president of the company went over to London in July last, and remained there until the latter part of the following month. Upon his arrival in London, the president found that not a bond had been exchanged, and no progress whatever made beyond the "Assents" already referred to, and the force of those weakened by time, change of ownership, and other circumstances not requiring further notice here. It had become necessary that he should assume active control of the negotiation and proceedings in such direction as seemed most promising of success. With the friendly and valuable co-operation of Mr. Edward Horsley Palmer, actual exchanges of bonds to the amount of £235,000, were accomplished in a few weeks. This sum, since increased to $239,000, being considerably in excess of the four-fifths required to be exchanged before the mortgage deed was vitalized, there was no further occasion for the pressure of the

president in England. All the holders of any magnitude had exchanged—the residue held in small amounts, and by numerous parties was only expected to be sent in slowly, perhaps to no considerable extent, until the January dividend was called for. It is the impression of the president, that the major portion of the "Outstandings" will then be exchanged. He knows only of a single case of positive objection to our proposals, and does not believe that in that instance there is the slightest disposition to press, or of an unfriendly character.

The amount of new bonds to be given for the old and interest, as the exchange stood in October, was about £80,000; but as the exchanged bonds have not yet arrived, nor the statements of our London agents, with full particulars of later exchange, the accounts remain unchanged on the treasurer's books.

The board has already referred in this report to the influences exercised by unnecessary and unwise competition—closely allied to, but much more potential, than this danger to the earnings of our road, is another, which the board could no longer ignore, the joint product of ambitious corporations and superabundant capital. The rapid absorption and consolidation of contiguous roads, and their unmistakeable approach to the acquisition of our most important connections left the board no choice, however financially unprepared for such a policy—not to act was to submit to a circumscription of territory, so narrow as to be unable to afford support to the road, and to disastrous injury to the commercial interests of Charleston. They did not, therefore, hesitate to adopt the bolder, and, under the circumstances, the wiser course. They have purchased and acquired a controlling interest in the Macon and Augusta, and the Greenville and Columbia Railroads. The former secures to us the great benefit of free and cheap approach to the heart of a prosperous and growing section of Georgia. The latter retains to our road and chief city a connection, whose loss would inflict injury it would not be easy to estimate now. These movements have elicited such general, prompt and cordial expressions of approbation throughout the state, that the board feel little apprehension of dissatisfaction on the part of the stockholders. As the arrangement in connection with the Greenville Railroad was not completed until after the 1st of January, the particulars of the transactions do not appear in the accounts of the year.

In the matter of the Southwestern Railroad Bank, the board have to report, that in conformity with the resolutions of the stockholders, there have been paid over to the railroad company the following sums, which are duly credited in the treasurer's accounts to the bank.

Sterling bonds and coupons	$76,944 44
Amount received in case of bank versus Ryan	1,967 04
	$78,911 48

The board regret to report that during the past year, their valued associate H. H. DeLeon, Esq., under the influence wholly of private and personal considerations, resigned his seat.

Subsequently the vacancy was filled by the election of Mr. W. L. Ellis, of Macon, Georgia.

The board, under the influence of considerations suggested by the reduced business of the road, the high cost at which alone a large floating debt can be carried in a market such as ours, where money capital is so limited, and to a great extent by the necessity too plain to be mistaken, of using the means and credit of the company in pursuance of a bold and liberal policy, in meeting efforts to circumscribe our own territory and divert our business, concluded to postpone the further declaration of dividends for the present.

They believe this measure to be in the direction of the greatest benefit to the stockholders' permanent interest, and any considerable decline in the value of the shares, without question, temporary. An improving property, an increasing income, and a debt in process of reduction, are the greatest guarantees of sound and solid values, which, sooner or later, never fail to assert their claims to the notice of capital. Our confidence in the future of the road is unshaken.

We present to the stockholders the property of the company in high condition—in condition equal to any it has known in its palmiest days—inferior to none in the Southern country. It has stood the severest tests which we believe can be opposed to it, and we confidently anticipate for it a bright and prosperous future.

From the Report of the Treasurer we learn that the Domestic Bond Debt has been decreased during the year in the sum of $9,963 29. The issues have been:

For subscription to steamships	$13,500 00	
For past due bonds	5,500 00	
For bills payable and interest	121,500 00	
For cash—bonds sold	5,000 00	
For purchase of real estate	7,000 00	
		$152,500 00
The amount outstanding December 31, 1870, was		2,942,733 33
Total		$3,094,733 33
During the year there have been retired bonds to the amount of		162,463 29
Amount outstanding December 31, 1871		$2,932,270 04

Of the past due Domestic Bonds there remained unpaid December 31, 1871, $24,000.

Bills payable December 31, 1870, stood at		$316,340 89
And loan account at		108,250 39
Total		$424,590 78

During the year 1871 there were issued:

For loans	$682,600 00	
For past due bonds	114,000 00	
For coupons	12,000 00	
For rail iron	28,404 84	
For materials	8,200 57	
For purchase of stock in Macon and Augusta Railroad Company	250,000 00	
		1,095,205 41
		$1,519,796 19
Retired during the year		642,624 07
Amount of bills payable December 31, 1871		$877,172 12

The sterling bond debt has been slightly changed during the year by the exchange of a small portion for domestic bonds, and by bringing to the credit of the Southwestern Railroad Bank the amount of past due bonds and coupons which they held and which were transferred to this company.

The company have 43 locomotives, 21 first class passenger cars, 25 second class passenger, mail and baggage cars, 369 box, 14 stock and 103 platform, wood and coal cars. Miles run by locomotives with passenger trains, 245,748; with freight trains, 431,359; distributing 87,118; switching, 44,184—total, 808,409, against 840,910 in 1870—a decrease of 32,501. The tonnage for the year has been: westward, 107,845 tons; eastward, 120,219 tons—total, 228,064 against 238,919 tons in 1870, a decrease of 10,855. The number of passengers transported in 1871 was: first-class, 97,032; second-class, 100,830—total, 197,862, against 186,880 in 1870—an increase of 10,482.

The gross tonnage has been equivalent to 21,703,245 tons carried one mile, at an average rate of 4.77 cents. The number of passengers transported has been equivalent to 8,446,831 carried one mile, at an average rate of 3.17 cents. The average distance traveled by each passenger was 42.7 miles. The ratio of expenses to earnings in 1871 was 66.38; in 1870, 62.23.

The renewals of rails amount to 1,452 tons, equal to 16⅛ miles of track. There have also been used in repairs 60,750 lbs. spike, 1,000 chairs, 6,098 sets fish bars, 129,330 cross ties and 72 frogs.

The running expenses per mile for repairs, fuel and stores in 1871 was 13.12 cents, against 13.96 cents in 1870.

CONDENSED BALANCE SHEET, DECEMBER 31, 1871.

Roadway, track, depots, &c.		$8,061,858 53
Lands		552,756 49
Cars		375,294 93
Locomotives		457,350 73
Accounting department for expenditures		52,593 66
		$9,499,854 34
Cash	$84,483 64	
Fourth National bank, N. Y.	4,081 53	
Accounting departm't for earnings	71,781 24	
Post Office Department U. S	10,478 48	
Bonds receivable	54,400 00	
Bills receivable	3,706 80	
Securities, &c., from assets of South Western R. R. bank	1,949 28	
		230,880 97
Stocks	$577,192 07	
Purchase of Macon & Augusta R. R. stock	250,000 00	
		827,192 07
Investment in first mortgage bonds, Greenville & Columbia Railroad Company		69,350 00
South Western Railroad bank		574,628 46
Dent, Palmer & Co., London		82,242 20
Transient debtors		72,115 64
		$11,306,263 68
Stock		$5,819,275 00
Sterling bonds	$1,407,960 10	
Domestic bonds	2,932,270 04	
		4,340,230 14
Certificates of indebtedness		1,257 50
Receivables		14,836 00
Change notes		1,360 50
Bills payable		877,172 12
Arrears of dividends		13,343 50
Coupons sterling	$120,184 01	
" domestic	49,800 00	
		169,984 04
Interest on past due bonds		4,261 15
Transient creditors		64,543 78
		$11,306,263 68

President.—WM. J. MAGRATH.

Directors.—Wm. J. Magrath, George A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, George W. Williams, Henry Gourdin, Francis J. Pelzer, B. H. Rice, James Conner, W. L. Ellis, William A. Courtenay, James P. Boyce, Daniel Tyler, James S. Gibbes.

Vice President.—ALFRED L. TYLER.

Treasurer.—J. T. WELSMAN.

Auditor.—J. R. EMERY.

☞ The prospects of the construction of the Baltimore and Drum Point Railroad are greatly improved by the favorable votes of Anne Arundel and Calvert counties on the question of subscribing to the stock of the company. Anne Arundel gives $200,000 and Calvert $100,000 which added to private subscriptions is sufficient to justify the commencement of work immediately, which we understand is to be done.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$1,997,015	$1,697,511
" cotton	1,879,016	2,041,486
" silk	2,836,649	2,222,776
" flax	1,013,847	1,102,326
Miscellaneous dry goods	1,166,932	928,946
Total entered for consump.	$8,893,459	$7,993,045

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$853,637	$968,860
" cotton	410,709	526,018
" silk	554,356	901,567
" flax	444,770	418,635
Miscellaneous dry goods	134,058	184,608
Total withdrawn from warehouse	$2,397,530	$2,999,688
Add entered for consump.	8,893,459	7,993,045
Tot. thrown on the market.	$11,290,989	$10,992,733

ENTERED FOR WAREHOUSING.

	1871.	1870.
Manufactures of wool	$758,376	$1,137,778
" cotton	340,475	495,925
" silk	666,720	729,445
" flax	260,775	580,410
Miscellaneous dry goods	142,654	295,074
Total entered for wareh'g.	$2,169,000	$3,238,632
Add entered for consump.	8,893,459	7,993,045
Total entered at the port.	$11,062,459	$11,231,677

The imports of foreign dry goods at New York for four months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$10,305,681	$10,991,452
" cotton	9,268,425	10,303,897
" silk	11,619,456	11,692 345
" flax	4,736,708	5,661,446
Miscellaneous dry goods	4,030,949	4,448,599
Total entered for cons'p.	$39,961,219	$43,097,739

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$4,397,475	$5,606,334
" cotton	2,456,582	3,246,841
" silk	2,617,748	4,000,112
" flax	2,483,253	2,701,800
Miscellaneous dry goods.	670,242	730,042
Total withdrawn from warehouse	$12,625,300	$16,285,129
Add entered for consump.	39,961,219	43,097,739
Total thrown on the market	$52,586,519	$59,382,868

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$4,500,966	$5,671,292
" cotton	2,584,844	3,229,632
" silk	2,677,759	4,200,474
" flax	1,671,468	2,466,211
Miscellaneous dry goods.	786,122	1,011,242
Total entered warehouse.	$12,221,159	$16,578,851
Add entered for consump.	39,961,219	43,097,739
Total entered at the port.	$52,182,378	$59,676,590

Imports of foreign dry goods at New York for ten months from July 1.

Year.	Value.
1865-6	$122,981,478
1866-7	93,725,514
1867-8	67,246,559
1868-9	81,137,951
1869-70	84,634,332
1870-1	110,509,210
1871-2	124,360,989

Great Western of Canada and Grand Trunk Railways.

How it is the Great Western of Canada pays not only all its debenture interest in full, its preferance dividends in full, and all charges prior to the claims of the ordinary shares, and after paying them yields dividend at 6 per cent. per annum, while the Grand Trunk barely pays its rents and equipment interest, giving neither dividend to its four preference stocks nor dividend on its ordinary stock, is a problem easy of solution. The Great Western of Canada is 359 miles long; the Grand Trunk 1,377. The Grand Trunk of Canada is thus nearly four times the length of the Great Western, but has the Grand Trunk four times the revenue of the Great Western of Canada? It has not double the latter's revenue. Last half-year the gross revenue of the Great Western of Canada was £527,351, and the Grand Trunk £935,341. It may be stated roughly that the annual gross revenue of the one is £1,000,000, and of the other £1,700,000. To be equal with the Great Western of Canada in gross revenue, mile for mile of line, the Grand Trunk should have nearer £4,000,000 than the £1,700,000 a year it now has. There is also at present a wide difference in the percentage at which the two lines are worked; for instance, last half-year the percentage of the working expenses of the Great Western of Canada, renewals included, was 59.47 per cent., of its receipts a fraction under 60 per cent., but the Grand Trunk's was 76.18 per cent. We do not however, think that this wide difference in working expenditure will long obtain. By and bye, but perhaps not before one or two years have elapsed, both concerns will be worked at about the same percentage. They may never have the same traffic per mile, but that is no reason why they should not be worked at about the same percentage of the receipts, following the rule of English lines.

Both these great Canadian railways adopt a like plan in charging their current revenues enormously for permanent way maintenance and renewals, the greater part of the charge being for renewals, that is, in a large measure, for *improvements*. The maintenance and renewals of the Great Western of Canada last half-year came to 20.04 per cent. of its revenue, and the Grand Trunk to 24.44 of which 16.48 per cent. was for renewals, only 7.96 being for ordinary maintenance—the Great Western of Canada do not make the distinction in their accounts between ordinary maintenance and renewals, but like the English Companies, lump them together. The distinction made by the Grand Trunk enables us to see that the ordinary maintenance of a railway in Canada is not very materially different from the cost in England. The Grand Trunk's is a shade under 8 per cent. (7.96 per cent.) That which is so vastly different is the renewal part of the expense. The Grand Trunk's renewals last half-year were as we have said, as high as 16.48 per cent., but then the Grand Trunk is rapidly improving their line, and charge the whole cost of steel rails against revenue. The maintenance and renewals charge of the Grand Trunk during the last six months amounted to nearly a fourth of their whole gross revenue!—to 24.44 per cent. of it—and the Great Western of Canada's was also extremely heavy (of their large revenue, too) namely 20.04. At some future time we expect both will fall to about 12 per cent., at the outside, as against 9 per cent. in England. The much greater severity of the Canadian climate will always render the maintenance and repairs of railways more costly than in England, but we should think that 12 per cent. would ultimately be a very ample figure for Canadian maintenance and renewals.

The capital cost per mile of the Great Western of Canada and Grand Trunk is not remarkably different. The Grand Trunk railway is nearly four times longer than the Great Western of Canada, and the capital of the former is about four times that of the latter. The capital expenditure of the Great Western of Canada up to January 31, 1872, is £5,985,563, but deducting the £250,000 investment in the Detroit and Milwaukee, and £248,989 spent on the Glencoe and Buffalo ("Air") line, we find the real capital cost of the Great Western of Canada to be about £5,500,000. The Grand Trunk's is above £20,000,000, or nearly four times the capital of the Great Western of Canada, as the Grand Trunk line is nearly four times the length of the Great Western of Canada, showing them to stand at abont the same cost per mile, and indeed the cost per mile of the Great Western of Canada will be somewhat materially lowered when the "Air" line is opened. In capital cost mile for mile there is hardly a straw's difference to split between them.

As to the rapid improvement railway property in Canada, as in America, is capable of undergoing, many of our readers must remember the time when Great Western of Canada £20‡ shares, now at a premium, were at £8 each, and carried no dividend! Perhaps no line on the whole continent of America has experienced more than the Great Western of Canada the severity of competition, and yet in the very teeth of it, and while the line was not so well appointed to meet and contend against its opponents as it is now, the Great Western of Canada has gained traffic, and from no dividend made a good one! Those who think that the Great Western of Canada is on the eve of meeting with a heavy fall from the competing line under formation, should study the history of the Great Western of Canada, and should also bear in mind that in America (and the Great Western of Canada is a link in a great line of railway from Chicago to New York) all is competition. There is no such thing as monopoly in that great, free, and rising country. Between the west and the east, in the direction of the flow of the great stream of traffic, there are several competing lines. It is the best equipped and the best placed which takes the largest share of the traffic, and as the Great Western of Canada will, when its "Air" line is made, occupy a most improved position on the face of the map, and possess equipments of almost unrivalled excellence, we do not think that the least apprehension need be entertained as to its future; indeed, we believe the future may be looked forward to with much hope. We could give several potent reasons why the Great Western of Canada will improve its rate of dividend, but as that rate is now fair, and nothing that we could say would influence it, we content ourselves with saying the Great Western of Canada will at least manfully hold its own.

We have not seen so rapid an improvement in the fortunes of the Grand Trunk as in those of the Great Western of Canada, but its traffic has, like the Great Western of Canada's increased greatly. We shall, however, in a few year's time, witness in the Grand Trunk a mighty change for the better. The very weight of that which now so heavily depresses it will add to its future buoyancy—to wit its heavy renewal charges for laying down steel rails, &c. The greater this charge now the lighter will be the maintenance charge in future, a future big with vast traffic increase. There is no great competing line to be formed against the Grand Trunk, on the other hand there are several most important feeders in store for it. There is the long Intercolonial railway which will complete its route to Halifax. There is the International Bridge to yield it additional traffic at its other end. There are numerous small offshoots which are being made in Canada at various points. And need we say, there is the general improvement which is so strikingly taking place in Canada in everything which constitutes the material wealth of a country, an improvement in which its great trunk line will of necessity participate. From all these sources the Grand Trunk will derive a large additional income, but although its revenue has already this year (1872) considerably increased over the corresponding period of last year, we are not so sanguine as to expect that 1872 will have an increase equal to 1871's. 1871's increase was so large, that in its second half it amounted to £141,601, while in the whole year 1871 it (the increase) was £212,916, averaging an increase of upwards of £4,000 per week all the year round! It is after 1872 that we must look for the great

increase the Grand Trunk is destined to acquire.
—*Herapath.*

Who made the First Anthracite Iron?

TRENTON, N. J., May 4th, 1872.

MR. EDITOR:

DEAR SIR: In the Journal of March 30th last, you published for me a communication containing some extracts from a work issued during the year 1841 by Prof. Walter R. Johnson, of Philadelphia, entitled "Notes on the use of Anthracite in the Manufacture of Iron; with some remarks upon its evaporative power."

My object in sending you that article was simply to defend my former partners and myself from the detractive remarks made in a letter written by David Thomas, Esq., of Catasaqua, Pa.; he having stated that our furnace at Mauch Chunk *chilled up in about one week after blowing in*: whereas it, in fact, was not allowed to chill up at any time.

Since my communication was written I have read two or three articles from different papers asserting that I was detracting from the credit due Mr. Thomas.

I have no wish to claim any "glory" rightfully belonging to Mr. Thomas, or to others. I merely, in defending the firm of B., G. & Co. from Mr. T's unjust remark, quoted authentic history published more than thirty years ago, and which has never been contradicted.

Some of the parties who have been writing in behalf of Mr. Thomas, but who evidently know little about the smelting of iron-ore, speak rather contemptuously of us because we operated with a small furnace.

In a matter which at that time was looked upon, even by Iron Masters, with much uncertainty as to its ultimate success, it would have been very unwise to go to the expense of building a large furnace at a cost of many thousands of dollars, when it was known that if the thing could be accomplished with a *small furnace, it could be done much more easily, and far more profitably, with a large one.*

We did not enlarge our furnace, as one writer has stated, but simply the hearth; and we blew it out because it was too small to work at profit; and not having funds with which to construct large works, we returned the property on which the furnace was built to the L., C. & N. Co., from whom it was leased, which was the last we had to do with it.

A few years afterward I was introduced to a gentlemen from Pottsville, who upon being informed by our friend that I had been connected with the Mauch Chunk furnace, asked if I recollected a committee of the citizens of Pottsville visiting us one night. I answered in the affirmative, and asked him what conclusion they arrived at. He replied—"We watched you all night long, and returned home with the full conclusion that it was a perfect success."

Within the past week or two I have seen one or two articles from the pen of Mr. Jas. Pott of Harrisburg, who claims for his father, Mr. John Pott, the credit of having been the first in this country to smelt iron-ore with anthracite. He dates his first success so far back as 1836 and '37. A more unpresuming and candid letter than that of Mr. Pott I have never read, and if we are to look outside of published history for the one who was first successful, I should say that without a doubt (so far as I can learn) Mr. John Pott, of the Manheim furnace, was the man.

Very respectfully yours,

F. C. LOWTHORP.

Railways in War.

A bit of news received by the cable, to the effect that the Carlists in Spain had destroyed a railway bridge at a certain point, is a forcible reminder of the important functions which railways perform in war.

It is but a few years since their influence in that connection began to be felt, and in that time they have served to change many of its features, and to effect materially the probabilities respecting results. Indeed the influence of steam navigation in the prosecution of hostilities was not fully demonstrated until the Crimean war. In that struggle, by means of steamships, Russia was placed almost as much at a disadvantage, as if she had been carrying on offensive operations upon French soil. The Crimea is a distant and semi-detached portion of the Russian Empire, and the Russian government, in recruiting and maintaining its armies there, was subject to nearly the same difficulties, and encountered nearly the same obstacles, that were encountered in the same work, a hundred years ago. With but few railways, and steam navigation to only a limited extent, the Russian armies were compelled to make long marches to reach the scene of action, and were provisioned and equipped only after incredible labor. The allies on the contrary, could despatch steamships to the very camps of their armies, and were thus practically nearer the place of hostilities than the Russian authorities. There is no doubt that these facts had a large influence in determining the result of that bitter contest. So much of the Russian strength and resources were exhausted in transportation that its efforts in the field were not equal to the emergency. The United States Government made use of steam navigation in the war against Mexico, but only to a very moderate extent, and probably with little influence upon the result.

The first use of railways in war upon an extended scale was during the hostilities between France and Austria in 1856. Then Napoleon III. seems to have conceived an idea of the important work in war which might be performed by railways in concentrating troops rapidly against a given point, to overwhelm the enemy while yet in the process of concentrating his forces. In the manner in which he carried out this idea, he developed not a little of the genius of his great uncle. In the terrible battles of Magenta and Solferino, his forces were so well in hand, and so perfectly equipped, that the Austrians, fighting with heroic bravery, but less favorably situated in other respects, were overborne at all points, and a contest which, under other circumstances, might have lasted for years, was concluded in a few months; a single compaign, with such facilities for waging war as the railways afforded, was sufficient to exhaust one of the combatants, or convince him that it were useless to resist the demands of him who had been successful in the first onset. The late war between Prussia and France was another occasion in which the railways of both countries played a most important part.

The late civil war in the United States brought home to us, in a most forcible manner, the uses of railways, not only in winning victories, but retreiving defeats and averting disasters. Steam River Navigation was hardly less conspicuous for the part which it then performed. After the defeat of the Federals at second Bull Run, and Lee had crossed into Maryland, nothing apparently kept the Federal Capital from falling into the hands of the Confederates, but the rapidity with which the railways enabled the Federal Government to place its reserve forces and some hastily raised troops on the field. After the defeat of Rosecranz at Chicamauga, the entire loss of his army, by surrender, was averted only by the transportation of two army corps by rail to his assistance, a work that took scarcely more days than it would have required months in the last century. In the prolonged struggle which preceded the fall of Richmond, for many months the principal fighting was to obtain on one side and keep on the other the possession of a miserable single track railway. Some of the best judged and most skillful work of the war was in operating and maintaining long railways in the face of the enemy. After the investment of Vicksburg by General Grant, a curious contest arose. The armies of the combatants were nearly equal. The Confederates put forth great efforts to raise the siege and relieve Pemberton. They had the railways of the South to aid them in the work. The Federals made equal efforts to reinforce General Grant. They had no railways, but controlled the Ohio and Mississippi Rivers. We all know what the result was. Men and munitions of war could be transported much more rapidly by steamboats than by steam cars. But this detracts nothing from the consideration which is due the railways. Such rivers as the Ohio and the Mississippi are few and far between, and the case of Vicksburg is an exceptional one. The South, with all the navigable rivers which remained within its limits, could make but little use of them in concentrating troops to meet emergencies; they did not run in the right direction.

But not only must railways continue to perform a conspicuous part in the prosecution of wars, and in shortening their duration, but their influence in preventing wars must grow with their growth. Promoting commerce and social intercourse, they serve to soften asperities and remove prejudices; and when a collision does occur, the care of the sick and wounded is promoted by the facilities which railways afford, and in many ways they mitigate the horrors of war.

With the work of re-constructing the Union, so far as it is constructed by politicians and Statesmen, it is neither our province nor our inclination to interfere; but we can tell them that the railway must perform no inconsiderable share of this work, if it is to be accomplished in spirit as well as in form. The appropriation of public lands and other resources of the General Government, to the bringing of the several sections of the country nearer together by means of railways, would be a most judicions proceeding, and one which idle clamor should not be permitted to obstruct. The railway is a great pacificator as well as a great warrior; through its agency good-will is extended and peace prolonged.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	418,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,562	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,038	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,843
1869	343,182	315,099	388,727	328,390	345,333	402.854	351.045	493,232	506 023	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,869	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390.355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	216,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	293,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	001,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,586	111,033	118,648	114,496	129.388	140,473	132,569	131,019	109,629	1,390,622
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,280,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	457,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,633,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,543	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,025	473,295	6,068,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 280 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,089	221,459	214,400	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2'8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	243,328	260,449	343,195	353,677	341,373	321,659	236,108	3,436,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,232	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,042,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,708
1872	173,707	156,292	181,055	178,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,789	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,295	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	753,467	999,665	837,388	716,829	5,709,188
1870	528,529	500 139	589,238	706,603	802,586	746,450	643,058	664.051	728,521	719,698	570 168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	675,696	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	573,936	534,115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000		87,061	22,593	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	...
Dec. 31, '68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass'	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	800,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn, City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	8.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Phi.)Pa.	707,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock, E.B.& B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9½	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	3.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	...
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,765	9,201	—	25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100½	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	66⅝
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	59,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	...
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33½
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,620	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	63
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	28	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	50	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	...
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20½
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t o	Troy &	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	95	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31, '70	3.58	40	16	Worcester .....Mass.	46,206	40,000	20,000	8,008	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath and Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	22,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	16,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.) 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	300,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	400,000	7	J.& J.	1885	....
Utica, Clinton & Bingham. 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J.& J.	188.	....
West Hoboken: 1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,2:6 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J. A J &O	Apl. '72 1½
Bloomsburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,684,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br. guar....100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	....
" " pref. 50	752,760	— & —	....
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,1o9,500	— & —	....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.A.J&O.	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 5
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" pref....100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref.... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... "	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	....
Cumberland Valley..... "	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy * 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,600	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	38,000,000	F. & A.	Feb. '66 4
" pref.....100	8,539,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M. J.S.D.	Dec. '71 1½
Fitchburg.....100	3, 40,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip. 50	1,600,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & Bd Top. 50	616,000	— & —	....
" " " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	13,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.A.N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,804,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12-
N.Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '71 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	Dec. '71 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*.100	630,000	J. & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J. & J.	....
Paterson and Ramapo*.100	249,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*.110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(N Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd st. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 5
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,933,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,380	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,317,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	8,693,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,725,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,680,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861..... registered	125,174,100	6	Jan. & July	1881	116½
.. .. coupon	64,147,100	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s)..... registered	35,158,200	6	May & Nov.	1882	113
.. .. .. (5-20s)..... coupon	243,933,450	6	" "	1882	113½
Loan of March 3, 1863..... registered	53,403,550	6	Jan. & July.	1881	116½
.. .. coupon	21,596,450	6	" "	1881	118½
Loan of March 3, 1864 (5-20s)..... registered	2,387,500	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s)..... registered	35,211,650	6	May & Nov.	1884	113
.. .. .. (5-20s)..... coupon	39,755,850	6	" "	1884	113½
Loan of March 3, 1865 (5-20s)..... registered	40,170,900	6	May & Nov.	1885	112½
.. .. .. (5-20s)..... coupon	120,128,350	6	" "	1885	113½
.. .. 2d series (5-20s)..... registered	63,660,350	6	Jan. & July.	1885	115
.. .. .. (5-20s)..... coupon	164,450,000	6	" "	1885	115½
.. .. 3d series (5-20s)..... registered	92,438,050	6	Jan. & July.	1887	115½
.. .. .. (5-20s)..... coupon	228,535,800	6	" "	1887	115½
.. .. 4th series (5-20s)..... registered	13,214,500	6	Jan. & July.	1888	116
.. .. .. (5-20s)..... coupon	26,051,300	6	" "	1888	116
Loan of March 3, 1864, (10-40s)..... registered	138,357,750	5	Mar. & Sept.	1904	110
.. .. .. (10-40s)..... coupon	56,269,550	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71. registered	121,936,350	5	F. M. A. & N.	1881	111½
.. .. coupon	78,063,650	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	13 845,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623.512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	400,770,521	mT.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	80
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	62½
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	79
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	101½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,822	6	" "	1886	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,540	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'9	95½
.. —South Pacific, guar.....	1,589,000	7	" "	187 6	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'72 -'87	93½
Nebraska—(No Debt).....	.....	...	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'88-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	103½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	110
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	36½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,926,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)..	1,739,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1900	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,800,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	36½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	68½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	...	.....	.....	68½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	...	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	98
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	1,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	83
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	46½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	90½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1866	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,380,000	8	Jan. & July.	Boston.	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	98
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'10	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1890	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,560,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	..	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1909	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	96½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	800,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	95
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,755,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	95
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R. W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1880	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta (C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	98½
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	560,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	88
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Scaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	97½
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1854, (cond).	1,916,639	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1855	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oasl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY & London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1870	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux C'ity:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	" "	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 66 m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1880	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1898	99½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	91½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag's	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1896	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	93
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on E.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 423 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	8	—— & ——	New York.	....	....
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95½
S. Fund Bonds(LS& MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1886	100
2d Mort. (" ")	2,693,000	7	" "	" "	1877	97
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	103½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	99½
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1869	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	133,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'85-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.)	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1893	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	97½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	66
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage,sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	106½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	100
2d Mortgage.....	2,693,000	7	" "	" "	1877	97
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	" "	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	102½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1900	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	280,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	96
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	104
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	98
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1890	....
General Mortgage 2d Preference	141,500	7	" "	"	1890	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100¾
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
2d Mortgage	1,246,000	7	May & Nov.	"	1896	94¾
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86¾
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	94¼
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99¼
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,887	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv.	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	95
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,288,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	97¼
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	90½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96¾
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	1*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101¼
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97¾
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,800	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	79
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82¼
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	94
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102¼
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105¾
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1880	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	9
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) stg f'd.	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B) stg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	97
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. stg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871,on 44 m.	160,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)...cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	6*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, stg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, stg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	93½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	98½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	87½
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt.	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	88
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1890	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1861	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	80
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)		A				
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,055,100	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,0 0,000	6	" "	"	1897	92
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
Gold Loan	980,000	6*	" "	"	1894	95
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	90
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	4,008,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,364	6	—— & ——	"	1876	77
Improvement bonds	306,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	82
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa.	500,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	97
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,564,000	7	May & Nov.	New York.	1875	....
2d Mortgage	80,600	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lane.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna † ....New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge... ....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—					Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †. Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	585.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf †..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	396,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—					Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	45 3.0	—	324	164	35	5,438	Baltimore and Ohio † ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,288	8	100	149½
Sept. 30, 1870	30.0	—	30.0	—					Washington Branch † .....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—				80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—					Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	288.9	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,700	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,508,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie †. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	9½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	142½
Sept. 30, 1870	74.2	8.8	64.3	—	46	69	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,600	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	141½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—					Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	18.0	—					Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	168.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0					Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,900	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,800	.....	.....	—	(Operat	ed by Chi	cago, Buri	lington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec 31, 1870	23.0	7.1	2.3	—					Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	428,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	36½
Sept. 30, 1870	34.6	—	3.4	—					Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,990	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	.....	97.0	2,345,045	40,409,886	158,036,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B. & Ohio.)	842,436	68,323	—	100	38
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,527	801,198	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—					Chemung..... New York.	400,000	—	.....	.....	280,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—					Cherry Valley, Sharon & Albany....N. Y.	600,000	—	.....	.....	275,000	300,000	10,900	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,586	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,499	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—					Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	436,000	.....	—	(Leased	and oper.	by Phila. a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,891,928	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,229	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,543	9,295,928	1 984,317	16,590,510	12,569,459	1,888,023	2,797,889	642.0	4,113,932	56,329 468	206,949,525	7,207,685	2,779,941	10	100	133

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	.....	73.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)'	.....	.....	106	....
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	....	(Is now	completed	to Danv.)	.....	.....	.....	100	....
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	.....	—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	76
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Will be	completed	in 1871.)	.....	.....	.....	100	....
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa,	26,703,243	*	439,304	1,554 451	17,000,000	8,717,742	59,988	2,719,278	591.0	3,610,117	44,609,479	151,884,619	6,028,287	2,622,828	8	100	111½
Jun. 30, 1871	270.0	—	8.6	—	.....	.....	.....	.....	Chicago and South Western..Iowa & Mo.	12,000,000	.....	.....	.....	7,000,000	5,000,000	.....	.....	....	(Will be	completed	in 1871.)	.....	.....	.....	100	....
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	.....	.....	.....	345,000	500,000	.....	.....	—	(Leased	and oper.b	y North M	issouri.)	.....	.....	100	....
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles.'..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....	40.0	25,000	.....	.....	24,379	2,096	—	100	....
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	586,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	.....	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,927,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	261,277	26,713	—	100	....
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	& oper. by	Kentucky	Central.)	.....	.....	100	....
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	....
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.	.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	.....	100	....
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind	826,735	120,462	700	81,009	382,600	615,000	21,294	.....	42.0	.....	.....	.....	152,136	44,851	—	100	....
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	23
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	8,000,000	.....	192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,944	7	100	91½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	.....	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	.....	7	50	....
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....	76.7	.....	.....	.....	199,157	69,617	—	100	....
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	93
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	*	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. &	oper. by Pi	ts.C.&S.L.)	3,293,193	1,107,479	—	100	36½
Dec. 31, 1870	76.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	—	100	....
Mar. 31, 1871	35.0	7.0	48.5	—	32	38	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	.....	109,553	59,519	119.5	.....	.....	.....	.....	.....	10	50	161
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	—	(Leased	& oper. by	Concord.)	25,000	.....	7	100	115½
Jun .30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,989	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	686,587	283,685	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	10	100	142
Dec. 31, 1870	—	—	—	44.0	....	....	....	....	Connecticut Valley.....Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.5	1.7	....	—	....	....	....	....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,365	81,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	..
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper.	by Phila.	& Trent.)	.....	.....	6	100	....
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	80,000	.....	.....	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	....
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	....
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	....
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	....
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....1325,625, Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	....
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	6,454	.....	27.8	83,000	.....	.....	175,445	82,163	—	100	....
Dec. 31, 1870	47.0	22.0	6.9	—	....	....	....	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	.....	568,900	1,008,500	222,316	.....	—	(Nearly	completed	at date.)	.....	.....	.....	—	100	....
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*	.....	.....	258,000	850,000	.....	.....	—	(Being c	onstructed	at $26,000	per mile.)	.....	.....	—	100	....
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	.....	141.4	.....	.....	.....	1,062,406	395,011	—	100	....
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....	31.8	.....	.....	.....	124,327	15,071	—	100	....
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....	—	(Leased	& oper. by	Little Mia	mi.)	.....	.....	6	50	....
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware '..... Delaware.	2,141,300	.....	127,515	84,352	1,230,941	882,700	136,476	.....	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	....
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1 490,702	—	100	108½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	126,421	—	100	....
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	....
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,048,094	*	.....	.....	2,547,350	7,530,048	236,812	.....	189.0	690,924	.....	.....	1,421,122	563,223	—	100	....
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	186	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	.....	3	100	....
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	& oper. by	Me. Cent.)	18,000	.....	—	100	....
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	.....	6	100	....
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....	—	(Leased	& oper. by	Boston and	d Miami.)	29,000	—	100	....
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.	2,000 000	.....	.....	.....	500,000	1,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	....
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,850,000	.....	.....	.....	5,000,000	880,000	.....	.....	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....	—	(U	nder cons.	to be comp	leted in 1	71.)	.....	—	50	....
Sept. 30 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties....N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	....
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb.....Penn.	264,000	.....	.....	.....	89,800	175,000	.....	.....	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	....
Dec. 31, 1870	7.5	—	0.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	.....	50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	.....	.....	.....	1,209,200	495,900	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	50	70
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia '..Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,956	235,407	2,562,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	....
Sept. 30, 1870	44.1	54.4	35.2	—	46	36	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,776	642,274	—	100	105
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	....
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore '..... Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	....
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	....
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky '.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	..
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	....
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua.N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	....
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leas. &	oper. by N	. Central.)	165.000	.....	11	50	....
Sept. 30, 1870	469.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	832,648	.....	83,536,900	23,398,800	.....	.....	845.5	9,826,379	138,659,109	898,862,718	16,179,462	1,354,601	—	100	66½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	.....	100	....
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American '.. Maine.	2,404,792	182,279	223,511	.....	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	....
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,033	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,698	—	100	....
May 31, 1871	90.0	—	3.6	20.0	....	....	....	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1 3	23.0	—	—	—	—	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Con'e	nced oper.	in Jan. 18	71.)	.....	.....	3½	50	....
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	267,450	.....	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	....
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	90,000	.....	35,800	.....	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	.....	100	....
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	780	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	538,085	.....	(10 mos.	1,085,937	252,285	—	100	138
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington .....New Jersey.	393,731	.....	.....	.....	150,011	100,000	143,720	.....	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	....
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,282	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	....
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	109.0	—	1.1	—	....	....	....	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic	in fall of 18	70.)	.....	.....	—	50	....
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	.....	.....	.....	80,000	14,000	65,632	,,	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	....
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	99,267	.....	.....	23.0	69,544	.....	.....	62,912	5.5..	—	100	....
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line .... Md.	500,000	.....	.....	.....	306,600	250,000	.....	.....	—	(Rapidl	y approac	hing comp	letion.)	.....	.....	—	100	....
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	an.of Buff.	Bay.,Braz.	& Colo.)	.....	.....	—	100	....
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receive	r.)	.....	.....	—	100	....
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,236	625,953	.....	232.0	910,753	.....	.....	1,500,098	667,539	8	100	..
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,294	226,300	76,500	.....	11.7	31,940	.51,186	88,264	30,356	10 050	—	100	..

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,886,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶.....S. Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	43½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	.....	.....	.....	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,160	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	80.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	—	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Jun. 20, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs..Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	—	—	—	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1.804,771	14,708,284	49,053,188	3,860,787	880,746	—	100	...
May 31, 1870	90.6	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	—	.....	.....	.....	.....	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1,335,000	2.279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	.....	.....	1,300,000	1,300,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	.....	.....	3,000,000	1,500,000	—	—	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,009	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	94½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	280,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49.507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,415	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	119
Dec. 31, 1870	—	—	55.2	—	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	—	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	..	....	....	....	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp. to Pine Bl. 70 m.)			in 1871.)	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	94½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			.....	.....	—	50	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	189,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	.....	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,320,615	22,815,518	2,956,859	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,848,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	———	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000				450,000	200,000			.....	(Under	constructi	on.)				100	.....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,088,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,784,136	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	115
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				248,000	85,000			—	(Leased	and oper. b	y Erie.)	.....	.....	—	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				500,000	500,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			—	(Leased	and oper. b	y Erie)	.....	26,500	5¼	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. &	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by C	'm. & Am.)	.....	.....	6	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,981,734	1,524,392	—	(Leas. &	oper. by N	.Jersey So	uthern.)	.....	.....	100	.....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,009		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	115½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	.....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville....Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	.....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	.....
Dec. 31, 1871	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				.....	.....	.....		90.0	(Recenti	y complet	ed.)	.....	.....	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	57,200	108,000	57,381	.....	6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	.....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,979	362,964	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56
Nov. 30, 1870	98.4	65.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	16,612,478		1,626,230	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	175½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	118½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	1,259,100				33.4	(Oper. b	y Unit. Co.	(14 mos.	1,389.328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic...P., O., I. & I.	24,894,193	*			1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	450,000				—	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	.....	.....	100	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			44,100	505 000	76,319		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth.....Maine.	1,359,836	*	585.069	79,576	250,000	250,000	50,000		27.6	.....	.....	.....	646,265	125,219	6	100	.....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	132
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			3,000,000	2,500,000			—	(Under	constructi	on.)				100	.....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			170.000	200,000			26.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,755	—	100	97
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	.....	100	.....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2.022,541	220,853	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	& oper. by	Ch., Burl.	& Quinc.)	.....	—	100	.....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	829	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	6,000,000	1,689,750		2,035,072	48.0	172,982	.....	.....	201,689	56,200	—	50	.....
Sept. 30, 1870	75.5	5.0	10.0	—	14	15	17	93	Richmond, Frederick and Potomac ¶...Va.	2,303,424	*	97,618	122,548	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,168,215	*	86,082	21,433	1,464,128	486,605	84,949	557,817	190.5	379,899	6,698,740	7,545,929	692,267	224,733	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				427,402				38.3	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			557,560	70,000			22.0	.....	.....	.....	86,052	24,916	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	.....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	7,000,000	1,000,000	.....	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	17
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha...Mo. & Io.	.....	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	.....	100	.....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis and Iron Mountain ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	.....	100	.....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	.....	.....	100	25
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	103
Dec. 31, 1870	72.2	—	2.0	—	.....	.....	.....	.....	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute.....Ill.	6,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	.....	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.)..Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	.....	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	100	.....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,686	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	*	.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	65,882	997,100	1,157,245	49,267	15,532	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	.....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	.....	320,000	.....	.....	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	.....
														576,050				—	(Under	constructi	on.)	.....	.....	—	100	.....
																		—	(Leas. &	oper. by Ph	ila. & Read	ing.)	23,803	5	50	.....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*	—	—	1,269,150	897,000	118,988	—	54.0	202,479	.....	.....	207,264	72,103	.	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	169	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*	—	—	1,000,000	640,000	.....	—	40.0	(Under	construction.)	.....	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*	—	—	.....	800,000	.....	—	50.0	(Under	construction.)	.....	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	18	8	2	100	Selma and Meridian	Alabama.	.....	.....	—	.....	969052	796,830	.....	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....	—	.....	8,000,000	11,000,000	.....	—	—	In a bad	condition.	No return	s.	.....	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....	—	—	869,450	700,000	.....	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*	—	—	1,243,000	750,000	.....	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945	—	—	157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,500	—	—	.....	995,800	200,000	.....	—	—	(Leas. &	oper. by	N. York & N.	Haven.)	100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*	—	.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	501,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694	.....	—	—	438,300	.....	.....	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	.....	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	80.0	5	2	3	48	South and North Alabama	Ala	.....	.....	—	.....	.....	4,926,000	.....	—	—	(Only p	artially in	operati'n.)	.....	.....	—	100	....
Sept. 30, 1870	21.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*	—	.....	1,000,000	2,250,000	.....	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75¼
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*	—	.....	3,000,000	1,500,000	.....	—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.	.....	....	—	—	2,500,000	1,500,000	.....	—	—	(Under	construcci	on.)	.....	.....	—	100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,	—	—	.....	20,000 p m	.....	.....	100.0	.....	.....	.....	267,762	27,077	—	100	....
May 31, 1871	80.0	—	—	640.0	.....	.....	.....	....	Southern Pacific	California.	.....	.....	—	.....	.....	.....	.....	.....	—	(Under	construcci	on.)	.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*	—	—	686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000	.....	2,000,000	—	577,408	651,500	95,000	.....	—	(Under	construcci	on.)	.....	.....	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*	—	—	751,296	198,370	125,000	.....	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	.....	.....	.....	....	Springfield & Ill. So. Eastern	Illinois.	.....	.....	—	.....	.....	15,000 p m	.....	.....	—	(Under	ons. to be	finished b	y Dec. 1,	—	—	100	....
Sept. 30, 1870	18.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	—	—	—	448,700	448,700	—	—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,382	—	—	—	267,300	—	—	634	—	(Leased	& oper. by	Nash. & Lo	well.)	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000	—	—	—	500,000	750,000	—	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	—	—	—	—	1,200,000	1,000,000	—	—	—	(Under	construcci	on.)	.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*	—	—	317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	—	—	—	92,925	171,000	29,284	—	—	(Leased	& oper. by	W.N.Jer.)	—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*	—	.....	1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	5	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,255	400,000	—	23,557	45,848	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	111¼
Dec. 31, 1870	30.0	—	—	157.0	.....	.....	.....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construcci	on.)	—	—	—	50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,525	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*	—	.....	5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,838	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	77½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*	—	.....	998,061	1,898,000	347,055	.....	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	& oper. by	N.Y. Cen. &	H. Riv.)	—	6	100	48⅝
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	5	50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*	.....	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	38⅛
Dec. 31, 1870	100.0	—	6.3	260.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	.....	.....	.....	....	Union and Titusville	Penn.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	—	(Recen't	y opened f	or traffic.)	—	—	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*	.....	.....	1,666,990	150,000	.....	.....	59.0	85,360	3,192,075	1,403,923	250,425	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*	.....	.....	1,900,900	—	.....	.....	—	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	—	—	.....	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—	—	.....	2,500,000	—	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8	100	99
May 31, 1870	168.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,333	65,732,302	2,034,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*	—	—	1,000,000	750,000	—	—	—	(Recent	ly complet	ed.)	—	—	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465	—	—	—	499,600	350,000	—	—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....	1,467,670	66,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037	.....	684,046	957,500	107,000	.....	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,676	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	183.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*	—	—	—	—	—	—	—	(Leas. for	20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*	—	—	650,000	1,400,000	—	—	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.	.....	*	—	—	6,500,000	1,400,000	.....	.....	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	5	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	807,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464	—	—	—	526,700	676,200	7,425	—	—	(Under	ons.—Ne	wburg to	Albany.)	—	—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*	—	—	4,000,000	4,000,000	—	—	—	(Under	ons.—ope	n to Meno	monee.)	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	—	—	—	500,000	350,000	—	—	—	(Opera	ed by Wil	& Wel.)	.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*	—	—	1,200,000	4,000,000	—	—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wi	lming. &	Manch.)	—	5,000,000	—	—	—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,983,066	*	35,154	114,711	1,468,775	1,484,665	180,021	154,579	181.0	436,316	.....	.....	594,222	250,726	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27.090	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,537	427,100	—	—	—	4,750 000	—	—	142.0	.....	2,861,440	6,131,860	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....	—	—	100,000	300,000	—	—	—	(Under	construcci	on.)	.....	.....	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	18	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	462,547	156,800	10	100	136⅛
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	.....	107.947	.....	10	100	120⅛
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,853	—	—	—	5,847,400	—	—	—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64,000	835,759	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—	—	—	1,003 500	110,000	—	—	83.0	.....	.....	.....	220,216	130,187	10	100	87
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	.....	.....	.....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,076	—	50	48
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	5,569,950	—	.....	—	4,337,950	2,232,000	.....	.....	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)	.....	.....	—	555,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.6	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,963	4,203	—	50	1
ec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	1,100,000	748,300	68,000	—	....	(Leased	by Pennsy	lvaia.)	.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	72
Catawissa,* pref. and guar.	2,200,000	7	7	95
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	93
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	84½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	64
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	27
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	78½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	87
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	123½
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton 49 —	@ 53 —
Pig, American, No. 1	50 —	@ 52 —
Pig, American, No. 2	49 —	@ 51 —
Pig, American, Forge	48 —	@ 50 —
Bar, Refined, English and American	— —	@105 —
Bar, Swedes, assorted sizes	(gold).85 —	@100 —
	—Store Prices.—	
Bar, Swedes	125 —	@135 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ¾ to 1 in.	110 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2¼ to 2¾ rnd. & sq.	115 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16	117 50	@ — —
Large Round	122 50	@127 50
Scroll	122 50	@152 50
Ovals and Half-round	127 50	@137 50
Band	— —	@122 50
Horse Shoe	120 —	@130 —
Rods, ¾@3-16 inch	115 —	@155 —
Hoop	135 —	@177 50
Nail Rod	per lb. — —	@ — 8
Sheet, Russia, as to assortment	(gold) — —	@ — 18½
Sheet, Single D. and T. Common	— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7½	@ — 8½
Sheet, Galtanized	List. 15 per ct. disc.	
Rails, English	(gold).per ton. 74 —	@ 75 —
Rails, American, at Works in Penna. c'y.	83 —	@ 85 —
Anvils, (Eagle)	per lb currency. — 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb. — 16½	@ — 18½
English Spring (2d and 1st quality)	— 7½	@ — 10½
English Blister (2d and 1st quality)	— 10½	@ — 17½
English Machinery	— 11½	@ — 13½
English German (2d and 1st quality)	— 10½	@ — 12
American Blister	— —	@ — 12
American, Cast, Tool	— 15	@ — 16
American, Spring	— 9	@ — 11
American Machinery	— 10	@ — 10½
American German	— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— —	@ 5 75
Cut, 8d. and 9d	— —	@ 6 —
Cut, 6d. and 7d	— —	@ 6 25
Cut, 4d. and 5d	— —	@ 6 50
Cut, 3d	— —	@ 7 25
Cut, 2d and 3d. Fine	— —	@ 8 —
Cut Spikes, all sizes	— —	@ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25	@ 7 75
Clinch, Kegs	7 25	@ 7 75
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21	@ — 33
Copper	— —	@ — 51
Yellow Metal	— 30	@ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb. — —	@ — 50
Straits	(gold). — —	@ — 40
English	(gold). — —	@ — 40

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 14 — @ — —	15 50 @ 16 —
I. C. Coke	12 50 @13 50	14 — @ 15 —
Coke Terne	10 75 @12 25	12 — @ 12 50
Charcoal Terne	12 50 @13 —	14 — @ 14 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 13½	@ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— 16½	@ — 17½
Refined, Standard White (in ship'g order)	— —	@ — 23½
Refined, S. W. (in jobbing lots)	— —	@ — 24½
Refined, S. W. (in tin)	— 29	@ — 29½
Naptha, Refined, (65 @ 73 gravity)	— 12	@ — 12½
Residuum	per bbl. 4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 46
Copper, Bolts	— —	@ — 43
Copper, Braziers' (over 16 oz.)	— —	@ — 48
Copper, Nails	— —	@ — 51
Copper, Old Sheathing, &c., mixed lots	— —	@ — —
Copper, Chile Pig	— 33	@ — 34
Copper, American Ingot	— 39	@ — 40
Yellow Metal, New Sheathing and Bronze	— —	@ — 30
Yellow Metal, Bolts	— —	@ — 32
Yellow Metal, Nails	— 30	@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb. 6 62½	@ 6 75
German	(gold) 6 62½	@ 6 75
English	(gold) 6 62½	@ 7 —
Bar	— —	@ 8 75
Pipe	— —	@10 50
Sheet	— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. —	@ 8 —
Liverpool Gas Cannel	— —	@12 —
Liverpool House Cannel	— —	@16 —
Anthracite	per ton of 2,000 lb. 4 —	@ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co.	....	...	....	....	92	92
Central Pacific 6s.	103	....	102½	102½	102½	102½
Central of N. Jersey	110	110	....	....	109½	110
Chicago & Alton	117½	.....	117	117½	....	....
" pref.	.....	121	....	....	....	....
" 1 M.	.....	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Inc. bds.	.....	....	....	....	....	....
Chicago, Burl. & Q.	133	....	....	....	....	....
" 8s, 1883	.....	....	....	....	....	....
Chic. & Northwestern	80	79½	79½	77½	76½	76
" pref.	.....	....	94½	93½	93	....
" 1st M.	100	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Consol.	....	95⅝	....	....	....	....
Chic., Rock Isl. & Pac.	115	115½	115½	113½	112½	111½
Chi., R. I. & Pa. 7s, 1896	....	....	102½	102½	102½	....
Clev., Col., C. and Ind.	91½	....	....	91½	91	91½
Clev. & Pittsburg guar.	92½	92½	....	93	....	....
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	98
" 4 M.	.....	....	87	....	....	....
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s.	.....	....	....	103	....	....
Col., Chi., & Ind. C.	38½	38½	38½	37½	37	36½
" 1 M.	89½	....	....	89½	....	89½
" 2 M.	78	....	....	78	....	....
Del. & Hudson Canal	.....	....	120½	....	120½	....
Del. Lack. & Western	108½	108½	108½	108	108	108
" 1 M. 7s.	.....	....	....	....	....	101
" 2 M 7s	97½	....	....	....	....	....
Dubuque & Sioux City	.....	....	....	....	....	....
Erie Railway	68	67½	67½	66½	66½	66½
" pref.	.....	....	82	82	....	....
" 1 M. 7s, 1897	.....	100	100	....	100	
" 2 M. 7s, 1879	.....	....	100	....	....	....
" 3 M. 7s, 1883	.....	....	....	....	....	....
" 4 M. 7s, 1880	93½	....	93½	....	....	....
" 5 M. 7s, 1888	.....	....	....	....	....	....
Great Western 2d mort.	.....	89½	89½	....	89½	89½
Hannibal & St. Joseph.	44	44½	....	43	42½	43½
" pref.	63½	....	....	....	....	64
" 8s, conv.	91½	91½	....	91½	91½	....
Hudson River	.....	....	....	....	....	....
" 2 M. S. F.	.....	....	....	106½	....	106½
" 3 M 7s, 1875	.....	....	....	....	....	....
Illinois Central	.....	....	....	....	135	....
" bonds	.....	....	....	....	....	....
Lake Shore & Mich. S'th.	96½	97	96	95½	95½	94½
Lake Shore Div. bonds.	95½	....	....	....	....	....
Marietta & Cin. 1st pref.	29½	29½	....	....	27	....
" 2d pref.	15	....	15	15	14½	14½
Michigan Central	.....	....	....	116½	116½	....
" S. F. 8s, 1882	.....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100⅝	....	....	....	....	100
" 2 M.	.....	....	97	....	....	....
Mariposa Mining Co.	2½	....	2½	....	....	....
" pref.	5½	....	....	5½	....	....
Milw. and St. Paul	60½	61	60½	59½	59½	59½
" pref.	.....	....	80	....	79	79½
" 1st mort.	94½	....	....	95	94½	94
" 2d mort.	.....	....	....	....	....	....
" 8s.	107½	....	....	....	....	....
" 7 3-10s con.	.....	....	....	....	....	....
Missouri 6s.	95½	96½	96	96	95½	....
" H. & St. J. 1s	93½	93½	....	....	....	93½
Morris and Essex	94½	95	94½	95	94½	95
" 1st mort.	.....	....	102⅝	....	....	102½
" 2d mort.	99½	....	....	....	99½	99½
New York Central	.....	....	....	....	....	....
" 7s, S.F. 1876.	101	....	....	....	....	....
" 6s. S.F. 1883	.....	....	....	....	....	....
" 6s, S.F. 1887	.....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	99½	98½	97½	97½	97
" certificates.	92½	....	....	92½	91½	....
N. York and Harlem	126	126	....	120½	123	126½
" pref.	.....	....	....	....	....	....
" 1 M. 7s, 1873	.....	....	....	....	....	....
N. Carolina 6s. old	.....	....	....	....	....	....
" new	.....	....	....	....	....	....
Ohio and Miss.	49½	49½	49	47½	47½	45½
" pref.	79	....	78½	....	78½	....
" 1st M.	.....	....	....	....	....	....
Pacific Mail S. S. Co.	75½	76½	75½	75	74½	74½
Panama	114	115	114	114½	114	115
Phila. and Reading	.....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	97	....	....	....	96½	....
" 1 M.	.....	....	....	....	....	....
" 2 M.	102	....	....	101	....	....
" 3 M.	.....	....	....	....	....	....
Quicksilver Mining Co.	43	42½	42½	41½	41½	42½
St. L., Alton & T. H.	.....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
" 1 M.	.....	....	....	....	....	....
" 2 M. pref.	.....	....	....	....	....	89½
" Income bds.	.....	....	....	....	....	80⅜
Tennessee 6s, old.	69½	....	68½	....	....	68½
" new.	69	68½	....	....	....	68½
Tol., Wab. & Western.	77½	77½	77½	76½	77	....
" pref.	.....	....	....	....	....	....
" 1 M.	97	....	....	....	....	....
" 2 M.	.....	....	....	....	93½	....
" Equipment.	.....	....	86	....	....	....
" St. Lou. Div.	.....	92½	92½	92½	92½	....
Union Pacific	40½	40½	40½	39½	39½	38½
" 1st mort.	92½	92½	92½	92½	92½	92½
" L. Gt. 7s	82	81½	81½	81½	81	81
" Inc. 10s	.....	.....	87½	87	86½	85½
Virginia 6s, old	.....	....	....	....	....	....
" new	.....	....	....	....	....	....
" consol.	53½	....	54	54	....	54
" def. cert.	.....	....	17½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...110¼	110¼	....	....	110¼	110	
U. S. 5s, 10-40s, coup..110¾	....	110¼	....	110¾	....	
U. S. 5s, 1881, reg.....	....	....	110¾	111¼	....	
U. S. 5s, 1881, coup.....	....	111¾	111¾	....	111¾	
U. S. 6s, 1881, reg.....116¾	....	116	116¾	....	116¾	
U. S. 6s, 1881, coup....118¾	118¾	118¾	118¾	....	118¾	
U. S. 6s, '81, O.W.L.....	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '62.112¾	112¾	112¾	112¾	....	113	
U. S. 6s, 5-20s, c. 1862..112¾x	112¾	112¾	113¼	....	113¼	
U. S. 6s, 5-20s, reg. '64.112	112¼	....	113	....	....	
U. S. 6s, 5-20s, c. 1864.112¾x	112¾	....	113¼	....	....	
U. S. 6s, 5-20s, reg. '65.112	112¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.112¾x	113	112¾	....	....	113¼	
U. S. 6s, 5-20s, r. n. '65.....	114¼	....	....	....	115	
U. S. 6s, 5-20s, c. n '65.114¾	114¾	114¾	115¼	115¼	115¾	
U. S. 6s, 5-20s, reg. '67.115¼	115¼	115¼	....	115¼	115¼	
U. S. 6s, 5-20s, c. 1867..115¼	115¾	115¾	115¾	115¼	115¾	
U. S. 6s, 5-20s, reg. '68.115¾	....	....	....	....	116	
U. S. 6s, 5-20s, c. '68.....	115¾	....	116	....	....	
U. S. 6s, Pac.RR.issue.....	116¾	116¼	116¾	116¼	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa preferred ... 47¾	47¼	....	....	....	....	47¼
Camden and Amboy...126	126	126¼	126¼	126¼	126¼	
.. 6s, 1875	....	....	99¾	98	....	
.. 6s, 1883	92¼	....	....	92¼	92¼	
.. 6s, 1889	....	....	....	....	....	
.. mort. 6s, '89 94¼	95	....	96¼	....	....	
Elmira & Williamsport.....	....	....	....	....	....	
.. pref.	....	....	....	....	....	
.. 7s..... 91	....	....	....	....	....	
Lehigh Navigation..... 46¼	46¼	46¼	45¾	45¼	43¼	
.. 6s, 1884	....	90¼	....	....	....	
.. Gold L..... 94¾	95¼	....	94¾	95¼	95¼	
.. R. R. L.....	....	92x	92	92	92	
.. Conv. L.....	....	....	....	....	....	
Lehigh Valley R. R..... 59¾	59¼	59¼	59¼	59¼	59¼	
.. 6s new coup.....	....	....	....	....	....	
.. 6s new reg.....	....	....	....	....	....	
Little Schuylkill R.R.....	....	....	....	....	....	
.. 7s.....	....	....	....	....	....	
Minehill 53¼	....	53	....	....	53¾	
Morris Canal.....	48¼	....	48¼	48	48	
.. pref..... 124¼	123¼	....	....	....	....	
North Pennsylvania	....	....	....	51	....	
.. 6s, 1880	100¾	100¾	....	....	....	
.. 7s.....	94¼x	....	....	....	....	
.. 10s, 1887	110	....	....	....	....	
Northern Central	....	....	40¾	40¼	....	
Oil Creek & Alleg. Riv. 41¾	41¼	41¼	40¾	41	40¾	
.. 7s.....	....	80x	....	....	....	
Pennsylvania R. R..... 60¾	58¼x	58¼	58¼	57¾	57¾	
.. 1st M.....101¼	....	....	....	....	....	
.. 2d M..... 97¼	97¾	....	....	....	....	
.. Gen. mort.. 93¾	93¾	....	....	94	....	
.. .. reg.. 93	93	92	93¼	93¼	....	
Penn. State, 6s.1st series102¾	102¾	102¼	....	....	....	
.. 6s, 2d series.105	....	105	105	....	105	
.. 6s, 3d series.....	107	....	....	107	....	
Philadelphia City, 6s.....	....	....	97¼	97	....	
.. new 101	101¾	101¾	101¾	101¾	101¾	
Philad., Germ. & Nor.....	....	....	....	....	87¾	
Phila. & Reading 59	59¼	59¼	59	58¾	57¾	
Philadelphia and Erie.....	....	28¼	....	....	28	
.. 6s.....	....	....	....	....	....	
.. 7s.....	....	....	90	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
.. pref.....	....	15	....	15¾	15¼	
.. 6s, 1882 80	....	....	80	79¼	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	81¼	....	....	
Hestonville, (Horse).....	21	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	20¼	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875.....	....	....	....	....	....	99
.. 1886 ..... 99¼	99½	....	....	....	....	
.. 1890	....	....	....	....	....	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	99¾	100	
Balt and Ohio.....140¾	140¾	140¾	....	....	140¼	
.. bonds, 1875.....	....	....	....	....	....	
.. .. 1880..... 96¼	....	....	....	....	....	
.. .. 1885. 95	....	....	....	....	....	
Marietta & Cin. 1st M.. 97¼	97¼	97¼	....	97¼	97¾	
.. 2d M.....	....	87¾x	....	....	88¾	
.. 3d M. 8s.....	80	80	....	...	81	
Northern Central.....	41	....	....	....	40¾	
.. bonds, 1885.....	....	....	....	....	....	
.. .. 1900.....	86¼	....	....	86¾	....	
Pittsb. & Connellsv. 7s.....	95	....	....	....	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
.. 2d mort.....	....	....	....	....	....	
.. 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	53¼	....	54¼	57	....	
.. Defer. Certif.....	17	17	17	17	....	
City Passenger R. R.....	....	....	24¼	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending May 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany 150	....	149¼	149	149	149¼	
Boston and Lowell.....	....	....	....	....	....	
Boston and Maine.....141	141¾	....	142	....	141¾	
Boston and Providence.152	....	150¼	152	151	....	
Boston, Hartford & Erie....	9	....	....	....	....	
.. 7s, new 47	47¼	46¾	46¾	46¾	46¾	
Cheshire, pref.....	....	82¼	....	83	....	
Chi., Burl. & Quincy.....	....	....	....	133¼	132¾	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	....	....	....	....	
Eastern.....	108¾	....	108	....	....	
Fitchburg.....139	139¾	....	....	....	138	
Manchester & Lawr'ce.....	....	....	....	150	150	
Michigan Central.....115¾	115¼	115¾	115¼	115	115¼	
Northern, N. H.....	....	....	114¼	....	....	
Ogdens. & Lake Champ....	88	87¼	88¼	....	....	
.. pref.....	102¼	....	102¼	102¾	103	
Old Colony & Newport.....	113	113	....	....	113¼	
Ph., Wil. & Baltimore.. 56¼	56¼	57	57	....	57	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	39¾	....	....	
" 6s.....	90¼	....	90¼	....	90	
" Land Grant 7s....	81¾	....	....	....	....	
" Income 10s.....	85¾	....	85¼	85	85	
Vermont & Canada..... 99¼	99¾	99¼	99	99¾	99	
Vermont & Mass..... 85	....	....	....	85	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	66¾	....	....	....	
Middlesex	....	....	....	....	86¼	
Central Mining Co.....	....	....	....	37	....	
Copper Falls 15¾	15	14	14	14	....	
Franklin 12	....	....	....	11	....	
National 6¼	....	....	....	....	....	
Pewabic 12¾	10¾	....	....	....	11	
Quincy 55	53	52	52	52¼	53¼	

London Stock Exchange.

	Closing Prices. April 26.	Closing Prices. April 19.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880.....	76 — 78	75 — 80
Do. do., 2d mort., 1881.....	63 — 68	65 — 70
Do. Penn., 1st mort., 1877.....	42 — 43	41 — 43
Do. do., 2d mort., 1882.....	101 — 103	100 —102
Do. Consol. 7 per cent. mort. 1890..	6 — 8p	6 — 8p
Detroit and Milwaukee 1st mort. 7s..	77 — 89	77 — 89
Do. 2d mort. 8 p. c.....	75 — 85	75 — 85
Erie shares 100 dol. all paid.....	56¼— 56¾	50¾— 51¼
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875.....	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid.....	109 —110	109 —110
Marietta and Cincinnati 7s.....	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872.....	— — —	— — —
Panama General mort 7s, 1897.....	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct..	99 —101	97 — 99
Do. General mort. 6 p. c. 1910.....	96 — 97	95 — 97
Do. $50 shares.....	50 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, May 11, 1872.

Stock Exchange and Money Market.

Money has been in active demand, on speculative account, but lenders have been generally quite prompt in meeting the requirements of responsible borrowers on call within the range of from 5@7, chiefly at 6@7 per cent. per annum, though toward the close some instances were reported of a trifling commission, added to the legal rate, having been paid by needy operators to have Stocks carried from one day to another. In the way of discounts, a freer currency has been noted for the better grades of commercial paper at from 7@10 per cent. per annum for strictly choice to very good notes, the offerings of which were not particularly urgent. The U.S. Sub-Treasury office reduced its coin balance 5⅛ millions and enlarged its currency reserve nearly 2⅛ millions. The city banks added to their loan and discount average about 3⅜ millions during the week, and again reduced their outstanding circulation slightly. The U.S. Sub-Treasury held a currency balance at the close of business on Tuesday of $7,542,725, and a coin reserve, of $65,211,640.

The city banks, in their latest return, show an increase of $1,880 of legal tender notes, $212,900 of specie, $8,497,300 of deposits, and $5,358,400 in their loan and discount averages, with a reduction of $30,200 in their item of circulation. The city bank exchanges, last week, averaged 123⅞, and thus far, this week, about 135 millions daily. The banks now hold $5,871,250 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,325,400, against $15,807,294 same time last year. The city bank deposits are now $211,636,400, against $227,581,540 week ending May 6, 1871. The legal tender reserve amounts to $47,707,400, against $62,099,211 same time last year. The circulation now stands at $27,809,800 against $31,394,305 same time last year. The loans are now $280,284,900 against $289,312,778 at this date last year.

The coin reserve of the city banks is now about 18⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 47⅜ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury augmented its currency balance $2,057,929, and reduced its coin reserve $5,073,365 as the result of the week's business. The receipts of the office were $5,227,165 in coin, and $6,777,146 in currency; payments, $10,300,529 in coin, and $4,719,218 in currency. The office received $2,896,000 in coin or its equivalent, from customs; and disbursed $3 209,500, of coin interest.

Government revenues yielded more liberally, through the past week, particularly in the way of excises. The excises yielded within the week about 3½ millions, and thus far since July 1, 1871, $109,017,925. The customs at the port of New York last week were $2,732,750; at the outports, equal to about $900,000 all in coin, or coin certificates.

Under the May programme of the Treasury Department, Government proposes to sell during the month, Gold as follows: Thursday, May 9, $2,000,000; Thursday, May 16, $2,000,000; Thursday, May 23, $2,000,000; Thursday, May 30, $2,000,000. And to buy in Five Twenty bonds as follows: Wednesday, May 15, $2,000,000; Wednesday, May 22, $2,000,000; Wednesday, May 29 $2,000,000.

The Gold speculation has been more animated, and there has been increased buoyancy in the price influenced by the reports relative to the slow and unsatisfactory progress, of the arbitration negotiations, growing out of the *Alabama* difficulties, and also by the very large imports of foreign goods, especially as compared with the moderate outward movement of domestic produce, involving the probability of extensive exports of specie, to adjust the growing adverse trade balances. The past week's specie shipments were over a million and a half; on Tuesday, of this week the German steamship *New York* took out $750,000, and on Wednesday, the outflow reached $681,102.

The range of the price during the week has been from 112⅜@114 and the closing quotation on Wednesday was 113⅞@114 against 112½ the preceding Wednesday. The specie outflow, last week, was $1,538,259. The Gold Exchange Bank

clearances have averages about 46 millions per day during the week.

The customs demand for Gold last week, averaged $482,666 a day; thus far, this week, it has averaged $526,000 a day, or equal to a weekly aggregate of $3,156,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $15,471, and since Jan. 1, 1872, $638,110 against $2,994,181 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $136,466,924 against $127,165,561 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 4, 1872, $67,943,970, against $74,260,231 same time in 1870-'71.

The export drain of specie was $1,538,259 last week, against $1,808,807 same week preceding year. The shipments since July 1, 1871, have been $33,275,268 against $66,846,001 same time in 1870-'71.

Foreign Exchange has been in fair demand and firmer, though closing less buoyantly. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞; sight bills on London, 110½@110¾.

The produce exports from this port, week ending with May 7, were to the currency value of $4,322,712.

Government securities have been moderately active at stronger prices, though the later dealings indicated rather less firmness.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118⅛; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 112¾@112⅞; U. S. Five-Twenties of 1864 at 112¾@113; U. S. Five-Twenties of 1865, 113¼@113½; U. S. Five-Twenties of 1865 consolidated, 115@115⅛; U. S. Five Twenties of 1867, 115⅝@115¾; U. S. Five-Twenties of 1868, 116¼@116½ U. S. Ten-forties at 110½@110¾; U. S. Fives of 1881 (Funding Loan) 111¼@111½; Six per cent. currency bonds, 116⅛@116¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 24.	April 30.	May 7.
Consols	92⅞	93¼	92⅞
U. S. 5-20's of 1862	*90	*90¼	89¾
U. S. 5-20s, 1865	*91¼	—	90¾
" 1867	93½	93½	93
" 10-40s	89½	—	88½
New Fives of 1881	—	90½	89¼
Erie	54	55½	53½

State bonds have been in more general demand yet irregular in price, closing rather more steadily.

There has been a good nquiry noted for railway bonds of the better class at well supported prices. Central Pacific Sixes have been in fair request at 102½@103. Chesapeake and Ohio have been selling rather more freely at 94 per cent. and accrued interest.

Railway and Miscellaneous share property, has been quite active, but more variable in price, showing decided weakness at the opening of the current week, but closing more firmly, on a more confident speculative movement.

The Central Pacific Railroad earnings in April reached the unusually liberal amount of $951,200, showing a gain of $230,271 on the earnings for the same month last year. The earnings of the road for the first four months of the current year have been $2,991,021 or $633,656 more than in the same period last year, and $1,061,651 more than for the same time in 1870.

In the Metal line, Ingot Copper has been more active but quoted easier in price; sales, 750,000 lbs. at 39c.@40c. English quoted at 34c.@34½c. Pig-iron has been inactive and irregular as to price, within the previous range; sales, 400 tons Eglinton and 200 tons American, on private terms. Iron Rails firm, but quiet. Wrought Scrap sold to the extent of 400 tons, on private terms, sales quoted as before. Of the recent movements in iron Messrs Bigelow & Johnston remark: "Pig-iron—A decided pause on the upward movement has taken place, accompanied by some little pressure and considerable irregularity. The month has been emphatically a dull one compared with its immediate predecessors. Opinions differ as to the prospects in the future, but we shall not be surprised to see considerable reaction. There is margin enough for a decline of $4@$5 per ton, and yet leave prices high. In Scotch Pig, business has been restricted by the small stock, and the fancy prices have been the order of the day. Our quotations are for such lots as are needed for immediate delivery; "to arrive" parcels are offered at lower figures. A vast quantity of iron is in process of shipment or engaged for this country. Undoubtedly a large proportion of this has long been sold for consumption, but there is enough left for resale to cause a weak feeling and some irregularity. This is not to be wondered at when it is remembered that cargoes are offering side by side, costing in the one case, perhaps $6@$7 per ton less than the other. Until the market absorbs all the parcels purchased at low figures, this irregularity in prices may naturally be expected. About one-half the month's import consists of Bessemer Pig. New Rails—Though prices have further appreciated, the business actually transacted has been of a light character, and the month closes on a very quiet market. Holders of foreign rails are very firm in view of the very great strength still manifested abroad. American Mills have also advanced their prices but are making comparatively few contracts. There is still too much discrepancy between the prices of material and those of manufactured iron. Old Rails—The arrivals have been liberal, but being mostly sold some time ago there has been no strain on the market. Prices close a very little higher than last month with, however, a very dull feeling, foreshadowing lower prices should there be the least pressure to sell. Scrap Iron—Prices are well maintained, though there has been no further advance." Lead and Spelter dull but steady. Pig-tin inactive and heavy, with Straits quoted at 39c.@39½c., gold; sales, 200 slabs. Tin Plates steady, though in but moderate request; sales, 1,000 boxes assorted Charcoal at $13 75; 1,000 boxes Charcoal Terne at $12 50, and 500 boxes Coke, 14x20, on private terms. Of Zinc, 15 casks Musselman Sheet sold on private terms.

General business has shown increasing animation, particularly in Breadstuffs, Petroleum, Tobacco, Hemp, and to some extent, in Provisions. Prices of Flour, Wheat, Rye, Oats, Butter, Eggs, Spirits Turpentine Petroleum and Tobacco showed more firmness. Cotton was in less confident demand. Middling upland cotton closed on Wednesday at 23⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,576,915 bales, against 3,681,041 bales same time in the preceding year; exports 1,777,000 bales against 2,688,000 bales in the previous year; stock at the ports at latest dates, 272,255 bales against 453,982 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 10@13¾ cts.; Veals dull at 4@7½ cts.; Sheep in good request at 4½@10½; Lamb 14@20 cts. Swine, dull at 4⅝@4⅞ cts. per lb., all live weight. The week's receipts were 8,287 Beeves, 3,276 Veal Calves, 11,075 Sheep and Lambs; and 30,040 Swine.

Foreign goods have been in fair demand at steady prices. The week's imports of foreign goods reached the amount of $10,190,875, including $2,966,339 of dry goods.

Ocean freights have been moderately active and quoted about steady as to rates. The demand has been mostly for room for Grain, Petroleum, Naval Stores, and Lumber.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie, R. R., 9¾; do. 1st mort., 46⅝; do. guar. bonds, 52; North Missouri 1st mort., 92½; East Tenn., Va. and Ga. 1st mort., 93¼; Central of New Jersey 1st mort., 104⅞; Long Dock bonds, 97; Gt. Western 1st mort. 1888, 96¾; Cleveland, Col., Cin. and Ind. 1st mort., 99¾; Chicago and Northwestern Interest bonds, 96½; Toledo, Peoria and Warsaw 2d mort., 84⅞; St. Louis and Iron Mt. R. R., 103; do. 1st mort., 96; Hannibal and St. Joseph Land Grant bonds, 100; Milwaukee and St. Paul 1st mort Iowa div., 89¾; Ohio and Miss. 2d mort. 85; do. consol, 95; Albany and Susq. 2d mort., 98; Buffalo, New York and Erie 1st mort., 96½; New Jersey Southern R. R., 26½; Lake Shore and Michigan Southern scrip, 92¼; New Jersey R. R., 125½; Western Union Tel., 75; Quicksilver pref., 52; U. S. Exp., 78¾; Am. Mer. Union Exp., 75; Adams Exp., 98½; Wells Fargo Exp., 85½; Atlantic Mail S. S. Co., 84¾; South Carolina 6s, new, Jan and July, 36¾; do. Apl. and Oct. 35½; Louisiana 8s, 1910, 79; Arkansas 6s, Fund Act, 57; Alabama 5s, 65; New York State 7s, Bounty Loan, 108½; Georgia 7s, end., 80; Wilkesbarre Coal, 50; Spring Mt. Coal, 52½; American Coal, 48; Consol. Coal of Md., 42½; Maryland Coal, 22; Cumberland Coal and Iron, 75; Brookline 6s, W.L., 96.

Philadelphia.—Lehigh Valley 7s, new, 103¾; Pennsylvania and New York Canal 7s, 97½; Wilmington and Reading 7s, 98; Morris Canal 2d mort., 91; do. scrip, 85; Lehigh Nav. consol. gold Loan, 99½; Philadelphia and Reading 6s, 1843-'80, 94; do. 7s, 1893, 102½; do. deben. bonds, 82¾; Sunbury and Lewis 7s, 95; Pennsylvania Canal 6s, 76; Camden and Atlantic 2d mort., 60; West Jersey R. R. 6s, 93¾; do. 7s, 102; Belvidere Delaware 3d mort., 82½; Susquehanna Canal 6s, 75; Oil Creek and Allegheny River R. R. 1st mort., 84; Pennsylvania allotments, 57¾; Harrisburg and Lancaster R.R., 52; Catawissa R. R., 18¼; do. 7s, new, 98; Fifth and Sixth streets R. R., 45⅝; New Jersey State 6s, exempt, 104; Pittsburg 5s, 75; Fulton Coal, 5⅝. The latest quotations are: City 6s, 97½@98; do. free of tax, 101⅝@101¾; Pennsylvania State 6s,

W. L. 100⅛@101½; do. 1st series, 102@102½; do. 2d series, 105@105; do. 3d series, 106½@107; Reading, 58¾@58⅞; do. mort. 7s, 1893, 103@103; do. mort. 6s, 1880, 94@96; Camden and Amboy, 126@126½; do. mort. 6s, 1889, 94@94½; do. 1883, 92½@93; do. 1889, 91@92; Pennsylvania R. R., 57⅝@57¾; do., allotments, 57⅝@57¾; do. 1st mort., 101⅝@101¾; do. 2d mort., 97¾@98; do. General mort. coupon, 94@94¼; do. reg., 93@93; Little Schuylkill R. R., 47¼@47⅜; Morris Canal, 48@50; do. pref., 122@123½; do. 6s, 91@91; Susquehanna Canal, 8@8; do. 6s, 74½@75; Schuylkill Nav., 7½@8¼; do. pref., 15@15½; do. 6s 1882, 79½@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 91@—; do. 5s, 58@—; Lehigh Coal and Navigation, 43¾@44; do. 6s, 1884, 90@90½; do. R. R. Loan, 92@—; do. Gold Loan, 94½@95; North Pennsylvania 50@51; do. 6s, 100⅛@101½; do., 7s, 94@—; do. Chattle 10s, 109@111; Philadelphia and Erie, 28@28⅛; do. 6s, 89@89¼; Minehill, 53⅜@53⅝; Catawissa, 17½@18¼; do. pref., 47@47½; Lehigh Valley, 59⅜@59½; do. allotments, 59@59½; do. 6s, new coupon, 96½@96½; do. reg., 98½@98⅛; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 45½@47; Second and Third, 63@64; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 45@47; Chestnut and Walnut, 56@57; Hestonville, 19@21; Union, 76@—; Germantown, 36@38.

Boston.—Stanstead, Shefford and Chambly 7s, 82½; Cincinnati, Sandusky and Cleveland, 7s, 83; Rutland pref., 67; do. scrip., 85; Eastern R. R. 6s, 1874, 97½; Old Colony and Newport 7, 1877, 102½; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 81¾; Mansfield and Framingham 1st mort. 7s, 1889, 90; Vermont Central 1st mort., 82; Vermont Central and Vermont and Canada 8s, 100; Nashua and Lowell R. R., 145; Marquette and Ontonagon R. R., 115; Norwich and Worcester R. R., 125¼; Summit Branch, 43¾; Cape Cod R. R., 81½; Connecticut and Passumpsic Rivers R. R. pref., 89¾; Portsmouth, Gt. Falls and Conway R. R., 97; Granite Railway, 69⅜; Burlington and Missouri R. R. in Nebraska, 75; do. 8s, 100; Boston Water Power, Co., 51; Cary Imp., 13⅛; Brookline Land 7; Waverly Land, 7; Rhode Island 8s, 1892, 105½; New Hampshire 6s, 100; Fall River 6s, 100; Salem 5s, 1882, 88½; Cincinnati 7s, 1887, 103⅝; Chicago 7s, 1892, 97½; do. 6s, 1880, 91¼; Boston 5s, 1877, gold, 102; Portland 6s, 1888, 96½; Lowell 6s, 1890, 99¼; Hartford 6s, 1877, 96¾; St. Louis 6s, 89½; Allouez Mining Co., 11; Calumet and Hecla, 150; Dawson Silver, 3⅞; Madison, 60c.; Minnesota, 7½; New England, 50c.; Phœnix, 22; Petherick, 4; Rockland, 3; Ridge, 11; Shuniah, Silver, 8¼; Clair, 1½; Tremont, 15c.; Winthrop, 40c.

Baltimore.—Maryland Defense bonds, 104; Virginia 6s, old, reg., 50; do. coupon, 56⅝; Central Ohio R. R., 83; Northern Central 6s, 1900, gold, 94¼; Orange, Alexandria and Manassas 7s, 85⅞; Orange, and Alex. 1st mort. 6s, 90½; do. 2d mort. 6s, 83⅛; Richmond and Danville 1st mort., 79½; Western Maryland 3d mort., guar., 96. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95@95¼; Baltimore and Ohio, 149@150; do., pref., 100⅛@—; do., 6s, 1875, 96@—; do., 1880, 96⅛@—; do., 1885, 95⅛@96; Northern Central, 40¼@41; do. 6s, 1885, 94@95; do., 1900, 86@87; do., 6s, 1900, gold, 94¼@94¼; N. W. Va. 1st mort., 99@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 7s, 1892, 98@—; do., 2d mort., 7s, 87@88; do., 3d mort., 8s, 81@84; Central Ohio, 32½@33½; do., 1st mort., 86⅝@86¾; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@96; do., 3d mort., guar., 96¼@96⅞; do. 2d mort. pref., 75@75; do., 2d mort. guar. by Washington Co., 89@90; Richmond and Danville bonds, 79@80; Orange and Alexandria 1st mort. 6s, 90½@—; do., 2d mort. 6s, 83½@85; do., 3d mort. 8s, 91½@92; do., 4th mort. 8s, 84½@85; Orange, Alex. and Manassas 7s, 85¾@86; Virginia and Tennessee 6s, 1st mort., 93@94; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 89@91; Baltimore 6s, 1875, 99@—; do., 1884, 99½@—; do. 1886, 100@100¼; do., 1890, 100⅛@100½; do., 1893, exempt, 99½@—; do., 1900, exempt, 99@—; Memphis City 6s, 54¼@57; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@105; City Passenger R. R., 23½@24¼; George's Creek Coal, 81@—.

HARVEY FISK. A. S. HATCH.

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In answer to inquiries for safe and desirable securities, we can recommend, to our friends and customers, only such investments as we have carefully examined and know to be reliable. Among these are:

THE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY, originally negotiated by us, and which we now buy and sell at market rates. They are widely known and highly esteemed in all the principal money markets of the world, and are dealt in at all the principal Stock Exchanges in this country and Europe, where they take rank in popularity and market value next to the Bonds of the United States Government. Present market price, about 103.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY, secured by a First Mortgage upon their great East and West Trunk Line of Railroad extending from the Chesapeake Bay to the Ohio River, forming a short, easy, low grade and economical through route for the transportation of Western products to the sea, and traversing the wonderful Iron and Coal deposits of Virginia and West Virginia, which are well known to be among the most important, varied, and valuable on this continent.

We have these bonds still for sale for account of the Company at 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations $1,000, $500, and $100, Coupon or Registered.

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We buy and sell GOVERNMENT BONDS; receive deposits, and allow interest on balances; make collections; issue Certificates of deposit, and do a general banking business.

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☞ The estimated earnings of the Erie Railway for the week ending April 30, 1872, were $382,889; against $250,791 for the corresponding period of 1871—an increase of $132,098. Total earnings since April 1, 1872, $1,596,598—an increase over the same time in 1871 of $342,648.

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First Mortgage Bonds

are being absorbed by an increasing demand for them.

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A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ The Bedford (Pa.) *Inquirer* hears of a proposal to extend the Western Maryland Railroad to connect with the Bedford and Bridgeport Railroad at Mount Dallas. Such a connection is calculated to give a valuable traffic to the Western Maryland Road, and to prove of at least equal value to the coal country of Bedford county in affording it a favorable market for its product.

☞ The Newburyport *Herald* says the Eastern Railroad Company are completing the Essex Branch Railroad, which was abandoned by the contractors last fall. The Company will build a fine depot at Essex, and propose erecting another at Woodbury's crossing, in East Hamilton, near the Essex and Hamilton lakes.

☞ The Hagerstown *Mail* says that the Western Maryland Railroad is finished to Hagerstown, and that on Wednesday last the first locomotive with a train of cars stopped at the Station on the Leitersburg pike.

☞ The North Carolina Railroad Company have declared a dividend of six per cent., payable on the 1st of July and January.

☞ The American Railroad Master-Mechanics' Association is to hold its annual meeting in Boston on the 14th inst.

Journal of Railroad Law.

RAILROAD COMPANIES—THE LAW OF ANOTHER STATE LIMITING THE AMOUNT OF DAMAGES FOR INJURIES THEREIN DOES NOT CONTROL THE COURTS OF NEW YORK IN CASE OF A PASSENGER TRAVELING BETWEEN TWO POINTS IN THE LATTER STATE.

The recent case of Dyke *vs.* The Erie Railway Company, and Floyd *vs.* The Same (45 N. Y., 113,) were actions to recover damages for personal injuries sustained by the plaintiffs while passing over the road of the defendant as passengers, caused by the negligence of the defendant's servants and agents.

Each of the plaintiffs purchased a ticket and took passage on the defendant's road, on the 14th of April, 1868, from stations in this State to the City of New York, and while in transit from the place of departure to the City of New York, and upon a part of the road in the State of Pennsylvania, sustained the injuries complained of. By an act of the legislature of Pennsylvania, passed April 4th, 1868, the recovery in actions then or thereafter instituted against common carriers or, railroad corporations for personal injuries is limited to $3,000. Upon the trials it was claimed in behalf of the defendant that the rights of recovery of the plaintiffs were controlled by this act. The claim was overruled by the judge, and each of the plaintiffs had verdicts in excess of the limit prescribed by the Pennsylvania statute; Dike for $35,000, at the Kings Circuit, and Floyd for $15,000 at the Tioga Circuit, and judgments upon such verdicts were affirmed at the Supreme Court at the General Terms. The defendant has appealed to this court.

The following is the opinion of the court delivered by

ALLEN, J.—The only question to be considered upon this appeal is as to the effect of the Pennsylvania statute, limiting the amount of the recovery in actions of this character. It is conceded that the statutes of one State are not obligatory upon the courts of other States; that, they have not, *proprio vigore*, the force of law beyond the limits of the State enacting them. But it is sought to bring these actions within the operation and effect of the foreign statute upon the ground that the contracts were made with reference to the laws of that State, and the causes of action arose there.

The generally received rule for the interpretation of contracts, is that they are to be construed and interpreted according to the laws of the State in which they are made, unless from their terms it is perceived that they were entered into with a view to the laws of some other State. The *Lex Loci contractus*, determines the nature, validity, obligation and legal effect of the contract, and gives the rule of construction and interpretation, unless it appears to have been made with reference to the law and usages of some other State or government, as when it is to be performed in another place, and then in conformity to the presumed intention of the parties, the law of the place of performance furnishes the rule of interpretation. (Prentiss *vs.* Savage, 13 Mass., 20; Medbury *vs.* Hopkins, 3 Conn., 472; Everett *vs.* Vendryes, 19 N. Y., 436; Hoyt *vs.* Thompson's Exr. id, 207; Curtiss *vs.* Leavitt, 15 N. Y., 227.)

The contracts before us were made in the State of New York and between citizens of that State. The plaintiffs were actual inhabitants and the defendant was a corporation existing by the laws of that State. The contracts were for the carriage and conveyance of the plaintiffs over the road of the defendant between two places in the same State, to wit: from stations on the line of the road in the western part of the State to the city of New York. The duty and obligation of the defendant in the performance of the contracts commenced and ended within the State of New York.

Although the route and line of the defendant's road between the places at which the plaintiffs took their passage and their destination, passed through portions of the States of Pennsylvania and New Jersey, by the consent of those States respectively, the parties cannot be presumed to have contracted in view of the laws of those States. The contracts were single and the performance one continuous act. The defendant did not undertake for one specific act, in part performance in one State, and another specific and distinct act in another of the States named, as to which the parties could be presumed to have had in view the laws and usages of distinct places. Whatever was done in Pennsylvania was a part of the single act of transportation from Attica or Waverly in the State of New York to the city of New York, and in performance of an obligation assumed and undertaken in this State, and which was indivisable. The obligation was created here and by force of the laws of this State, and force and effect must be given to it, in conformity to the laws of New York.

(Carnegie *vs.* Morrison 2 Metc., 381, Per Shaw Ch. J.) The performance was to commence in New York and to be fully completed in the same State, but liable to breach, partial or entire in the States of Pennsylvania and New Jersey, through which the road of the defendant passed; but whether the contract was broken, and if broken, the consequence of the breach should be determined by the laws of this State. It cannot be assumed that the parties intended to subject the contract to the laws of the other States, or that their rights and liabilities should be qualified or varied by any diversities that might exist between the laws of those States and the *Lex Loci contractus*. The case of the Peninsular and Oriental Steam Navigation Co. *vs.* Shand (3 Moore's P. C. 272) is somewhat analogous in principle to the case at bar. A passenger, by an English vessel belonging to an English company, from Southampton to Mauritius, *via* Alexandria and Suez, sustained a loss of his baggage between Alexandria and Mauritius, and it was held that the contract for the passage was to be interpreted by the law of England, the place where the contract was made.

The Supreme Court at Mauritius had held that the contract was governed by the French law in force in Mauritius, and refused to the defendants the benefit of an exemption from liability for loss of property to which they were entitled by the terms of the contract as interpreted by the laws of England and the judgment was reversed, upon appeal, by the privy council.

Whether the actions are regarded as actions of assumpsit upon the contracts or as actions upon the case for negligence the rights and liabilities of the parties must be judged by the same standard. The form of the action concerns the remedy but does not affect the legal obligations of the parties. On either form of action the liability of the defendant, and the rights of the plaintiffs, are based upon the contracts. The defendant owed no duty to the plaintiffs, except in virtue of the contracts and the obligations for the violation and breach of which, an action may be brought are only co-extensive with the contracts made. It follows, that the law of Pennsylvania cannot enlarge or restrict the liability of parties to contract, which for its validity, effect, and construction, is subject to the laws of New York.

The damages to which a party is entitled, upon the breach of a contract, or violation of a duty growing out of a contract, and the rule and measure of damages pertains to the right and not to the remedy. It is matter of substance, and the principal thing sought, and not a mere incident to the remedy for the principal thing. It is conceded, that the statutes of Pennsylvania have no intrinsic extra territorial force, and that they bind only within the jurisdictional limits of the State. Upon principles of comity, effect is sometimes given by the courts of a State to foreign laws. In matters of contract, such effect is accorded to statutes of other States, only to carry out the intent of and do justice between the parties, never to qualify or vary the effect of a contract between parties not citizens of such foreign State, or subject to its laws, and not made in view of the laws of such State. Effect will not be given by the courts of a State to foreign laws in derogation of the contracts, or prejudicial to the rights of citizens. (Liverpool, Brazil, &c., Steam Navigation Company *vs.* Benham, 2 Law Rep. P. C. Cases, 193; Hale *vs.* N. J. St. Nav. Co., 15 Conn., 539; Arnott *vs.* Redfern, 2 Carr & Payne, 88; Gale *vs.* Eastman 7 Met. 14.) The actions are not given by the laws of Pennsylvania. They grow out of the contracts and the duties resulting from the contracts, and are given by the common law, and therefore, the laws of another State in an action brought here cannot prescribe the measure of damages, or limit the liability of the parties.

The judgments should be affirmed.

Judgments affirmed.

☞ The stockholders of the Schuylkill Navigation Company, at Philadelphia, on the 24th ult., adopted resolutions that henceforward semi-annual dividends of 50 cents per share on the preferred stock, and 25 cents per share on the common stock, be paid out of the rental accruing under the lease of the company's works to the Reading Railroad Company.

☞ W. H. Sheridan has been appointed General Superintendent of the St. Joseph and Denver Railroad, in place of Mr. J. F. Barnard, resigned. The track of this road is now laid beyond Meridian, a town located near the confluence of the Big Sandy and the Little Blue rivers. There are now about one hundred and seventy miles of completed and equipped track, and it is continually being stretched out at a rapid rate.

☞ The Wathena *Reporter* says that "surfacing and spiking of the Wathena and Doniphan railroad is about completed, and will be turned over to the purchasers, Tanner & Co., of New York, next week. Then look out for the express train for Atchison."

Bessemer Steel Rails.

Prominent among the imports lately reported at the custom-house are the extensive importations made by the Baltimore and Ohio Railroad Company of Bessemer steel rails, purchased from the best manufacturers in England. Of these there have arrived here, within the past fortnight, 13,606 rails, weighing three thousand eight hundred and fifty-four tons, or sufficient to lay about 40 miles of track, the duties on which amounted to over one hundred and seven thousand dollars, gold. A large portion of the double track of the main line of the Baltimore and Ohio road and its Washington Branch is already laid with steel rails. The entire length of the Washington Branch, it is understood, will soon be thoroughly perfected in this respect, thus rendering it one of the finest roads in the country. The work of substituting steel for iron rails on the main line will also continue, until its whole length is relaid with this superior metal.—*Balt. Sun.*

Statement of the Public Debt of the United States May 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$333,333 33
5 per cent. 1881 bonds, 1861	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	186,900 00
6 per cent. 1881 bonds, 1861	189,321,200 00	3,789,424 00
6 per cent. 5-20 bonds, 1862	279,091,650 00	8,372,749 50
6 per cent. 1881 bonds, 1863	75,000,000 00	1,150,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864	2,387,500 00	71,625 00
6 per cent. 5-20 bonds, 1864	74,967,500 00	2,249,025 00
6 per cent. 5-20 bonds, 1865	160,299,250 00	4,808,977 50
6 per cent. consols, 1865	228,110,350 00	4,562,207 00
6 per cent. consols, 1867	320,973,850 00	6,419,477 00
6 per cent. consols, 1868	39,265,800 00	785,316 00
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00
Aggregate of debt bearing coin interest	$1,803,344,400 00	$37,397,728 50
Interest due and unpaid		4,224,681 78

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$13,845,000 00	$151,551 97
3 per cent. navy pension fund, 1868	14,000,000 00	140,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money	$28,523,000 00	$296,071 97
Interest due and unpaid		20 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
6 per cent. bonds, 1842	6,000 00	360 00
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bonds, 1847	3,900 00	238 97
6 per cent. bonds, 1848	24,900 00	1,281 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	650 00
6 per cent. 5-20 bonds, called 1862	16,938,100 00	342,308 03
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	208 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,520 97
5 per cent. 1 year notes, 1863	107,547 00	5,372 35
5 per cent. 2 year notes, 1863	66,485 00	4,807 68
6 per cent. compound interest notes, 1863-64	615,280 00	121,807 52
7 3-10 per cent. 3 years' treasury notes, 1864-65	357,650 00	38,346 33
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	1,925,000 00	18,906 24
Aggregate of debt on which interest has ceased since maturity	$20,487,497 26	$622,443 68

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$90,871 25	
Legal tender notes, 1862-63	357,500,000 00	
Fractional currency, 1862-3-4	43,179,650 03	
Coin certificates, 1863	25,394,180 00	
Unclaimed interest		11,834 84
Aggregate of debt bearing no interest	$426,164,701 28	$11,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,388,777,100 00	
Bonds at 5 per cent	414,567,300 00	
	$1,803,344,400 00	$41,622,410 28
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	13,845,000 00	
	$28,523,000 00	296,091 97
Debt on which interest has ceased since maturity	20,487,497 26	622,443 68
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,590,871 25	
Fractional currency	43,179,650 03	
Coin Certificates	25,394,180 00	
	$426,164,701 28	
Unclaimed interest		11,834 84
	$2,278,519,598 54	$42,552,780 77
Total debt, principal and interest, to date, including interest due and unpaid		$2,321,072,379 31

AMOUNT IN TREASURY.

Coin		$108,953,738 68
Currency		14,375,199 91
		$123,328,938 59
Debt, less amount in Treasury, May 1, 1872		$2,197,743,440 72
Debt, less amount in Treasury, on the 1st ult.		2,210,331,529 34
Decrease of debt during the past month		$12,588,088 62
Decrease of debt since March 1, 1872		28,070,057 26
Decrease from March 1, '69 to March 1, '72		299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $14,631,870 18; interest repaid by transportation of mails, &c., $3,611,152 09; balance of interest paid by United States, $11,020,718 09.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

☞ The South Branch (W. Va.) *Intelligencer* says that the committee appointed by the stockholders of the South Branch Railway Company, Colonel Robert White, president, and John C. Heiskell and Isaac T. Brady, directors, have returned from their mission to Baltimore and New York. They report the prospects and present condition of negotiations in regard to this highly important improvement among parties and builders as very favorable.

☞ The Frederick *Herald* says that the right of way for the track of the Frederick and Pennsylvania Line Railroad has been granted through Frederick. The engineer of the Baltimore and Ohio Railroad was brought into consultation looking to a connection with that road. This has been the obstacle in the way heretofore, and now, as it has been removed, the work of laying the track between Frederick and the Monocacy will be pushed forward without further delay.

☞ The Richmond (Va.) *Dispatch* says that Maj. A. H. Perry, general superintendent of the Chesapeake and Ohio Railroad, who is now on a tour of observation of the road, contemplates a fast line of coaches between Gauley and the White Sulphur, to make the trip through by daylight about the 20th of May.

THE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

Milwaukee and Northwestern Railroad.

We understand that negotiations are pending between the Chicago and Northwestern Road and the Milwaukee and Northwestern Company which will, without doubt, enable the latter company to secure the early completion of their road from this city to Fond du Lac. As we understand it the Chicago and Northwestern will build their road from Lodi into this city, strike the route of the Milwaukee and Northwestern near the town of West Bend, in Washington county, and running from there upon the line of the Milwaukee and Northwestern into this city. It is understood that the Chicago and Northwestern propose to build the short line from Fond du Lac to its junction with the Lodi road.

It is impossible to estimate the advantages to be gained by Milwaukee in the construction of this road, as it will give a new railroad connection with a county hitherto shut out from us completely, and enable the people of Southern Minnesota and Dakota to take advantage of the Milwaukee wheat market which is always a shade better than the Chicago market, while it saves nearly a hundred miles of lake transportation for eastern freight. At the same time it secures us the benefit of the large Fond du Lac trade which has hitherto sought the city of Chicago. This with the connection to be made with the Wisconsin Central, by the northern road and the St. Paul road with Duluth, will give Milwaukee more than a thousand miles of new railroad facilities which she has so long needed, and enable her to become in truth the commercial metropolis of the Northwest.—*Milwaukee Wisconsin.*

☞ The Harrisonburg (Va.) *Enterprise* says that work is now being vigorously prosecuted on the Valley Railroad between Harrisonburg and Staunton. As soon as practicable the permanent route will be staked off between Greenville, in Augusta county, and Buchanan in Botetourt County. The 75-foot grade through the centre of Rockbridge, making Lexington a point, has been attained after great difficulty, and the company is now in condition to comply with every phase of the law and clinch the Rockbridge subscription.

☞ Wm. Brace, superintendent of the Keystone Coal Company, whose lands lie in Somerset County, Pa., about three miles south of Myers's Mills, is authority for the statement that that company has concluded to build a narrow-gauge railroad from a point upon their coal lands to intersect the Pittsburg and Connellsville Railroad at Hoblitzell's Fire Brick Works, about two miles east of Myers' Mills. The survey for the route is now being made by Mr. Brace, and will be about five miles in length.

☞ The Lexington *Press* says that the work on the Big Sandy Railroad is progressing finely, Seven miles of the line from the city have been completed, and work has been commenced on the eighth section. The grading and trestle work have been finished.

☞ It is stated that the Alabama and Chattanooga Railroad—which was purchased at the sale in Montgomery on Monday by an agent of the State of Alabama, for $312,000—has been sold by the State to the Southern Security Company for the same price.

☞ The Erie Canal will open on the 15th inst. Boats are already gathering at Albany and West Troy and receiving cargoes.

☞ The Chicago, Dubuque and Minnesota Railroad has reached Lansing, Iowa, ninety-six miles from Dubuque.

Brooklyn Steam Transit Co.

A meeting of the corporators of this company was held on the 6th inst. Under the act incorporating the company, which was passed in 1871, they are authorized to construct a railroad from Fulton Ferry to Flatbush. It will run under the East River Bridge to the corner of Sands and Washington streets, near the bridge terminus, and then through Washington or Adams to Fulton, across Fulton and Boerum to Schermerhorn, down Schermerhorn to Flatbush Avenue, then tunneling the high hill which is encountered, it will come out at the town of Flatbush beyond Prospect Park. A Committee of nine was appointed by the chair to digest and prepare plans of the work proposed, to be submitted to a future meeting.

☞ The Chicago, Danville and Vincennes Railroad Company is pushing forward the branch to the Indiana Coal Mines. A part of the iron has already been received. The engineers find that the steepest grade will be but twenty-six feet to the mile. The new branch will bring the famous block coal region of Indiana fifty miles nearer Chicago than now, and is expected to cheapen the coal at least $1 per ton.

☞ The track of the St. Joseph and Denver Railroad is now completed some ten miles up the Big Sandy, about sixty-four miles west of Maryville, making nearly one hundred and eighty miles of completed track. The road will certainly be completed to a connection with the Union Pacific at Fort Kearney by the first of November, and probably in September.

☞ The Bedford (Pa.) *Inquirer* hears of a proposal to extend the Western Maryland Railroad to connect with the Bedford and Bridgeport Railroad at Mt. Dallas. Such a connection is calculated to give a valuable traffic to the Western Maryland road, and to prove of at least equal value to the coal country of Bedford county in affording it a favorable market for its product.

☞ A railway tunnel is now being constructed under the river Mersey, at Liverpool, to connect that city with the opposite city of Birkenhead. It will be about three miles in length, about one-third will be under the bed of the river, and it will connect nearly all the railways of England with the Birkenhead docks.

☞ At a meeting of the stockholders of the Cincinnati, Sandusky and Cleveland Railroad Company, held at Sandusky April 25, a stock dividend of 10 per cent. on the common stock was voted, payable to holders of stock at the close of business on the 20th of April.

☞ The St. Louis *Register* says that GAYLORD & Co. have under consideration the erection of two blast furnaces at Sandusky, and the removing of their rolling mill to that place from Portsmouth Ohio.

☞ The survey for the Kennebec and Wiscasset Railroad from Whitefield to Augusta has been commenced.

☞ Saline County, Arkansas, has voted, 282 against 187, to take $50,000 of stock in the Cairo and Fulton Railroad.

☞ The first bridge across the Arkansas River has been completed at Arkansas City, Kansas.

☞ The Petersboro' (N. H.) Railroad, better known as the Wilton Extension to Greenfield, has been leased to the Nashua and Lowell railroad for twenty years. The lease guarantees the stockholders six per cent. free of taxes. An assessment of twenty-five per cent. upon the subscriptions was made. Gen. Geo. Stark was appointed agent for the construction of the road, which is to be completed and delivered to the Nashua and Lowell road on or before April 1, 1873. Ground will be broken about the first of June.

☞ The Essex Company, of Lawrence, Mass., returned to its stockholders on the 18th ult., $30 per share of capital, reducing the par from $80 to $50, and capital from $800,000 to $500,000. The original capital was $1,500,000; reduced in 1858 to $1,084,200 by cancelling 4158 shares, and again to $1,000,000 in 1861 by 842 shares. In April, 1869, twenty per cent of capital was returned, reducing it to $800,000 and par from $100 to $80.

☞ The Maysville (Ky.) *Republican* says that the surveyors on the Kentucky and Great Eastern railway are vigorously at work along the river line below this city. They have purchased a covered flatboat and made their headquarters on it. It will require about two months to run the line from this point to Covington. C. B. Child, the engineer in charge, speaks encouragingly of the enterprise, and thinks the road will be built.

☞ At the recent annual meeting of the stockholders of the Waverly Land Co., the Treasurer reported that the cash assets amounted to $13,000, and that the company was free from debt with 5,500,000 square feet of land still unsold. The latest sales of land have been made on the basis of from six to ten cents per foot.

☞ A meeting of the incorporators of the Winona and Southwestern Railroad Company was held in Winona, recently, when the following officers of the company were elected: President, Wm. Mitchell; Vice-President, E. D. Williams; Secretary, Thomas Simpson; Treasurer, M. G. Norton.

☞ The St. Louis *Register* says that "arrangements have been practically completed for the Illinois Central's assuming control of McComb's New Orleans, Jackson and Great Northern road, and that, before winter sets in, the arrangement, which includes the conversion of the whole line into a first-class road, will go into effect."

☞ The train from Richmond, on the Richmond and Potomac Railroad, ran through to Quantico for the first time on the 1st inst. This makes the distance to be travelled by water on this route fifteen miles less than when the connection took place at Aquia Creek.

☞ The Missouri, Kansas and Texas railroad is nearly completed to the Red river, where it will connect with the Texas Central railroad, building north from Galveston.

☞ Surveyors are staking out the route for the Albany, Boston and Montreal railroad between Pine Plains and Chatham.

☞ The Franklin Mining Company will pay a dividend of $1 per share, on 20,000 shares, on the 15th inst.

Tea and Coffee.

The bill repealing the customs duties on tea and coffee, which has been signed by the President, goes into effect on July 1st, 1872. During the last fiscal year, ending June 30th, 1871, there were imported into the United States 317,992,048 pounds of coffee, valued at $30,992,869, and 51,364,919 pounds of tea, valued at $17,254,617. During the six months ending December 31st, 1871, there were imported into the United States 149,108,479 pounds of coffee, valued at $16,695,621, and 23,180,468 pounds of tea, valued at $8,842,683. The duties at present imposed on these articles are three cents a pound upon coffee, and fifteen cents a pound upon tea. By this measure the revenue will be reduced from eighteen to twenty millions of dollars. Tea and coffee were admitted free of duty from 1842 to 1861. By the act of August 5th, 1861, duties were imposed upon these articles in order to raise the revenue necessary to carry on the war for the suppression of the rebellion.

☞ The New York, Westchester and Boston Railroad, the New York and Croton River Railroad and the Pelham and Port Chester Railroad have been consolidated under the name of the first named railroad, for which the surveys have been completed, lines located and map filed. The officers are now negotiating for the right of way. The southern terminus will be at Port Morris.

☞ The new iron steamship recently built at Wilmington, Delaware, is pronounced by competent judges superior in many respects to the best Clyde built steamers. She is built of American iron and by American mechanics.

☞ President Geo. S. Richardson, of the Worcester Railroad, has secured in Philadelphia sufficient additional subscriptions to the stock of the company to complete the enterprise. Cars will be running to Snow Hill in time for the strawberry crop.

☞ The Rome *Courier* says the work on the Rome and Memphis Branch Railway is progressing very favorably. Two miles, which includes the heaviest work, have already been graded.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

THE WATSON MANUFACTURING CO.

PATERSON, NEW JERSEY.

BUILDERS OF

POST'S PATENT

Diagonal Truss Bridges,

OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

Railroads & Highways,

Roofs, Turn-Tables, and General Machine Work.

New York Office, 303 Broadway.

W. G. WATSON, Pres. A. J. POST, Eng.
J. WATSON, Vice Pres. T. J. SKIDMORE, Gen. Agent.

CAIRO AND FULTON RAILROAD CO.

First Mortgage, Sinking Fund

Land Grant Bonds,

Due 1891 in Gold.

INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and tracklaying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

THOMAS ALLEN, (St. Louis) ..... President.
H. G. MARQUAND, (120 Broadway) .. Vice-Pres.
D. W. McWILLIAMS, (120 Broadway). Treasurer.
W. R. DONALDSON, (St. Louis) ..... Secretary.

NEW YORK DIRECTORS.

WM. H. SWIFT, HENRY G. MARQUAND,
WM. T. BLODGETT, JOHN H. SWIFT,
H. M. ALEXANDER, ALANSON TRASK.

The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges paid. Maps and pamphlets may be obtained on application to

H. G. MARQUAND, 120 Broadway.

Francis C. Bowen,

PATENT LAWYER,

No. 7 Warren Street,

NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.

Address or call as above.

RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

PERKINS, LIVINGSTON & POST,
No. 31 New-St., New York.

TRAUTWINE'S

CIVIL ENGINEER'S POCKET-BOOK.

SECOND EDITION REVISED.

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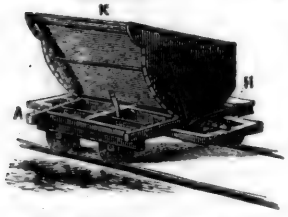
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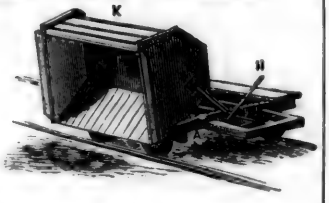


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

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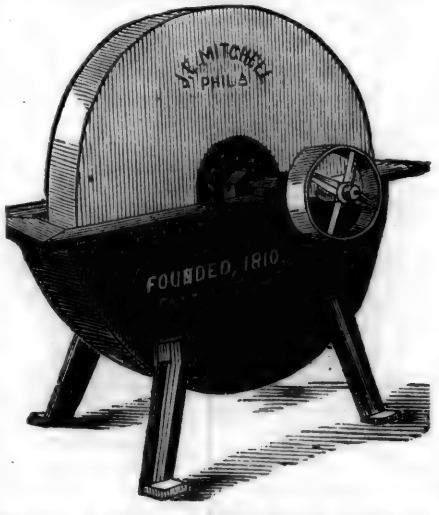
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 18, 1872.

Lake Superior and Mississippi Railroad Company.

SUPERINTENDENT'S OFFICE.

W. W. HUNGERFORD, General Superintendent.

ST. PAUL, April 29th, 1872.

F. H. CLARK, ESQ., President Lake Superior and Mississippi Railroad.

My Dear Sir :—The Wharton Switches in use on this road have given entire satisfaction thus far. I consider them far superior to any switch in use that breaks the track. They are very durable, so much so that the extra cost of the switch will be saved several times over before it will be worn out. It is also a very safe switch, as there is but little danger of throwing a train from the track, from a misplaced switch, going in either direction.

All things considered they are the best switches I have seen in use.

Yours truly,
W. W. HUNGERFORD,
Genl. Supt. and Chief Engr.

PHILADELPHIA, May 4th, 1872.

Respectfully referred to ABRAHAM BARKER.

I fully concur in the opinion expressed by Mr. Hungerford.

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A SECURE

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We offer for sale at par and accrued interest the First Mortgage Land Grant Gold bonds of the Northern Pacific Railroad Company. They are free from United States tax to the holder, and are issued in denominations from $100 to $10,000, coupon and registered.

In addition to their absolute safety, the Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5 20s can, by converting them into Northern Pacifics, INCREASE THEIR YEARLY INCOME ONE-THIRD, and still have a perfectly reliable investment.

Further information, pamphlets, maps, etc., will be furnished on application by any of the Banks or Bankers acting as Agents for the Loan.

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Steel-headed and Steel-capped Rails.

A paragraph, printed in several technical journals, stating that the engineer of the Reading Railway had reported that 25 per cent. of the steel-headed rails laid on that line had proved defective by separating at the weld, is calculated to convey some mis-information and work injury to some manufacturers of steel-headed rails. There have been various devices for steeling the heads of rails, of different degrees of merit and probably many of them have failed in experimental trials, from the fact that they are placed in very exposed positions where they are sure to receive the roughest use and the most trying test. In stating the result of these trials fairly, the name of the maker should be used, so that the responsibility for failure shall rest where it properly belongs. As a matter of justice we will give the result of the trial of a small lot of the Funcke and Elbers steel rails with iron flanges, laid in the track of the Reading Railway. The chief engineer of the road reports, March 19th, 1872, "that six bars out of 123 have been taken from the track, and that the seventh is ready to follow, and that the balance, it is hardly necessary to state, are in good condition." This is less than six per cent. of failure on a road where the traffic is exceptionally severe, and where the rails were placed on that portion of the track most exposed to hard use. Many lots of the same rail are in use in New England, with the most successful results in every particular. In one case a rail of this make was placed under a heavy steam hammer in a rolling mill, with the determination to destroy the weld, but after long and severe trial it was found impossible. These and like facts are of importance to railway men, and we are induced to mention these particular trials, because, inadvertantly, the injurious paragraph in question found its way into our columns.—*Am. Railway Times.*

Quick Transit in Cities.

The ideas on this subject, which were put forth in the JOURNAL last winter, have met with a more prompt and complete response in the action of Legislatures and capitalists, than could have been reasonably anticipated, except on the hypothesis that experience had demonstrated not only their justice, but the absolute necessity of giving them practical effect. No great public enterprise can be carried successfully forward, and secure a permanent position, under circumstances which cause it to be a palpable and direct injury to a portion of the public, or to any considerable number of individuals. The directors of steam railways must have seen for many years, that their operation in great cities has become a question of constantly growing difficulties. We are not surprised, therefore, that so sagacious a man as Com. Vanderbilt proposes to "take the bull by the horns" at once, and not only relieve the trains on the Hudson River and Harlem railways from the embarrassments under which they now enter the city, but furnish our citizens with the much needed facilities for traversing at a high speed the whole length of our Island, and reaching quickly the delightful suburban towns of Westchester County. This is a work of prime necessity. Unless New York State is to lose very many of her best citizens to New Jersey, the means of reaching cheaply and quickly equally desirable places of residence on her own borders, must be provided. In the laws which have just passed the Legislature of the State of New York, we have the preliminary steps towards the end sought. We believe they secure amply the rights of all. If a man owns a fine

mansion, he cannot easily prevent, nor justly complain, if obnoxious structures are erected or disagreeable pursuits are carried on near him, so long as the law be not violated by any of them. The public health must be guaranteed, but no man can say how long his neighborhood shall continue to be "first-class." Consequently if, in the prosecution of any underground or viaduct plan which Com. Vanderbilt and his associates may decide upon, any man finds his property depreciated in value, he will have no more right to complain, than if a proper manufactory were set up beside him. So long as locomotives are run along public highways, private rights are infringed and private safety imperilled; but the construction of a track or tracks, in such a manner that pedestrians and ordinary vehicles can have no rights upon them, involves no just claim based upon that indirect damage which may result from proximity to valuable private property.

Brooklyn, also, is moving for quick transit, by means of sunken or elevated railways, to be operated by means of steam locomotives. There is not the same necessity for this work in our great suburb, as with us. There is none of that great general travel through that city, which is continually going on through New York, or even through Jersey City. Our railways from the North and East approach us through Westchester County; those from the West and South through Jersey City. Consequently the passage of steam locomotives along and across public streets in Jersey City and New York has become a more serious matter than in Brooklyn, where the trains are local in their character, and comparatively few in number. But even there the work of providing quick transit ought to go forward. Long Island is admirably situated to receive the overflowing population of New York City. The bridge which is now in course of construction across East River will make it accessible from New York at all times, in spite of fogs or ice, and there is every reason why its Brooklyn terminus should be the point of concentration for diverging railways, sunken or elevated, and operated by steam throughout their entire length. The railroads of Long Island now approach the East River through many difficulties. The "South Side" railway cannot be expected to long retain its present privilege of running trains down by "dummies" along principal streets, occupied by a dense population, or devoted to active business; and Hunter's Point, in its rapid growth, must soon object to the running of locomotives through its streets to the river. There is no recourse, therefore, for those who wish to bring the more distant portions of Long Island into cheap, prompt and reliable communication with New York City, but to at once resort to underground or elevated railways. It is unjust to occupy prominent throroughfares to the injury of the property-owners, damaging them to benefit others, and an act of admitted injustice cannot long be perpetuated.

The construction of a single line of elevated railway, with regular stations for the accommodation of passengers, would, we make no doubt, prove so advantageous in every respect, to the convenience and safety of the public, as well as the remuneration of the stockholders, that similar works would be multiplied with rapidity in all desirable directions, thus effecting a complete revolution in the operation of railways in cities and large towns, contributing greatly to the comfort and security of their inhabitants, and facilitating and cheapening travel in many ways. As we remarked on a previous occasion, a large item in expense and time, to a passenger traveling from New England Northward, is the transit through this city, and when these are removed the better it will be for all concerned.

Illinois Central Railroad.

The statement of this Company for the month of April, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,968.42	for	$27,470 88
Acres Inter't Fund Lands Sold		for	
Acres Free Lands Sold..d	681.42	for	7,202 20
Total sales during the m'th of April, 1872	3,649.84	for	$34,673 08
To which add Town Lot Sales		for	
Total of all	3,649.84	for	$34,673 08
Cash collected in April, 1872			$64,981 32

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$284,783 00	$54,252 00	$339,035 00
Passengers	99,007 75	39,144 90	138,152 65
Mails	6,375 00	3,059 34	9,434 34
Other sources	59,625 00	1,740 66	61,365 66
Tot'l Apr. '72	$449,790 75	$98,196 90	$547,987 65
Total actual earn'gs, Apr., 1871	$511,467 17	$108,760 82	$620,227 99

Lehigh Coal and Navigation Co.

The annual meeting of the stockholders of this company was held in Philadelphia on the 7th inst., E. W. Clark, Esq., President, in the chair. The annual report was presented and read of which the following is an abstract:

The profits of the year from all sources were:

Net profit on railroads, less rent of Nesquehoning Valley Railroad		$719,252 78
Net profit on canals, less rent of Delaware Division Canal		169,190 95
Net profit on coal—		
From Lehigh mines, 518,800 tons	$424,921 19	
From Wyoming mines, 250,993 tons	52,214 74	
		483,135 93
Net profit on real estate sold		78,368 41
Net profit on rents		56,553 80
Miscellaneous receipts		2,714 42
		1,509,199 39
Less general expenses	$106,520 68	
Taxes chargeable to R. R.	3,133 50	
Taxes chargeable to canals	6,669 62	
Taxes chargeable to coal & coal lands	57,862 82	
Taxes on interest and capital stock	71,067 86	
Taxes on landed property & improvements	9,306 22	
Balance of interest account for 1871	982,251 86	
		1,236,813 56
Surplus		$272,385 83

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1870, was as follows:

	Tons. 1871.	Tons. 1870.
Wyoming region	1,297,561	1,247,809
Upper Lehigh region	111,758	157,532
Hazleton region	217,117	319,324
Beaver Meadow region via Nesq. V. R. R.	83,665	.....
Beaver Meadow region via L. V. R. R.	71,727	146,331
Mahanoy region	6,551	8,099
L. C. and N. Co.'s Lehigh mines	486,837	269,036
Total	2,275,206	2,143,131
Distributed as follows:		
East of Mauch Chunk by R. R.	1,328,481	1,095,050
Delivered east of Mauch Chunk by canal	740,733	789 079
Consumed above Mauch Chunk	70,901	49,425
Delivered to connecting lines in Wyoming Valley	105,225	184,267
Delivered to L. V. R. R. at Packerton	29,866	25,310
Total	2,275,206	2,143,131
Showing an increase of	132,075	

The production of the company's mines was as follows:

	1871. Tons.	1870. Tons.
Shipped by railroad	196,058	130,687
Shipped by canal	241,700	109,793
Sold and used at Mauch Chunk	6,098	6,436
Sold and used at Summit Hill	1,492	2,162
Used at planes for engines, &c.	11,285	7,994
In stock at Summit Hill and Mauch Chunk	5,500	4,115
Total from Summit mines	462,128	261,187
Room Run mines	48,933	27,616
Newport mines	112,785	58,258
Sugar Notch mines, under lease	110,245	112,440
Cook estate, near Wilkesbarre	27,963	10,559
By Greenwood Coal Company	7,789	8,671
	769,793	478,831

Assets of the company	$26,933,296 24
Liabilities	23,177,943 27
Surplus	$3,755,341 97

The results of last year's business may be regarded as entirely satisfactory, in view of the fact that our mines were not in operation after the first week in January until the middle of May, and those in the Hazleton and Beaver Meadow regions not until the close of June.

The Central Railroad Company of New Jersey, took possession of our railroads, as lessee, on the first of April, up to which date, from the first of January, only 75,000 tons of coal had been transported, and the proportion of gross receipts received from that company, as rental for the remaining nine months of the year, was about the amount of net revenue derived from the roads for the whole year.

There has been a satisfactory increase in general business under the management of the lessee, and the coal delivered on the line and forwarded east of Mauch Chunk for the year, exceeds the amount in 1870 by 229,597 tons, notwithstanding the long strike.

Our canals were opened for business on the 20th of March and suffered no injury from freshets during the year.

The boating season was terminated by ice on the 1st of December, fully two weeks earlier than usual.

The first boat was loaded on the 13th of April, but no considerable business was done until after our miners resumed work in May, and the equipment was only partially employed until the beginning of July. The five months' business thereafter was regular and satisfactory, excepting the loss of about one week's business, in the aggregate, by storms and high water. We are watching carefully the results of experiments being made

elsewhere and expect to profit by them and to render our canals more remunerative than heretofore. We have steadily improved their condition during the last two years and they are now better prepared for business and better able to resist floods than ever before.

The suspension of labor at our mines, referred to in the supplementary report last year, continued until May 15th, after which there was no material interruption until near the end of the year, when the sudden closing of the canals by ice and the fall in prices, checked the production.

The two headings in Nesquehoning tunnel met on the 15th of September, and the last blast was fired on the 20th of December. The machinery was moved, track laid and connected on the 1st of February of the present year, and the first coal train passed through on the following day. The amount of coal brought by this branch to the main line will be large from our own mines, and we have reason to expect a considerable increase from the Beaver Meadow region.

There has been paid into the sinking fund of the mortgage of October 6, 1869, of $2,000,000, $30,271 31. We have also paid into the sinking fund of the mortgage of 1864, $60,000, and that of November, 1867, $50,000 which sums were invested in bonds secured by the respective mortgages to which they applied.

The abondonment the coming summer of our Gravity or Switchback Railroad for coal transportation, although a portion of the road will still be used for the passenger travel, will render that less valuable than heretofore.

The principal asset of the company is its railroad. It has not been thought best to make any material change in this account, which stands charged at a cost of $11,989,888 45.

The canal and shipping improvements have been revalued at $3,000,000, and can hardly fail to yield a good revenue on that low appraisement.

Of our coal lands there are in the Lehigh tract of 6,000 acres, at least 5,000 acres unworked, which we consider worth not less than $1,000 per acre, or $833 33 for the whole area $5,000,000. The Wyoming tract of 9,480 acres we regard as equally low, at $3,000,000. Compared with prices paid during the past year for other bodies of anthracite coal lands, these appraisements are believed to be moderate, and below what the lands could be sold at if we desired to dispose of them.

The lease of our railroads, early in 1871, to the Central Railroad Company of New Jersey, was a close alliance of interests, securing the co-operation of a wealthy corporation in the pursuit of a line of policy which we had followed to the best of our ability for some years. The development by that company of our railroad interests has left us free to use our own resources on our coal property. While we shall profit by the development of both interests, they secure a large and increasing business for their railroad; and the alliance which has been and promises to be of the most friendly character, is and will be mutually beneficial. The recent agreement uniting the interests of the Central Railroad Company with those of the Delaware, Lackawanna and Western Railroad has no tendency to disturb these friendly relations, but rather to cement them. The natural result of that union and the alliance with this company will be the harmonizing of the policies of the three companies in the management of their coal interests, securing to all of them the advantages of controlling as a unit the production and sale of a larger amount of coal than is under the control of any other corporation.

We are now pursuing on our coal property a vigorous policy of development. We have 8 Lehigh collieries, with an aggregate capacity of 75,000 tons a month. To these we propose to add one more colliery. which we hope to have in operation before the close of 1873, and to increase the production of the others, so that the 9 collieries will have a capacity of at least 125,000 tons per month within two years; and, if deemed expedient, we can readily increase much beyond that quantity.

The use of the Nesquehoning tunnel will reduce the cost of the coal at Mauch Chunk, and a stocking yard already provided for our surplus during dull seasons on the banks of the Lehigh Canal below Mauch Chunk, will enable us to produce regularly, and at less cost, while it will in sure greater regularity to, and increase of our canal business.

The interest of our funded and floating debt, and the rent of the Nesquehoning Valley Railroad, will amount to about $1,100,000 in 1872, and it is probable that the net revenue from our railroads will nearly, if not quite, provide this sum. If this is realized we shall have the profit on our coal and canal to divide among our stockholders. With the steady growth of business on our railroads and canals, and an increase in the production of our coal mines, we have good reason to feel that the company is about entering on a period of prosperity greater than it has heretofore enjoyed.

The report was accepted and ordered to be printed.

At the conclusion of the meeting an election was held for managers for the ensuing year, and the present board was re-elected.

CIRCUIT COURT OF U. S.

Eastern District of Penna.

IN EQUITY.

REEVES v. KEYSTONE BRIDGE CO., J. H. LINVILLE, and others.

1. Illustrative drawings of conceived ideas do not constitute an invention, and unless followed up by a seasonable observance of the requirements of the patent laws, they can have no effect upon a subsequently granted patent to another.
2. The Patent of Reeves, June 17th, 1862, for improved columns, braces, shafts, &c., is valid.

Opinion by McKENNAN, Circuit Judge, April 1st, 1872.

The respondents do not deny the making and use of the column described in the complainant's patent. They deny that he was the first and original inventor of the invention claimed by him, and allege that his patent is invalid. This allegation rests upon the following specifications:

1. That the invention was originally made by Jacob H. Linville and John L. Piper.

2. That it was described in the Allegemeine Bauzeitung for September, 1861.

3. That it was illustrated by a drawing in the Dreyfuss Album, bearing the imprint of 1861.

To test the defensive sufficiency of this allegation, the nature and peculiarities of the invention must first be exactly understood.

They are stated in general terms in the patent. The patent is dated June 17th, 1862, and is for an improvement in the construction of columns, shafts, braces, &c. The invention is thus described: "I use three or more wrought iron bars, similar to those marked *a. a. a. a.* in the annexed drawing, to which reference is hereby made, of such shapes and dimensions, so that when arranged together, in the direction of their length, and fastened by rivets or bolts, *c*, through their flanges *b*, they shall form a hollow shaft or column." And the patentee claims: "The uniting together three or more pieces of wrought iron, made with flanges, in the direction of their length, so that they shall form a column or shaft, to be used as posts, and also as braces or compressive chords, in the construction of buildings, bridges, piers or other structures."

The peculiar features of this column are, that it is composed of not less than three longitudinal segments or bars of wrought iron; that the edges are flanged throughout their whole length; that when they are brought together the flanges are brought face to face; and the unity of the column is secured by bolts or rivets passing through these flanges, at short intervals.

Its distinguishing advantages are, that by using three or more pieces, each can be more easily and cheaply rolled; that by increasing the number of pieces, a post of any diameter, and any reasonable length, and of varying thickness of metal, can be made in an ordinary rolling mill as readily and cheaply by the pound as posts of small diameter; that they can be handled by workmen and put together with greater facility and with the ordinary mechanical appliances; that the material embodied in it is concentrated in its periphery, thereby increasing its diameter, and consequently its strength; and that the flanges serve as buttresses, practically extending its diameter and giving it additional strength and power of resistance.

A hollow wrought-iron column does not constitute the patentee's invention, but it consists in a hollow shaft, so made as the result of a concentration in its periphery of the metal used in its construction, composed of at least three longitudinal segments of rolled iron, with flanges throughout their whole length, which are to be brought face to face, and through which they are to be fastened by bolts or rivets. This whole organization makes up the distinctiveness of the column, and is necessary to secure the advantages in manufacture and efficiency, which are claimed to belong peculiarly to it.

Under the proofs in this case, and aside from the specific objections hereafter to be noticed, it is hardly disputable that such a post is both novel and useful. Its utility is not contested, but its novelty is denied upon the several grounds before stated, which are now to be considered:

1. The invention is claimed by Linville and Piper, two of the respondents. On the 14th of January, 1862, a patent was granted to J. H. Linville for an improvment in iron truss bridges, which is described as partly consisting in a "novel construction of the posts of wrought and cast iron." This post is composed of two rolled plates of wrought iron, semi octagonal in form, secured by rivets passing through the whole length of its diameter, or by bands shrunk around it, binding the plates firmly to distance pieces interposed between them at suitable distances to spring them apart at the middle and terminating in cast iron bases and capitals. In the second claim of his specification, the patentee, therefore, very properly described his post as "composed of two wrought iron plates or bars a, a, distance pieces b, b, and rivets J, J, or their equivalents, and cast iron bases L, L, and capitals O, O, the whole combined as herein specified."

It must be observed that the specification does not indicate the form of the post, as an appropriated or distinctive feature of the invention. The shaft is composed of two rolled iron bars, but that it must be hollow is an inference merely from the description. In comparing the invention with others, it must be considered as the product only of the elements, which the patentee has indicated as necessary to give it its distinctive character. While, therefore, it may be constructed upon the principle of expanding the metal from the centre towards the periphery, yet the special mode in which this principle is embodied in it, and is made practically available, constitutes its patented peculiarity.

Treating it then as the patentee himself does, not as a technical combination, but an organized unit, composed of the enumerated

constituents, I think it is essentially distinguishable from the complainant's post. They are alike only in this, that neither is solid, and both are made of rolled iron plates. In every other material point they are unlike. This dissimilarity consists, first, in the number of pieces of which the column is composed; second, in the use or absence of flanges to these pieces; third, in the mode of uniting or fastening the several pieces of the columns together; and fourth, in keeping the pieces in a straight line, and therefore parallel to each other, or forming them into curves by swelling the post in the middle. That these differences are essential, is apparent from Mr. Linville's specification, in which he described plates without flanges, their number, the mode of fastening them together, and their being sprung apart at the middle, as component, and, therefore, material constituents of his organzied post.

But it is unnecessary to enlarge upon this. Any other hypothesis is inconsistent with the patentee's acts. His patent imports that he was the sole inventor of the post therein described. But in 1865, in conjunction with Mr. Piper, he applied for and obtained a patent nominally for improvements in his post of 1862, but really changing its fundamental organization and seeking to fix its invention in 1860, and in fact describing and appropriating the distinctive features of Reeves' post, which had been patented three years before. Not only does this show that the post in question was not an improvement of which the post of 1862 was the basis, and that the patent of that year was not regarded as expansive enough to embrace it, but it is, in fact and in law, an impressive disclaimer of his right to make an exclusive appropriation of it.

It is vigorously urged that although the patent of 1865 to Linville and Piper is subsequent in date to Reeves, the post described in it was invented in 1860, and that they, therefore, anticipated him. It is in evidence by several witnesses, that in 1860 Linville and Piper were engaged together in getting up plans for a proposed railroad bridge over the Schuylkill, near the Arsenal, at Philadelphia, that sketches of various forms of posts were made, among them those described in the patents of 1862 and 1865, that all the forms thus delineated were rejected, except the one described in the patent of 1862, which was adopted for the construction of the posts in that bridge, that the sketches of the post described in the patent of 1865 were preserved for a time but were lost, that no post of that description was made by the patentees until after the date of that patent, and in fact that nothing beyond the making of the sketches was done to embody or carry out the alleged invention until the patent was applied for.

Will these sketches carry back the date of the invention to the time when they were made, and thus give the patentees priority over the complainant or invalidate Reeves' patent? There is no doubt that Reeves was an original inventor of the post claimed by him. It was the product of his own reflections and mechanical knowledge. He is presumed to be the first inventor of the thing patented by him, and this presumption is in no wise impaired by the subsequent grant of a patent to another for the same thing. The effect of the sketches referred to, upon his rights, must therefore be determined without reference to the patent of Linville and Piper.

A patentee whose patent is assailed upon the ground of want of novelty, may show, by sketches and drawings, the date of his inceptive invention, and, if he has exercised reasonable diligence in "perfecting and adapting" it and in applying for his patent, its protection will be carried back to such date. And in a race of diligence between rival inventors, the one who first perfects an invention and embodies it in a distinct form is entitled to priority. But can this be accorded to one who has conceived the idea of an invention, and has sketched it on paper, but has done nothing more in reference to it for a period of five years, as against the patent of an independent though subsequent inventor? Reasonable diligence in "perfecting and adapting" the invention is essential to the efficacy of such a claim. This is the express condition prescribed by the 15th section of the Patent Act of 1836, as held by Mr. Justice Story, in Reed v. Cutler, 1 Story R. 590. Independent of this provision, he is entitled to priority of right to a patent, who first reduces his invention to a fixed, positive form, adapted to practical use. Unless, therefore, the speculations of Linville and Piper in 1860 had attained the perfection of a completed and patentable invention, their inaction until 1865 would clearly deprive them of the benefit of the 15th section.

Can an invention be considered as "perfected and adapted," which has reached only the maturity of an illustration on paper? In White v. Allen, 2 Fisher, 446, Judge Clifford says: "Original and first inventors are entitled to the benefit of their inventions if they reduce them to practice, and seasonably comply with the requirements of the patent laws in procuring letters patent for the protection of their exclusive rights. While the suggested improvement, however, rests merely in the mind of the originator of the idea, the invention is not completed within the meaning of the patent laws; nor are crude and imperfect experiments sufficient to confer a right to a patent; but in order to constitute an invention in the sense in which that word is employed in the Patent Act, the party alleged to have produced it must have proceeded so far as to have reduced his idea to practice, and embodied it in some distinct form. Gayler v. Wilder, 10 How. 498; Parkhurst v. Kinsman, 1 Blatch. 494; Curtis on Patents, sec. 43. Mere discovery of an improvement does not constitute it the subject matter of a patent, although the idea which it involves may be new; but the new set of ideas in order to become patentable must be embodied into working machinery, and adapted to practical use. Sickles v. Borden, 3 Blatch. 535." And in Ellithorpe v. Robertson, Law's Dig. 428, sect. 48. Judge Ingersoll said:

"The making of drawings of conceived ideas is not such an embodiment of such conceived ideas into practical and useful form, as will defeat a patent which has been granted." Equally strong is the language of Mr. Justice Nelson in Winans v. Harlem R. R. Co., Franklin Journal, 3 ser., vol. 61, 322, where he says: "The circumstances that a person has had an idea of an improvement in his head or has sketched it on paper, has drawn it, and then gives it up, neglects it, does not, in judgment of law, constitute or have the effect to constitute him a first and original inventor." Numerous other cases affirm the same doctrine; and it must, therefore, be considered as an established rule that illustrative drawings of conceived ideas do not constitute an invention, and that unless they are followed up by a seasonable observance of the requirements of the patent laws, they can have no effect upon a subsequently granted patent to another. Applying this rule to the present case, the conclusion is unavoidable that Linville and Piper had not "perfected and adapted" an invention in 1860, and that by reason of their subsequent and long continued remissness, they lost any inchoate right they might have had to priority over Reeves.

But we are not left to speculation to determine the actual character of what was done by Linville and Piper in 1860. They were induced to make sketches of different forms of wrought iron posts by the proposed erection of the Arsenal Railroad Bridge, and their object was to devise and present the form of post best adapted to that structure. What was done very satisfactorily appears in the testimony of Edward Crueger, a witness for the respondents, who was Mr. Linville's draughtsman at the time. He says: "Mr. Linville showed and sketched for me different forms of wrought iron bars or pieces for posts; any number of them and all shapes, of angle iron, of T iron, of round iron, and of oval iron. I can't remember the number of shapes he gave me; they were so many. He had two pieces in some posts and four in others. Finally he (Linville) rejected all the other pieces except these pieces, which we employed at the Schuylkill bridge." And the testimony of Linville and Piper is in substantial accord with this. Can there be any doubt, in view of this testimony, that the efforts thus described were experimental merely as to all the forms of post except the one which was adopted? The proofs show further that the sketch of the post, then rejected, but now in controversy, was lost with other sketches, in 1863, and that it was not reproduced until 1865, when steps were taken to obtain a patent. In the meantime Reeves had invented, "perfected and adapted," and obtained a patent for his post, and was engaged in its manufacture and introduction into public use. In point of fact, then, all that Linville and Piper did before the date of Reeves' patent can only be regarded in the light of experiment, which they abandoned, and did not take up again until the lapse of more than two years after his patent was issued.

Whether the sketches made are to be considered as an incomplete invention, not prosecuted with the required diligence, or as an experiment actually abandoned, they cannot impair the right of Reeves to be treated as the first inventor.

11. The publication of the description and plates in the *Allgemeine Bauzeitung* preceded Reeves' invention. It is a public work, and describes the post illustrated by the accompanying drawing "in such full, clear, and exact terms that any one skilled in the art to which it appertains could construct it." If Reeves' post would be the product of this description, his patent cannot be sustained.

The post described in this work is cruciform. It consists of a flat iron bar, which forms the main part of the column, with two other flat bars at right angles to it, connected by means of peculiarly shaped angle irons, so that in the centre of the connection a hollow space is formed, which produces an increase of the rigidity of the column, while the section remains which is necessary for carrying the load. Now it is apparent that the single flat bar is prescribed as the main part of the column, relied upon to bear up the weight imposed upon it, that the two other bars are designed to furnish it lateral support, and that the angle irons, while they serve the purpose of connection, are further auxiliary to it by giving it additional stiffness. This I think is the fair interpretation of both Mr. Bonzano's and Mr. Both's translations. Following the description then, all these bars, or at least the single one, must necessarily be incorporated in the structure. To omit them would be to discard the part

prescribed as necessary to resist the compressive stain upon the column, and, therefore, to abandon the vital principle of its construction. Indeed, all these constituents must be embodied in it to fulfill the fundamental requirements of the text.

Now a column thus constituted is not the column of Reeves. It differs from it in the necessary elements which compose it, and in the principle of its construction and operation. Four angle bars and at least one flat cross bar must be incorporated in its structure, while in the Reeves column, three flanged bars, without any cross bar, are required, and as many more as are desired may be employed. The latter is entirely hollow and must be made so to conform to the fundamental conditions of its construction. It corporealizes the principle that increase of diameter secures additional power of compressive resistance, and, therefore, that the metal used in its construction must be thrown out as much as possible from its centre and concentrated in its periphery. Its resisting power is located exclusively in its circumference. Such a condition is certainly not indicated in the German description of that post. As before stated, the bar which traverses its diameter is an indispensable part, and as it is described as subject to the greatest compressive strain, corresponding strength for resistance must be provided in the diameter of the post. This is vital diversity, so that the two posts can only be identified by confounding the distinct principles embodied in each of them.

In Reeves' specification it is said, "the stiffness and strength of columns made in this manner may be increased at a very moderate expense, by setting plain bars of iron between the flanges of the bars a, a, a, a, and riveted to them, and extending outward from the centre; thus, in effect, increasing the diameter of the column." Hence it is argued that a post, thus constructed, is identical with the post described in the German work. To reach this conclusion the clause quoted must be construed as directing the extension of the bars set between the flanges outwardly from the centre as the beginning, and not outwardly from the flanges.

The advantages contemplated are increased stiffness and strength of the column, and it is proposed to secure them by an increase of its diameter only in the effect due to an extension of the interposed bars. An increase of actual diameter by an enlargement of the circumference to the extent of the thickness of the bars, was not designed, because that would be due only to the interposition of the bars between the flanges, not, in any sense, to their extension in either direction beyond them. An inward extension of the bars might impart increased strength to the column, but it certainly would not lengthen its diameter. As interior braces, the extensions would doubtless give additional stiffness to the column, but what would involve a distribution of material, in conflict with the general design of the patentee and the tenor of his specification, and would secure it by an agency different from the one expressly prescribed by him. An operative increase of the diameter, produced not by an expansion of the periphery, but by an extension of the interposed bars, is what the specification contemplates. A cheap method of practically increasing the diameter without a corresponding enlargement of the whole circumference is the suggestion. How is this to be attained? Solely by an exterior extension of the bars set between the flanges. When it is considered then that the effect of the extension only in increasing the diameter was contemplated, and that this will not be produced by extending the bars wholly within the column, the specification must necessarily be taken to fix the flanges as the starting point, whence the bars are to extend outwardly, or away from the centre.

III. The only remaining reference is the "Dreyfuss Album." It is a book of printed drawings, representing different forms of iron fabrics made by a Paris manufacturer, and bears the imprint of 1861. Under the head of "corniers" is a drawing representing a transverse section of an iron column, corresponding with one of the figures referred to in the specification of Reeves. When this book was printed does not appear, otherwise than presumptively from the imprint on its title page. When it was published or put in circulation does not appear at all, except that possession of it was obtained by the respondents after the institution of this suit.

The 15th section of the Patent Act of 1836—and it has been incorporated in the Act of 1870—provides that a patent may be successfully opposed by showing that the thing patented "had been described in some public work anterior to the supposed discovery thereof by the patentee." It is obvious that this provision requires—1st, a description of the alleged invention, 2d, that it shall be contained in a work of public character and intended for the public; and, 3d, that this work was made accessible to the public by publication before the discovery of the invention by the patentee.

Whether the work in evidence is a public or only a private work, intended merely for private circulation, is fairly a disputable question. It contains an illustration by a drawing of the thing intended to be represented, without verbal description; and whether this is a description at all, or such an one as the act contemplates, may well be denied on the authority of Seymour v. Osborne, 11 Wall, 516, and the cases there referred to with approval. But it is unnecessary to decide these questions, as the proof is deficient in another essential particular. It is not shown that the work was published before the date of the complainant's patent. This must be directly proved. It is not deducible from the imprint on the title page. That the work was then printed may be inferred from this imprint; but when it was put in circulation or offered to the public is a distinct fact, which must be proved independently. The intended circulation of a book of a public nature may be presumed from its being put into print; but it does not follow that a work, such as the one in question, was made accessible to the public as soon as it was printed, or that it was actually published at all. As it does not appear that this book was published before the patentee's invention, as evidence it is altogether inconsequential.

The complainant is entitled to an allowance of the prayers of his bill, and a decree will, therefore, be entered for a perpetual injunction and an account, with costs.

George Harding and R. C. McMurtrie, Esqs., for complainants.

C. B. Collier and Theodore Ouyler, Esqs., for respondents.

THE KEYSTONE BRIDGE CO. v. THE PHOENIX IRON COMPANY.

A manufacturer of iron bars is not liable as an infringer, where the bars are used by others in constructing a bridge.

Opinion by McKennan, Circuit J. April 1st, 1872.

The opinion just read in the case of Reeves v. The Keystone Bridge Company, renders it unnecessary to consider the alleged infringement of the second claim of Linville's patent of 1862, and the first claim of the patent of Linville and Piper of 1865. The only claims of these patents which it is necessary to notice relate to the lower chord bars of truss bridge structures. It is in the use of these bars that the infringment is alleged to consist.

The first claim of the patent of 1862, is for the construction of the lower chords of truss bridges of series of eye bars wide and thin, drilled eye bars, applied on edge between ribs on the bottom of the posts, &c. The form of the bars is of the essence of the claim—*wide* and *thin* bars only are claimed—and, as the only proof of infringment is, that the respondents made eye bars *round* in section, which were used in the Lasalle bridge, to perform the function of tension chords, the patent of 1862 may be dismissed from further consideration.

The third claim in the patent of 1865 is for "the use, for the lower chords of truss frames, of wide and thin rolled bars, with enlarged ends formed by upsetting the iron when heated by compression into moulds of the required shape." As the respondents are proved to have made only *round* chord bars, which were used in the Lasalle structure, it may well be doubted that they have infringed this claim; and especially as they are not employed or adapted to give vertical support to the roadway, which is an important function of the complainant's lower chords, and is the reason of their peculiar conformation. But waiving this, and assuming that the enlarged ends of the respondent's chords bars are formed as described in the claim, it is not to be doubted that the patent is limited to the *use* of the chords in bridge structures. This is distinctly set forth in the specification, where it is stated that "we do not claim the upsetting of bars in the manner described, nor any peculiar mode of performing the operation, but merely the *use* of chord bars for bridges, the ties of which are thus formed, so as to give additional strength to the bar where it is so much needed." The exclusive right to make chord bars in any mode is distinctly disclaimed; only their use, when formed as described, is appropriated by the patentees and forbidden to others. They in effect declare that any one may lawfully make the bars, and that no encroachment upon their rights is committed until the bars are used by being put into a bridge.

Now the respondents are iron manufacturers, and it is shown that the bridge at Lasalle, Illinois, was built by Kellogg & Clark, who obtained the iron for it from the respondents, and that the bottom chords used in it were like those claimed by the complainants. This is all the proof of infringement, and I think it falls far short of fixing any accountability upon the respondents. They made the bars, but did not use them—Kellogg & Clark did that. They did only what they had a legal right to do, and did not thereby assume any responsibility for the wrongful acts, or become involved in the unlawful purposes of others. Nor can this responsibility be imposed upon them, because privity with a wrong doer is not necessarily to be inferred from the exercise of a legal right.

My attention has been called to the opinion of Judge Woodruff in the case of Wallace & Sons v. Holmes and others, reported in the Official Gazette of the Pat. Off. Vol. 1, No. 6. The case is a peculiar one. It involved the infringement of a patent for an improved lamp-burner in combination with a chimney, were the respondents made and sold the burner alone, leaving the purchaser to supply the chimney, without which such burner is useless. And it was held that all who were engaged in the manufacture of the different parts of the combination, and using it, thereafter, were infringers, for the reason that "all are *tort feasors* engaged in a common purpose to infringe the patent, and actually, by their concerted action, producing that result." Now, can it be doubted that, if the respondents there had been licensed by the patentee to make and sell his improved burner, and this was all they did, the result would have been different? And yet this is substantially the attitude of the respondents here. By clear implication, the patentees have authorized the respondents to make and sell the chord bars described in their patent, and have declared that only those who use them as lower chords in bridge construction can be called to account for infringement. Having, therefore, exercised the conceded rights of manufacturers only, the respondents cannot, by any strained inferences, be implicated in the wrongful acts of others.

The bill must, therefore, be dismissed with costs.

C. B. Collier and Theodore Cuyler, Esqs., for complainants.

George Harding and R. C. McMurtrie, Esqs., for respondents.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,090	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756,250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	262,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,807	377,687	5,278,910
1872	372,316	329,170	378,021	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,971	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242.621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274.021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603.402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,983	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	93,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,829	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	116,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,903	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 533
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	268,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,283
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	237,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	966,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,232	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	890,258	9,642,177
1871	506,367	428,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,766
1872	173,707	156,292	181,055	175,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,355
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,902	623,560	617,585	758,467	999,666	837,388	716,829	5,709,185
1870	528,529	500.139	539,238	706.603	802,586	746,450	643.058	664 061	728.521	719,698	570.168	505.053	7,664,004
1871	479.573	373,925	499,899	584,640	724,466	728,174	675,698	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,115	565,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Year ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec.31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	24
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	—	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	15	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	5.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	205,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm. Br., Morr. & F'dham.N.Y.	260,682	114,010	134.000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) .....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,535	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	63
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park.....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ....N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N.Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20½
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas.	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	98	Union (Phila.).....Pa.	894,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	16,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8 900	3,010	4	100	100	....
Oct. 31,'70	3.58	40	16	Worcester .....Mass.	46,205	40,000	20,000	8,006	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M.& N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1885	....
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1870	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	300,000	7	J.& J.	1875	....
Real estate	300,000	7	J.& J.	—	....
Troy and Lansingburg: 1st Mortgage	95,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1886	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M.& N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage	20,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,256,350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	....
Berkshire*.....100	600,000	J.A J&O	Apl. '72 1½
Bloesburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	980,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " prof.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J.A. J.O.	Apl. '72 2½
Camden and Atlantic....50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod.....50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J. & D.	Dec.' 71 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.. 50	2,987,800	— & —	Apl. '72 10s
" " pref.. 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River.....50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	....
Cumberland Valley..... "	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,350	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia.....100	4,186,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,946	— & —	....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	280,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	16,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N.Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
N r hern N. Hampsh...100	3,065,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp..100	2,000,000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.100	1,151,400	M & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana..100	1,988,150	J. & J	Jan. '72 6
Tol., Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '71 4
Vermont and Mass.....100	2,330,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 5
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)... 100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	197,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union.....50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	....
" pref.....100	3,893,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,725,000	6	Jan. & July.	1880	116½
.. .. coupon	4,680,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,174,100	6	Jan. & July	1881	116½
.. .. coupon	64,147,100	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	35,158,200	6	May & Nov.	1882	113½
(5-20s).....coupon	243,933,450	6	" "	1882	113½
Loan of March 3, 1863.....registered	53,403,550	6	Jan. & July.	1881	116½
.. .. coupon	21,596,450	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,387,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s).....registered	35,211,650	6	May & Nov.	1884	113½
(5-20s).....coupon	39,755,850	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	40,170,900	6	May & Nov.	1885	113½
(5-20s).....coupon	120,128,350	6	" "	1885	113½
.. .. .. 2d series (5-20s).....registered	63,660,350	6	Jan. & July.	1885	115½
(5-20s).....coupon	164,450,000	6	" "	1885	115½
.. .. .. 3d series (5-20s).....registered	92,438,050	6	Jan. & July.	1887	115½
(5-20s).....coupon	228,535,800	6	" "	1887	116½
.. .. .. 4th series (5-20s).....registered	13,214,500	6	Jan. & July.	1888	116
(5-20s).....coupon	26,051,300	6	" "	1888	116½
Loan of March 3, 1864, (10-40s).....registered	138,357,750	5	Mar. & Sept.	1904	110½
(10-40s).....coupon	56,269,550	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	121,936,350	5	F. M. A. & N.	1881	111½
coupon	78,063,650	5	" "	1881	112
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	13 845,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	400,770,521	mtl.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	20
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	6,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	80
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1866.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	80
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	"	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1875	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	6	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	90½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1896	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'96	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	93½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'76	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'90	104
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108½
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1876	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	110
.. —	2,099,000	6	" "	1874	108
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	36
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	6	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1852	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'96	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O	1888	34
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,766,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,112,000	6	" "	"	71
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	71½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'76	....
.. — .. Certificates	201,000	6	" "	71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	385,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'80-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	46½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97½
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,806 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	93½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	98½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1878	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	'01
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, gold	25,010,000	6*	Jan. & July.	New York.	'95-'99	102⅝
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (423 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Feo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1880	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (300 m.).	2,590,000	7	May & Nov.	" "	1915	96
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	100
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	96
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	83
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun.Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109.500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	83
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1907	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.)....guar.	1,000,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (secd).	1,916,639	6	" "	N Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Cnd. & Ottawa R. R.).	150,867	6*	May & Nov.	N Y.& London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1878	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	93
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93¼
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	91
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'78	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5*	—— & ——	"	1877	....
Mortgage Bonds	301,738	5*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,765	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,000,500	8	March & Sept.	"	1885	91½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	100½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1873	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1896	47
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	103
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	93
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1867	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	3,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian. :						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton) :						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis) :						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia :						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater :						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.) :						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.) :						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.) :						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe :						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs :						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.) :						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,270,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn. :						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg :						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss. :						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	88½
Lafayette, Muncie & Blooming. :						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville :						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So. :						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R.-258 m)	1,500,000	7	" "	" "	1899	96½
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52½m)	5,258,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Al.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi :						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston :						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna :						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley :						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	103½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.) :						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)...	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith :						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O. :						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.) :						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore :						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island :						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington :						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville :						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.) :						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick :						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1899	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western :						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage :						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central :						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1899	90
Marietta and Cincinnati :						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	83
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg :						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon :						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware :						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock :						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis :						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.) :						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	107
Michigan Central :						
1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	103½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	100½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,258,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap :						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1893	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent).....	208.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'95	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,606,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1895	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1880	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	102½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	129,500	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 10, 1869...	2,000,000	7	May & Nov.	New York.	1889	78½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mortgage, endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94½
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	....
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	....
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	94½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	....
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	94½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,600	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv.	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	97
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	90½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.I. & W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	96
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,900	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I. & P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	70
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1901	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	91½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort. conv.(Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1888	....
Port Royal:						
1st Mort. skg f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown (R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1898	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	82
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	94½
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	96
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	98
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	New York.	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for$6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1880	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	6*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	" "	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	80½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	85½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	94½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	99
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	87½
2d Mortgage preferred	600,000	6	" "	"	1890	76
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1886	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	98
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	80
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan	2,000,000	6	" "	"	1897	93
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
Gold Loan	980,000	6*	" "	"	1894	94½
Convertible Loan	1,998,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	90
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	81½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	....
Susquehanna (S. & Tide Water):						82½
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	97
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,164,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94½
Jan. 31, 1871	132.0	—	37.9	112.0	25	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ... . Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,383,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	28	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	355,984	.....	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	...	...	...	...	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	.....	(Leased | & oper. by | FallBrook | Coal Co.)	12,500	5	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	10
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	143
Sept. 30, 1870	74.2	8.8	64.8	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	140
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	.....	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,866,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,686,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	.....	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	.....	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	616,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River	.)	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	8	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	20,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	50
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,166	50	36½
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	*	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,946	106,552	541.5	.....	.....	.....	3,764,493	1,290,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,211,000	1,568,943	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,358,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	.....	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	6C 0,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	.....	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,376,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,986,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	.....	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,628	11,350,972	4,137,813	320,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	176	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,728,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,220 468	206,949,525	7,207,685	2,779,011	10	100	132½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....	(Leased and oper. by Mich'gan Central.)			.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,942,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶....S. Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	.....	197.0	531,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Western			.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western			.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	43½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			1,538,422	736,601	7	50	184
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,908	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,651,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	—	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	736,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	285,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,348	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile.Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	1,217,248	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	.....	123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	16	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	1,804,771	14,708,284	49,058,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,825,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P. & O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,896	169,390,937	589,833,666	13,457,541	5,088,720	8	100	94½
Sept. 30, 1870	—	—	148.8	—	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	.....	—	(Leased & oper. by Phg. Ft. W. & Chi.)		49,507	.....	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,849,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	18,159,400	5,588,000	414,417	.....	208.5	.....	13,207,248	39,606,988	5,938,187	2,329,760	10	50	119
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	....
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	15.0	—	....	92.0	..	.....	.....	.....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to Pt. Bl. 70 m. l			.....	.....	—	50	....
Nov. 30, 1870	23.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	94½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	—	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	16,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	279	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	....
Jun. 30, 1870	186.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,604	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	74
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	.....	15,123	[200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Trucks.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf.....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,784,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper.b	y Erie.)	.....	.....	12	100	120
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.					500,000	500,600			—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	1,000,000				248,000	85,000			—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	350,000				2,500,000	1,000,000			—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. &	oper. by C	'm.&Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	538,691				342,150	160,000	36,542		—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania.....Pennsylvania.	875,000				500,000	375,000			—				.....	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,631,707	6,271,222	10	50	116
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	4,300,000				2,00,0000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	214,581				57,200	103,000	57,381		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	21,601,885	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	1,139,079	362,964	.....		1,626,250	55,900			33.6	405,605	.....	.....	700,465	303,186	10	50	175½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	118½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phila., Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	.....	.....	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	655,736	185,848	—	50	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.&Alb'y.)	7,863,574	3,123,631	7	100	97
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	27,000	6	100	88
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)	.....	.....	10	100	133
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,755	—	100	95½
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,187	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			181.0	600,871	16,481,419	22,373,357	1,658,169	583,253	7	100	105
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,216	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	1,440,321	*		.....	650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,606,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland.....Vermont.	8,000,000	*			7,000,000	1,000,000			239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	17
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	101½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	2	1	—	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper.by W	est Jer.)	.....	.....	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell.....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	—	.....	.....	.....	.....	.....	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684	*	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,532	104.0	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	140,901	.....	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050				576,050				—	(Leas. &	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	70
Catawissa,* pref. and guar.....	2,200,000	7	7	95
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	39
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	80½
Chicago and Alton, pref.....	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	93½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	....
Erie, preferred	3,536,910	7	7	84
Evansville and Crawfordsville pref..	100,000	...	...	88
Hannibal and St. Joseph, pref.....	5,078,224	...	...	64
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	26
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	....
Ohio and Mississippi, pref.....	3,500,000	7	7	78½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	243,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	67
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	66
Sandusky and Cincinnati, pref.....	445,500	6	6	36½
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	123½
Schuylkill Navigation, pref.....	2,888,997	6	6	30½
Union, preferred.....	.....	8	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref	5,774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	49 — @ 52 —
Pig, American, No. 1		48 — @ 52 —
Pig, American, No. 2		48 — @ 51 —
Pig, American, Forge		45 — @ 50 —
Bar, Refined, English and American		— — @105 —
Bar, Swedes, assorted sizes	(gold).	85 — @100 —
		Store Prices.
Bar, Swedes		125 — @135 —
Bar, Refined, ¼ to 2 in. rd. & sq.–1 to 6 in. x ¼ to 1 in.		110 — @ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq		115 — @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16		117 50 @ — —
Large Round		122 50 @127 50
Scroll		122 50 @152 50
Ovals and Half-round		127 50 @137 50
Band		— — @122 50
Horse Shoe		120 — @130 —
Rods, ½@3-16 inch		115 — @155 —
Hoop		135 — @177 50
Nail Rod	per lb.	— — @ — 8
Sheet, Russia, as to assortment	(gold)	— — @ — 18½
Sheet, Single D. and T. Common		— 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½@ — 8½
Sheet, Galtanized		List. 15 per ct. disc.
Rails, English	(gold) per ton.	74 — @ 75 —
Rails, American, at Works in Penna.	c'y.	83 — @ 85 —
Anvils, (Eagle)	per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality)	per lb.	— 16½@ — 18½
English Spring (2d and 1st quality)		— 7½@ — 10½
English Blister (2d and 1st quality)		— 10½@ — 17½
English Machinery		— 11½@ — 13½
English German (2d and 1st quality)		— 10½@ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 10 @ — 10½
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @ 5 75
Cut, 8d. and 9d		— — @ 6 —
Cut, 6d. and 7d		— — @ 6 25
Cut, 4d. and 5d		— — @ 6 50
Cut, 3d		— — @ 7 25
Cut, 2d and 3d. Fine		— — @ 8 —
Cut Spikes, all sizes		— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @ 7 75
Clinch, Kegs		7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 51
Yellow Metal		— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 48 @ — 49
Straits	(gold).	— 38½@ — 39½
English	(gold).	— 39 @ — 39½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box	13 75 @14 —	15 75 @ 16 25
I. C. Coke	12 50 @13 50	14 25 @ 15 50
Coke Terne	10 75 @11 25	12 50 @ 13 —
Charcoal Terne	12 50 @13 —	14 25 @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— — @ — 13½	
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½	
Refined, Standard White (in ship'g order)	— — @ — 24	
Refined, S. W. (in jobbing lots)	— — @ — 25	
Refined, S. W. (in tin)	— 29 @ — 29½	
Naptha, Refined, (65 @ 73 gravity)	— — @ — 14	
Residuum	per bbl. 4 — @ — —	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 46
Copper, Bolts	— — @— 43
Copper, Braziers' (over 16 oz.)	— — @— 48
Copper, Nails	— — @— 51
Copper, Old Sheathing, &c., mixed lots	— — @— —
Copper, Chile Pig	— 32½@— 33½
Copper, American Ingot	— 38 @— 39
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	6 62½@— —
German	(gold)	6 62½@— —
English	(gold)	6 62½@ 7 —
Bar		— — @ 8 75
Pipe		— — @10 50
Sheet		— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. per lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @12 —
Liverpool House Cannel		— — @16 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15.
Canton Co	....	....	....	....	92	....
Central Pacific 6s	102½	103	103	102½	102½	102½
Central of N. Jersey	110	109½	109½	....	....	109½
Chicago & Alton	....	....	....	117½	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	113	....	....	....
Chic. & Northwestern	75	75½	75½	77½	75½	74½
" pref	93	....	93½	93½	93½	93½
" 1st M	99½	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	96	....	....	96	....	....
Chic., Rock Isl. & Pac	111	111	115½	113	112½	111½
Chi., R. I. & Pa. 7s, 1896	103½	103½	....	....	....	....
Clev., Col., C. and Ind	....	....	....	....	....	92
Clev. & Pittsburg guar	92½	92½	....	92½	93	92½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	87½	....	87½	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	....	....	....	....	....
Col., Chi., & Ind. C	36	36	38½	38½	37½	37½
" 1 M	....	....	89½	89½	90	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	120½	120½	120½	....	....	120½
Del. Lack. & Western	107½	108	108	108½	108½	108½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	98	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	68½	68½	68½	70½	68½	69½
" pref	82½	83	....	83	....	....
" 1 M. 7s, 1897	....	....	....	100	....	100
" 2 M. 7s, 1879	99½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	98	....
" 4 M. 7s, 1880	93½	93	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	94
Great Western 2d mort.	89	....	....	....	....	89
Hannibal & St. Joseph	....	43½	42½	43½	43½	43½
" pref	64½	64	....	....	....	64
" 8s, conv.	91½	....	....	....	....	91½
Hudson River	....	....	....	....	....	....
" 2 M. S. F	106½	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	94½	94½	94½	95½	95½	94½
Lake Shore Div. bonds	....	....	....	....	....	98½
Marietta & Cin. 1st pref	....	....	27	26	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	115½	115½	....	....	115½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	100	....	100½	101	101	....
" 2 M	....	....	97	97½	97½	97½
Mariposa Mining Co	....	....	....	....	....	....
" pref	3½	3½	....	3	....	3½
Milw. and St. Paul	58½	....	58½	59	60½	60½
" pref	78½	79	79	79	79½	....
" 1st mort	94½	94½	....	94	94	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	107½	....	....	....
" 7 3-10s con	....	....	97	97	....	....
Missouri 6s	96	96	96	96½	96½	....
" H. & St. J. 1s	....	....	....	....	....	93½
Morris and Essex	95	94½	94½	....	95	95
" 1st mort	102½	102½	102½	102½	102½	102½
" 2d mort	....	....	....	....	....	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	102	....	....	....	....	....
" 6s, S.F. 1883	....	....	91½	....	91½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	97	97½	98½	97½	97½
" certificates	91½	91½	91½	92	92½	92
N. York and Harlem	125	....	125	126	125½	126
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	100½
N. Carolina 6s, old	36	....	....	....	....	....
" new	20	....	....	....	....	....
Ohio and Miss	45½	46	47½	48½	48½	47½
" pref	78	78	....	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	74½	75½	75½	80	85½	83
Panama	115½	115½	117	122	123	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	97	....	....	....	97½	97
" 1 M	105	....	105	....	....	....
" 2 M	....	....	....	....	....	101
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	41½	....	41½	42	....	41
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	68½	69	71	71	71
" new	....	....	....	69½	71	71½
Tol., Wab. & Western	75½	75½	76	76½	....	76
" pref	....	....	....	....	....	....
" 1 M	....	....	97	....	....	....
" 2 M	....	93½	....	93	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	92	....	....	....	....	92½
Union Pacific	38½	38½	38½	39½	38½	38½
" 1st mort	92½	92½	92½	92½	92½	92½
" L. Gt. 7s	81	....	80½	81	81	....
" Inc. 10s	86½	87½	87½	87½	87	86½
Virginia 6s, old	51	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	55	54	....	....	....
" def. cert	....	....	....	....	17½	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	109⅜	110	110	110½	....	....
U. S. 5s, 10-40s, coup	....	110⅜	110⅞	111⅛	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	111⅛	111½	....	111⅝	112	....
U. S. 6s, 1881, reg	116⅛	116⅛	116⅛	116⅛	116⅛	116⅛
U. S. 6s, 1881, coup	118	118⅛	118⅛	118⅛	118⅛	118⅛
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	113	113⅛	....	113½	....
U. S. 6s, 5-20s, c. 1862	113	113	113½	....	....	113½
U. S. 6s, 5-20s, reg. '64	113	....	113½	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113½	113⅝	....	113½	113⅝
U. S. 6s, 5-20s, reg. '65	....	....	113	....	....	....
U. S. 6s, 5-20s, c. 1865	113⅝	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	115½	....	115½	....	....	....
U. S. 6s, 5-20s, c. n '65	115⅝	115⅝	115⅛	115⅝	115	....
U. S. 6s, 5-20s, reg. '67	115⅞	....	115⅞	....	115⅛	....
U. S. 6s, 5-20s, c. 1867	115⅝	115⅝	116⅛	116⅛	116⅛	116⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	116	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	116	....	116⅛
U. S. 6s, Pac.R.R.issue	....	....	116⅛	116⅜	....	116⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	126⅛	126⅛	126⅛	126⅛	126⅛	126⅛
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	92	....	....	....	....	....
" mort. 6s, '89	....	94	94½	93⅜	93⅜	93⅜
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	94	....
Lehigh Navigation	43⅛	44⅛	45⅜	45	45⅛	44⅛
" 6s, 1884	....	....	90⅜	90⅜	....	91
" Gold L	95	....	95	94⅛	....	94⅛
" R. R. L	....	92	....	....	93	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅛	59⅛	59⅜	59⅛	59	59⅜
" 6s new coup	....	....	....	....	....	....
" 6s new reg	98⅛	98⅛	....	....	....	98⅛
Little Schuylkill R.R	47⅛	....	....	47⅛	....	....
" 7s	....	....	....	....	....	....
Minehill	53⅛	53⅛	....	55⅛	53⅛	....
Morris Canal	....	48	....	48	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	50⅛	50⅛	....	....	50⅛	....
" 6s, 1880	....	....	....	100⅛	....	....
" 7s	94⅜	94⅛	94⅛	94⅛	....	94⅛
" 10s, 1887	....	....	....	....	....	110⅛
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	41	....	41⅛	41⅛	41	....
" 7s	80	....	....	....	....	....
Pennsylvania R. R	59⅛	57⅛	57⅛	57⅛	57⅜	58⅛
" 1st M	....	101⅛	....	....	101⅛	101⅛
" 2d M	97⅛	....	....	....	....	....
" Gen. mort.	94⅛	....	96	....	95	95
" " reg	....	93⅛	93⅛	....	....	93⅛
Penn. State, 6s.1st series	102⅛	102⅛	102⅛	....	102⅛	....
" 6s, 2d series	....	....	....	....	....	105⅛
" 6s, 3d series	....	....	....	107	107	....
Philadelphia City, 6s	97	....	97	....	97	97
" new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58⅛	58⅛	58⅛	59	59⅛	59⅛
Philadelphia and Erie	....	....	28⅛	....	28⅛	28⅛
" 6s	89	....	89	....	89	....
" 7s	....	90⅛	91	....	91⅛	91⅛
Phila., Wilm. & Balt	57	....	....	....	....	57
Schuylkill Navigation	7⅛	....	....	....	....	....
" pref	....	....	15	15⅛	....	....
" 6s, 1882	....	79⅛	79⅛	79⅛	79⅛	79⅛
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	82⅛	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	63	63	....	68	....	....
Spruce and Pine	....	....	33	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	....	....	....	99⅛	99⅛	100
" 1886	....	....	....	....	....	....
" 1890	100⅛	100⅛	100⅛	....	100⅛	....
" 1884	....	....	....	....	....	....
" 1900	....	....	100	....	100⅛	....
Balt and Ohio	149⅛	....	....	....	....	150
" bonds, 1875	....	....	....	....	....	....
" " 1880	97	....	....	....	....	..
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	98	98	98⅛	98⅛	....	....
" 2d M	88⅛	89	88⅞	....	....	....
" 3d M. 8s	....	82⅛	82⅛	....	82⅛	83
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	95⅛	95⅛	95⅛
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	92	....	....	....
Virginia 6s, Consol	....	....	55	55	55⅛	55⅛
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 15.

	Th.9.	F 10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	148⅛	148⅛	148⅛	148	148⅛	148⅛
Boston and Lowell	142	....	....	....	....	143⅞
Boston and Maine	141	....	141	....	141	140⅛
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie 6⅛	....	....	....	....	6⅛	6
" 7s, new	45½	44⅛	45	46⅛	46⅛	46⅛
Cheshire, pref	....	....	....	....	80⅛	....
Chi., Burl. & Quincy	133⅛	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	107⅛	....	107	....	106⅛	106
Fitchburg	138⅛	....	....	138⅛	....	138⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115⅛	115⅛	115⅛	115⅛	115⅛	115⅛
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	89	88⅛	....	....
" pref	....	....	103⅛	....	....	104⅛
Old Colony & Newport	113	113	....	....	113	113
Ph., Wil. & Baltimore	57⅛	57⅛	57⅛	57⅛	57⅛	57⅛
Portl'd, Saco & Ports	133	131⅛	133⅛	....	133	133
Union Pacific	....	....	....	....	39	....
" 6s	....	....	....	90⅛	90⅛	....
" Land Grant 7s	....	80⅛	80⅛	80⅛	....	....
" Income 10s	....	....	85⅛	....	84⅛	84
Vermont & Canada	....	99⅛	99⅛	....	99⅛	99⅛
Vermont & Mass	....	....	....	....	....	84⅛
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	103⅛
Metropolitan "	....	....	....	....	....	67
Middlesex "	....	....	....	....	....	86⅛
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	14⅛	14⅛	14⅛
Franklin "	11⅛	11⅛	....	12	12⅛	12
National "	....	....	....	....	....	....
Pewabic "	10⅛	....	....	12⅛	....	12⅛
Quincy "	54	58	58	54⅛	55⅛	55

London Stock Exchange.

	—Closing Prices.— April 26.	May 3.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	76 — 78	74 — 77
Do. do., 2d mort., 1881	63 — 68	63 — 67
Do. Penn., 1st mort., 1877	42 — 43	40⅛ — 41⅛
Do. do., 2d mort., 1882	101 — 103	101 —103
Do. Consol. 7 per cent. mort. 1890	6 — 8p	6 — 8p
Detroit and Milwaukee 1st mort. 7s	77 — 89	75 — 77
Do. 2d mort. 8 p. c	75 — 85	75 — 80
Erie shares 100 dol. all paid	56⅛ — 56⅞	54 — 54⅛
Do. sterig. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109⅛—110⅛
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, May 18, 1872.

Stock Exchange and Money Market.

Money has been offered with comparative freedom through the week, to the leading street borrowers, within the range of from 5@7 generally 6@7 per cent. on call. At these figures, the demand for accommodation has been fairly active, though not remarkably urgent, chiefly from speculative operators at the Stock and Gold Boards. In the discount line, there has been a readier market noted for the better grades of commercial paper at from 7@9 per cent. per annum. The offerings have been moderate for the season, especially so of strictly choice names.. The U. S. Sub-Treasury office reduced its coin balance about 2⅜ millions and its currency reserve nearly 1⅜ millions. The city banks added to their loan and discount average about 4¾ millions during the week, and again reduced their outstanding circulation slightly. The U.S. Sub-Treasury held a currency balance at the close of business on Tuesday of $6,203,161, and a coin reserve, of $62,839,225.

The city banks, in their latest return, show a decrease of $101,890 of legal tender notes, with an increase of $1,679,700 of specie, and $5,631,100 of deposits, also an addition of $4,717,100 to their loan and discount averages, with a reduction of $95,600 in their item of circulation. The city bank exchanges, last week, averaged 127, and thus far, this week, about 124 millions daily. The banks now hold $6,065,275 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,005,100, against $16,196,523 same time last year. The city bank deposits are now $217,267,500 against $231,956,018, week ending May 15, 1871. The legal tender reserve amounts to $47,305,600, against $64,252,293 same time last year. The circulation now stands at $27,714,200 against $31,321,479 same time last year. The loans are now $285,002,000 against $289,231,291 at this date last year.

The coin reserve of the city banks is now a little over 20 millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 47⅜ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $1,380,643, and its coin reserve $2,805,417 as the result of the week's business. The receipts of the office were $4,466,244 in coin, and $5,640,960 in currency; payments, $6,771,661 in coin, and $7,021,603 in currency. The office received $2,844,000 in coin or its equivalent, from customs; and disbursed $2,563,066, of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about 2½ millions, and thus far since July 1, 1871, $111,426,114. The customs at the port of New York last week were $2,709,621; at the outports, equal to about $905,000 all in coin, or coin certificates.

Under the May programme of the Treasury Department, Government proposes to sell during the month, Gold as follows: Thursday, May 23, $2,000,000; Thursday, May 30, $2,000,000. And to buy in Five Twenty bonds as follows: Wednesday, May 22, $2,000,000; Wednesday, May 29, $2,000,000.

Gold has been quite active and generally stronger, though variable, under the conflicting reports relative to the pending *Alabama* treaty negotiations. The speculative call has been quite spirited, most of the week; while the export drain has been more extensive, exceeding four millions last week, and 1½ millions the first half of the current week. The customs call has been moderate.

The range of the price during the week has been from 113⅛@113⅝ and the closing quotation on Wednesday was 113¾@113⅞ against 113⅞@114 the preceding Wednesday. The specie outflow, last week, was $4,063,885. The Gold Exchange Bank clearances have averaged about 70 millions per day during the week.

The cash balances of the Treasury Department on Monday were: Currency, $13,602,100; coin $103,318,656. Certificates were outstanding for $25,425,300.

The customs demand for Gold last week, averaged $474,000 a day; thus far, this week, it has averaged $552,000 a day, or equal to a weekly aggregate of $3,312,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $1,502, and since Jan. 1, 1872,

$639,612 against $3,011,127 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $139,313,437 against $130,958,568 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 4, 1872, $70,507,036, against $77,833,173 same time in 1870-'71.

The export drain of specie was $4,063,885 last week, against $2,833,236 same week preceding year. The shipments since July 1, 1871, have been $37,339,153 against $69,674,237 same time in 1870-'71.

Foreign Exchange has been in moderate demand at rather less buoyant rates. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109¾; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with May 14, were to the currency value of $3,741,808.

At the annual election at the Stock Exchange, early this week, the following was the successful ticket: For President, Edward King; for Chairman, M. A. Wheelock; for Vice-Chairman, James Mitchell; for Secretary, B. O. White; for Treasurer, D. C. Hays. The New York Stock Exchange on Tuesday paid the well-deserved compliment to the retiring President, Mr. Clerke, of a unanimous vote of appreciation of his official services, rendered in a firm, faithful and dignified manner. The further mark of approbation in a service of plate has also been voted.

Government securities have been generally in good request, closing strong and buoyantly in price, on comparative limited offerings.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118⅝@118¾; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 113¼@113½; U. S. Five-Twenties of 1864 at 113¼@113½; U. S. Five-Twenties of 1865, 113⅞@114⅛; U. S. Five-Twenties of 1865 consolidated, 115⅛@115¾; U. S. Five Twenties of 1867, 116⅜@116½; U. S. Five-Twenties of 1868, 116¼@116½ U. S. Ten-forties at 111⅛@111⅜; U. S. Fives of 1881 (Funding Loan) 111⅞@112; Six per cent. currency bonds, 116¼@116½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 30.	May 7.	May 15.
Consols	93¼	92⅞	93⅛
U. S. 5-20's of 1862..	*90¼	89¾	——
U. S. 5-20s, 1865....	——	90¾	91¼
" 1867	93½	93	93¼
" 10-40s	——	88½	89
New Fives of 1881...	90½	89¼	89½
Erie.	55½	53½	55¼

State bonds have been in fair investment demand and quoted steadier in price, closing with some show of buoyancy.

In the better classes of Railway Bonds a livelier investment business has been reported at stronger prices, with the favorites of the older issues offering less freely. Central Pacific Sixes have been in more demand. Chesapeake and Ohio have been in good request at 94 per cent. and accrued interest.

Railway and Miscellaneous share property, has been quoted stronger as to price, on an active business in the speculative favorites. Pacific Mail and Panama Railway shares having been particularly brisk and buoyant.

In the Metal line, Ingot Copper has been moderately active but quoted lower, with sales reported at 38c.@39c. per lb. Pig Iron has been lightly dealt in, the firm views of owners operating to some extent against free movements. Of the 2,500 tons Scotch received within a few days, the bulk had been disposed of previous to arrival. The latest reports are of a further rise abroad of 5s. per ton, which tended to strengthen the local market. Sales were reported at 300 tons Glengarnock Pig, from second-hands, at $50@$52 per 100 tons; Eglinton at a shade under $50. From first hands, values of all kinds of Pig were quoted up to former figures. Of Wrought Scrap-iron 200 tons were sold on private terms, with $55@$57, as the current quotations. Nothing really new in Lead, Spelter, or Zinc, which were quoted as before. Pig-tin has been quiet and depressed, with Straits quoted at 39c.@39¼c. gold, and sales reported of 500 slabs on private terms. Of tin plates, which were quoted steady, sales were made of 1,000 boxes Charcoal at $13 75, and 500 boxes 14x20 Coke at $12 25@$12 37½ gold per box.

General business has been fairly active in the leading kinds of domestic produce, but prices of Breadstuffs and Provisions have shown less buoyancy, Flour, Wheat, Corn, and Butter closing in favor of buyers. Middling upland cotton closed on Wednesday at 23⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,592,160 bales, against 3,678,804 bales same time in the preceding year; exports 1,791,522 bales against 2,758,626 bales in the previous year; stock at the ports at latest dates, 259,688 bales against 407,884 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand at 10@13½ cts.; Veals at 4@7¾ cts.; Sheep at 6½@10¾; Lamb 12@8 cts. Swine, dull at 4¼@4½ cts. per lb., all live weight. The week's receipts were 8,811 Beeves, 4,572 Veal Calves, 13,303 Sheep and Lambs; and 43,499 Swine.

In foreign goods, a fair movement has been noted and values have been generally quoted steady. Sugar, Coffee, and Teas, stronger. The week's imports of foreign goods reached the amount of $7,425,926 including $2,197,005 of dry goods.

Ocean freights have been quoted rather steadier as to rates, on a moderate call for accomodation, mostly for Grain, Tobacco, Provisions Naval Stores, and Petroleum.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.— South Carolina 6s, new, Jan. and July, 33½; do. Apl. and Oct. 34; Louisiana 6s, Levee bonds, 67; New York State 7s, Bounty Loan, coup., 108½; Louisiana 8s, 1910, 80; Georgia 7s, 90; Alabama 8s, 90; North Carolina 6s, special tax, 14½; Jersey City 6s, W. L., 91¼; Brooklyn 6s, W. L., 96; Albany and Susq. R. R., 94½; do. 2d mort., 98; Pacific R. R. 7s, guar, by Mo., 100¾; Gt. Western 1st mort. 1888, 96; Ohio and Miss. 2d mort. 85; do. consol, 97; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 96; Milwaukee and St. Paul 1st mort. Iowa div., 89½; Cedar Falls and Minnesota 1st mort., 86; St. Louis, Jacksonville and Chicago 1st mort., 95; New Jersey Southern R. R., 25; do. 1st mort., 78½; East Tenn., Va. and Ga. 1st mort., 93¾; Central of New Jersey 1st mort., 105; do. scrip, 106½; Nashville and Decatur 7s, guar. by L. and N. R. R. 90; Lafayette, Bloomington and Miss. 1st mort., 88½; Cleveland, Col. Cin. and Ind. 1st mort., 100; Long Dock bonds, 97; Quincy and Toledo 1st mort., 90½; Boston, Hartford and Erie, R. R., 10¾; do. 1st mort., 46¾; Toledo, Peoria and Warsaw 1st mort., W. D., 92⅝; Macon and Western R. R., 105; New York and New Haven R. R. 145; Lake Shore and Michigan Southern scrip, 91⅞; Western Union Tel., 75⅜; do. 7s, 95½; Atlantic Mail S. S. Co., 37; U. S. Exp., 79¾; Am. Mer. Union Exp., 75; Adams Exp., 99; Wells Fargo Exp., 88; Brunswick City Land, 7; Maryland Coal, 21; Consol. Coal of Md., 42.

Philadelphia.—Wilmington and Reading 7s 98¼; Huntingdon and Broad Top 1st mort., 100¾; do. consol., 47; Pennsylvania and New York Canal 7s, 97¾; Susquehanna Canal 6s, 75¼; Philadelphia and Reading deben. bonds, 83; Allegheny Valley 7 3-10s, 95½; Catawissa 7s, new, 98¼; West Chester 7s, 99; Ithaca and Attica 7s, 100; Oil Creek and Allegheny River 1st mort., 84; Schuylkill Nav. 6s, 1895, 79½; West Jersey 7s, 102; Camden and Atlantic R. R., 25; do. pref., 38; Pennsylvania allotments, 57¾; Nesquehoning R. R., 56⅞; Pennsylvania Canal 20; do. 6s, 76½; Belvidere Delaware 3d mort., 82½; Connecting R.R. 6s, 88; Pittsburg 5s, 75¼; Fulton Coal, 5½. The latest quotations are: City 6s, 97@97; do. free of tax, 101⅝@101¾; Pennsylvania State 6s, W. L. 100½@101½; do. 1st series, 102@102½; do. 2d series, 105¼@105½; do. 3d series, 107@107; Reading, 59¼@59¼; do. mort. 7s, 1893, 103¼@103¼; do. mort. 6s, 1880, 95@96; Camden and Amboy, 126½@127; do. mort. 6s, 1889, 93½@94; do. 1883, 92@92; do. 1889, 91¾@92½; Pennsylvania R. R., 58@58⅛; do., allotments, 57¾@57⅞; do. 1st mort., 101⅜@101½; do. 2d mort., 97½@98; do. General mort. coupon, 94¼@95; do. reg., 93¼@93⅜; Little Schuylkill R. R., 47⅜@47¾; Morris Canal, 48@50; do. pref., 128@123½; do. 6s, 93@—; Susquehanna Canal, 8@8; do. 6s, 75¼@—; Schuylkill Nav., 7½@8¼; do. pref., 15½@15½; do. 6s 1882, 79½@79¾; Elmira and Williamsport pref., 42@42¼; do. 7s, 1873, 94@—; do. 5s, 58@60; Lehigh Coal and Navigation, 44⅜@44½; do. 6s, 1884, 90½@90½; do. R. R. Loan, 93⅛@—; do. Gold Loan, 94¾@95; North Pennsylvania 50½@51; do. 6s, 100@102; do., 7s, 94¼@94¾; do. Chattle 10s, 109@111; Philadelphia and Erie, 28¼@28⅝; do. 6s, 88⅞@89¼; Minehill, 53½@53¾; Catawissa, 16@17¾; do. pref., 47¼@47½; Lehigh Valley, 59⅜@59½; do. allotments, 59@59½; do. 6s, new coupon, 98¼@—; do. reg., 98½@98½; do. 7s, 104⅜@—; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 63@64; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 46@47; Chestnut and Walnut, 57½@58½; Hestonville, 20@21; Union, 75@—; Germantown, 36@38.

Boston.—Cincinnati, Sandusky and Cleveland, R. R., 21¾; do. 7s, 1890, 82¼; Rutland R. R. pref., 67; do. scrip., 82; Portsmouth ., Gt. Falls

and Conway R. R., 95½; Taunton Branch R. R. 111¼; Cape Cod R. R., 87½; Norwich and Worcester R. R., 125¼; Worcester and Nashua R. R., 136½; Vermont Central 1st mort., 82; do. 8s, 1891, guar., 99¼; Boston, Clinton and Fitchburg 7s, 1890, 90¼; Boston and Lowell R. R. new, 118; do. 6s, 1879, 97¾; Eastern R. R. 6s, 1874, 97; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 81¼; do. Land Grant 7s, 81½; Old Colony and Newport 6, 1876, 95⅞; Vermont and Massachusetts 6s, 1883, 92¼; Mansfield and Framingham 1st mort. 7s, 1889, 90; Fitchburg and Worcester 7s, 1889, 89⅜; Agricultural Branch 6s, 1884, 80; Cary Imp., 13; Waverly Land, 7⅝; Boston Water Power, 55½; Brookline Land 6¾; New Hampshire 6s, 1874, 99; do. 1896, 99¾; Maine 6s, 1889, 100⅞; St. Louis 6s, 89; Belfast 6s, 1898, 91; Portland 6s, 1887, 96½; Lowell 6s, 1890, 98¾; Boston 6s, 1877, currency, 101; Bangor 6s, 1898, 92; Bath 6s, 1891, 89¼; Fall River 6s, 100; Lynn 6s, 1887, 99; Newburyport 6, 1886, 98; Chelsea 6s, 1879, 97¼; Allotez Mining Co., 11¼; Astor, 25c.; Calumet and Hecla, 137½; Hanover, 2¼; Madison, 70c.; Phœnix, 20; Petherick, 4⅛; Ridge, 11; Rockland, 3; Shuniah, Silver, 8⅛; Star, 30c.

Baltimore.—Virginia consol. 6s, reg., 51; do. coupon, 55½; Maryland Defense bonds, 104⅜; Orange, Alexandria and Manassas 7s, 85; Northern Central 6s, 1900, gold, 94¼; Central Ohio 1st mort., 86½; Orange and Alex. 4th mort. 8s, 85; Richmond and Danville 1st mort., 79½; Virginia and Tennessee 1st mort., 94½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95@95¼; Baltimore and Ohio, 149¾@150; do., pref., 100⅛@—; do., 6s, 1875, 97@—; do., 1880, 96@—; do., 1885, 95@96; Northern Central, 40@40¼; do. 6s, 1885, 94¼@95; do., 1900, 86@87; do., 6s, 1900, gold, 94⅛@94¼; N. W. Va. 1st mort., 99⅛@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 7s, 1892, 98½@99; do., 2d mort., 7s, 89@—; do., 3d mort., 8s, 82¾@—; Central Ohio, 82½@83½; do., 1st mort., 86½@86¾; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 95@97; do., 2d mort. guar., 95½@96; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., 75@78; do., 2d mort. guar. by Washington Co., 89@90; Richmond and Danville bonds, 79@80; Orange and Alexandria 1st mort. 6s, 91@93½; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 84½@85; Orange, Alex. and Manassas 7s, 84¾@85; Virginia and Tennessee 6s, 1st mort., 94½@—; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 89@91; Baltimore 6s, 1875, 99½@99¾; do., 1884, 100@100¼; do. 1886, 100@100¼; do., 1890, 100@100½; do., 1893, exempt, 99½@—; do., 1900, exempt, 100@—; Memphis City 6s, 54¼@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104½; City Passenger R. R., 24¼@—; George's Creek Coal, 81@—.

☞ The estimated earnings of the Erie Railway for the week ending May 7, 1872, were $407,448; against $320,749 for the corresponding period of 1871—an increase of $86,694. Total earnings since April 1, 1872, $2,004,041—an increase over the same time in 1871 of $429,337.

☞ The earnings of the Harrisburg City Passenger Railway for 1871, were $6,489 31, and the expenses $5,922, leaving a surplus of $567 31.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH, BANKERS,
No. 5 NASSAU-ST., New York.

The magnitude and importance of the CHESAPEAKE AND OHIO RAILROAD, as a short, low-grade, economical line of transportation between tide-water navigation and the principal cities of the Western States, is becoming more apparent as it approaches completion. Less than 100 miles of track remain to be laid to unite the Eastern and Western Divisions, upon which over 5,000 men are employed; the opening of the Through Line by Autumn next is, therefore, assured. The development of traffic on this thoroughfare will be immediate and very large, and within a few years the mineral traffic alone, furnished by iron and coal deposits along the route, will be sufficient to render it one of the most prosperous and profitable lines of communication in the country.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY.

are entirely safe and satisfactory Securities for investment. Price, 94 and accrued interest. Interest payable May and November. Principal and interest payable in Gold in the City of New York. Denominations $1,000, $500, and $100, Coupon or Registered. Full information furnished on application.

We buy and sell GOVERNMENT BONDS; receive deposits, and allow interest on balances; make collections, issue certificates of deposit, and do a general banking business.

FISK & HATCH.

St. Joseph and Denver City Railroad.

The advices from the St. Joseph and Denver City Railroad to their agents in this city are very favorable, and confirm previous estimates that the entire line will be completed early in August, thereby shortening the great continental route from the Atlantic to the Pacific 230 miles. The St. Joseph *Gazette* says:

"But little idea of the magnitude of the work being performed can be conceived. The line of operations extends not only from the Missouri river to the end of the track, but thirty-six miles beyond the latter point. Nearly five thousand men and eight hundred teams are employed on the entire work, or, in other words, nearly six regiments of infantry and one of cavalry. There is one thing we can say of the St. Joseph and Denver City Railroad, and that is, that it is the best constructed road west of the Missouri. The ties are of good solid oak, the iron is of the very best English, and it is well spiked down, the bridging is of the very best material, and the grading has been done thoroughly."

Messrs. TANNER & Co. report a renewed demand for the first mortgage 8 per cent. gold land grant and sinking fund bonds at 97½ and accrued interest in currency.

Vicksburg and Meridian Railroad.

At the annual meeting of the stockholders of the Vicksburg and Meridian Railroad Company held in Vicksburg on the 6th May, the following officers and managers were elected for the ensuing year: President, Morris Emanuel; Vice President, Thos. Rigby; Treasurer and Secretary, N. G. Bryson. Managers: M. Emanuel, P. Anderson, T. Rigby, W. Crutcher, A. B. Reading, W. E. Morris, John A. Klein, Thomas M. Smedes, Thomas S. Dabney, James R. McDowell, J. C. Stanton.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,
BANKERS,
NO. 11 WALL STREET.

WASHINGTON FIRE INSURANCE COMPANY—172 BROADWAY.

This office was organized in this city December 14, 1850, and reorganized December 26, 1871, with a capital of $200,000, paid in cash. It has always been one of the leading fire insurance corporations of the country. It is now, as heretofore, prepared to issue policies on buildings, merchandize, furniture rents, leases, and other insurance property, and on inland navigation and transportation risks, at the lowest rates compatible with first-class indemnity.

The officers and gentlemen composing the board of directors are favorably known in business circles. The president, Mr. GEORGE C. SATTERLEE, is a veteran underwriter, while the secretary and assistants are experienced, courteous officers. The company is eminently deserving of public confidence and patronage, and we can conscientiously recommend it to the attention of the insuring classes generally.

☞ The Wheeling *Register* of 10th inst. says: The work of grading the Pittsburgh, Wheeling and Kentucky Railroad, was commenced on Monday last, both in this and in Brooke county. It is the intention of the company to push the work forward with all the force it can command.

Journal of Railroad Law.

RAILROAD COMPANIES—COMMON CARRIERS—SUITABLE CARS—SUBORDINATE OFFICERS.

The facts in the late case of The Great Western Railway Company *vs.* Hawkins and ors (18 Mich., 427,) are fully and clearly stated in the following opinion by

CHRISTIANCY, J.—The first point raised by the plaintiff in error (the question of the sufficiency of the declaration to warrant a recovery on the ground of the defectiveness of the cars furnished by the company, without declaring specially upon the contract, &c.,) was involved, and must be considered as decided in this case when before us, upon the same declaration, in 17 Mich. 57. (See RAILROAD JOURNAL, March 9, 1872.) For though the point was not raised, and could not, as the case was then presented, have been assigned for error, the case having been brought here by the plaintiffs below to reverse the judgment for a charge adverse to them, yet if the objection now taken be well founded in law, the plaintiffs in that case could not legally have been injured by the charge, since they could not have recovered under their declaration, whatever the charge upon the points to which it related might have been; and the judgment should not, therefore, have been reversed.

The company in this case must be regarded as common carriers, and liable as such, except so far as that liability was qualified by the special contract. The contract was silent as to the fitness of the cars to be furnished by the company. As properly held in the case when formerly before us, the contract did not exempt the company from the duty or obligation to furnish suitable cars; but the common law liability as to this point, and to this extent, remained substantially the same as if no special contract had been made. The reception of the property for transportation, whether under the special contract, or as carriers of such property generally, created the same liabilities in this respect, and the company must be considered as common carriers in reference to this particular duty, for the breach of which alone the recovery was had.

The evidence in the case tends to show that the injury to the horses occurred in the course of their transportation, and in consequence of the cars being unfit for the purpose. The wrong or negligence, therefore, in this respect, may properly enough be alleged as a breach of the duty to carry safely. We are aware, there are some cases of this kind, which have required a more special mode of pleading; as under the modern system of pleading in England, which requires more precision in stating the exact nature of the breach of duty, than under the former common law rules. But we see no beneficial purpose to be subserved by a more specific form of declaration.

We think the declaration is sufficient to admit the proof of the negligence or breach of duty which the evidence tended to prove.

The second point raised by the plaintiff in error is, "that while the special contract might not excuse negligence on the part of the company or its chief officers, it might well protect them from the negligence of subordinate agents of the company, if its chief officers had no knowledge of the use of defective cars, and employed proper agents," &c.

We must regard this point also, as fully and correctly settled in the case as formerly decided, and no longer open to controversy. The obligation of the company to furnish suitable cars under or notwithstanding this contract, was then held to be absolute on reception of the property, without reference to the fitness or fidelity of agents or officers, subordinate or otherwise, unless some showing was made, that the plaintiffs, with proper opportunities of observation, and with notice of their actual condition, assented to the use of the cars on which their horses were shipped. We see no reason to doubt the correctness of this decision, and think it fully covers the point now raised.

There is no error in the record. The judgment of the Circuit Court must be affirmed.

Judgment affirmed.

Cairo and Fulton Railroad.

At a recent election at Little Rock (Ark.) for four new Directors of the Cairo and Fulton Railroad of Arkansas, (extension of the St Louis and Iron Mountain Railroad), the following gentlemen were chosen: Thomas Allen, St. Louis; George C. Ward, New York; W. R. Donaldson, St. Louis, and James M. Loughborough, St. Louis. The board is composed of thirteen members.

Mr. Thomas Allen, the President, has let the contract for the erection of bridges on this road, over the White river, Black river, and Little Red river, to the "Baltimore Bridge Company," of which Mr. C. SHALER SMITH is the President.

Mr. Allen has also let out to contractors 45 miles of the Cairo and Fulton road south of Little Rock running from that place to Rockport near the Hot Springs. This is to be constructed immediately, and the work will go on as rapidly as possible. The iron for that portion of the road is already at Little Rock.

Delaware Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$127,443 02	$137,744 78
" freight	248,025 43	296,127 32
" mails, etc	8,394 15	7,548 76
	$383,862 60	$441,420 81
Operating expenses	323,188 27	326,651 41
Net earnings	$60,674 33	$114,769 40
Interest and dividends paid by lessees	101,617 36	120,647 41
Showing a loss of	$40,943 03	$5,878 01

The gain in the receipts, as compared with 1870, is $57,558 21. The first three months of 1870 the lessees charged the cost as heretofore for operating the road; the last nine months, they operated the road under the new agreement of 75 per cent. of the gross earnings. The first three months the charges were $102,004 60; the last nine months they were $221,183 67—total, as above, $323,188 27. At 75 per cent. of gross earnings for the whole year the expenses would have been $287,396 95. Operated at 75 per cent. for the whole year the loss would have been only $5,651 71.

The road has been well kept up and considerably improved during the past year, as will be apparent from the following statement of materials used in repairs, to wit: 635 tons new iron rails; 39,595 new cross ties; 666 long cross ties for switches; 8,149 joint blocks on old track. The new track has been laid with 57 lb. rails and fish bars, a great improvement on the old superstructure.

The sinking fund at the close of 1870 was $105,508 08. It is now $118,131 18, both sums reckoned at par for the securities.

The bonded debt, not provided for by a sinking fund, becomes due as follows:

$500,000 mortgage and guaranteed bonds, July 1st, 1875.

$100,000 guaranteed bonds, July 1st 1875.

$100,000 extension mortgage bonds, January 1st, 1880.

It will be well soon to adopt some plan for the funding of these several amounts, at maturity, into a long loan, secured by a mortgage on the whole road. This will have to be done by the aid and co-operation of the lessees, who are the guarantors of the securities, excepting the last.

BALANCE SHEET, December 31, 1871.

Railroad		$1,764,838 00
Smyrna Branch		29,999 90
Dorchester Branch		101,554 89
Townsend Branch		186,642 84
		$2,083,035 68
Sundries		1,884 43
Phil. Wil. and Balt. Railroad Co		12,366 56
Dorchester and Delaware R. R. Co		62,500 00
Cash		73,254 21
		$2,232,540 88
Capital stock		$1,283,410 23
Mortgage bonds	$500,000	
State of Delaware	170,000	
Guaranteed bonds	100,000	
Extension mortgage	100,000	
Loan of Dec. 18, 1856	8,250	
		878,250 00
Dividends		25,241 50
Interest		49,570 75
Sundries		1,068 35
		$2,232,540 88

President.—S. M. FELTON.

Directors.—Isaac Hinckley, A. C. Gray, Charles Warner, Joseph Bringhurst, Jesse Sharpe, Isaac Jump, H. B. Fiddeman, Manlove Hayes, Alexander Johnson, William H. Ross, Albert Curry, J. Turpin Moore.

Secretary and Treasurer.—M. HAYES.

Portland and Ogdensburg Railroad.

A letter to the Boston *Journal*, dated Portland, May 7, says:

The directors of the Portland and Ogdensburg Railroad have made a contract with Messrs. Fuller Harding of New York for the completion of the road from North Conway through the White Mountain Notch to the Connecticut River, forty miles. President S. J. Anderson and civil engineer John F. Anderson arrived from New York last night, were the negotiations were arranged, and the directors this morning confirmed the contract. The contract in substance is as follows: Messrs, Fuller & Harding are to complete the road for $2,300,000; one-half is to be paid in cash, and one-half in the bonds of the road. The sum of $270,000 is reserved for land damages, fencing, stations, water tanks, engine houses, turn tables and equipments, to be built at either's option. The road is to be constructed as thoroughly as the present portion from Portland to North Conway, sixty miles. The rails are to be equal in quality to those of the Portland Rolling Mill. Messrs Fuller & Harding constructed the road from Portland to North Conway, and are experienced and skillful in the business.

In this connection it may be stated that a new road is to be built from Swanton, the western terminus of the Portland and Ogdensburg road, to Montreal, and another from Swanton to Ogdensburg, going through Canada, the rich agricultural regions of Northern New York, between the present Lake Champlain and Ogdensburg road and the St. Lawrence River, making a saving

of several miles. A new bridge will cross the St. Lawrence at the rapids, and at Montreal connection will be made with the proposed Canada Pacific road, and thence via the Northern Pacific to the Pacific ocean, by which the distance will be some one hundred miles shorter. In about two weeks measures will be taken for a survey of the new Swanton and Ogdensburg road, and the bonding of the towns on its line. We understand that Sir Hugh Allan is largely interested in the new route from Swanton to the West, and it is probable that a line of steamers to Liverpool will be established here in connection with the Portland and Ogdensburg road, to run the year round. The awarding of the above contract is a great relief to the public, as it assures the successful completion of the enterprise.

East Boston Company.

At the recent annual meeting of the stockholders of this company, the following gentlemen were chosen directors: Silas Pierce, J. S. Farlow, T. B. Hall, C. Allen Browne, M. D. Ross, John Pearce, Nathan Cushing, J. Noble, G. N. Macy, John M. Clark. The sales of the last year have amounted to $84,136 50. The company has no debts. The floating assets and cash amount to $5,983 88; mortgage notes, $27,521 15; other receivables, $15,010 50; totol floating assets, $48,515 53; basin lands bonded to sell, $1,152,500; land left as follows: Upland, 2 857,000 feet; marsh, 4,355,000 feet; wharf and flats, 13,000,000 feet. In addition to these there is a large amount of land lying outside of the Harbor Commissioners' lines.

☞ The Baltimore *Sun* of May 9th says that the interest due May 1st on Orange and Alexandria and James River and Kanawha Companies bonds is being paid promptly; the interest due May 9th on the James River and Kanawha Company bonds, 2d mortgage, will also be duly paid. Under the tax bill, passed at the late session of the Virginia Legislature, the State tax on the interest of all railroad and canal companies in that State is at the rate of fifty cents on the one hundred dollars of the market value of such bonds, and the same upon Virginia State bonds, whether funded or unfunded. It is estimated that the tax on this indebtedness will amount to $250,000 per annum. The interest due May 1st is subject to this State tax, as well as to the United States tax of five-sixths of one per cent.

☞ The first meeting of the corporators of the Bangor and Calais Shore Line Railroad Company will be held at Cherryfield (Me.) on the 29th inst. for the acceptance of the charter granted by the last legislature, the organization of the company, and to take measures to further the location and construction of the road.

☞ The officers of the Sparta and Neillsville (Wis.) Railroad Company, recently elected, are: President, Chauncy Blakeslee; Vice President, Eli O. Rudd; Secretary, L. S. Fisher; Treasurer, W. W. Allis; Attorney, J. M. Morrow.

☞ James H. Williams, Esq., of Bellows Falls, Vt., has been chosen President pro tem. of the Rutland Railroad company, to act during the absence of Ex-Gov. Page in Europe.

☞ The Pennsylvania canal has been abandoned between Williamsburg and Holidaysburg.

☞ The Holidaysburg and Williamsburg railroad is under contract.

Lake Shore and Michigan Southern Railroad.

The annual meeting of the stockholders of this company was held in Cleveland, on the 1st inst. From the President's report, which was submitted to the meeting, the following facts are gathered:

The whole number of miles of railroad owned and leased by this company is 1,074. The company also has 92 miles of double track between Buffalo and Toledo, and 259 miles of side track. During 1871 the equipment was increased to the extent of 47 new engines and 1,151 new cars, of various classes, at a cost of $1,203,747 87.

The bonded debt of the company amounts to $2,490,900. The annual charge for interest on this debt is $170,436 30.

The total net earnings for 1871 were $5,018,168 84; amount paid out in interest on funded debt, dividends and Government tax on dividends, $4,887,214 51, making a surplus for the year of $130,914 23.

The earnings from freight compared with 1870, show an increase of $1,492,691 12, or 17¼ per cent.

The passenger traffic for 1871, as compared with 1870, shows a diminution of $203,638 28. The earnings from other sources than freight and passengers show an increase in 1871 over 1870, of $51,381 37. The company estimates its actual and ascertained pecuniary loss, directly resulting from the Chicago fire, at $325,000. The following were elected Directors for the ensuing year: Horace F. Clark, Augustus Schell, Henry B. Payne, Stillman Witt, John A. Tracy, Albert Keep, Charles M. Reed, James H. Banker, William Williams, Amasa Stone, Jr., Wm. L. Scott, Azariah Boody, and Wm. D. Bishop.

A New Railroad in Maryland.

Negotiations are now pending between the Baltimore and Ohio Railroad Company and several of the large Coal Companies in the George's Creek region, touching the construction of a railroad from the Main Stem of the Baltimore and Ohio at Piedmont to Lonaconing. The distance is a trifle over eight miles, and the construction of the road is sought by the companies to give them an outlet for their product independent of the railroad owned and operated by the Consolidation Company, the heavy freights they are compelled to pay on this route forcing them to look for transportation to another quarter. The companies on their part ask the Baltimore and Ohio Company to build and equip the road, they guaranteeing to ship all their coal for the canal and railroad traffic over it at a rate per ton per mile to be mutually agreed upon.—*Cumberland Times.*

☞ The surveying party of the Kentucky and Great Eastern railroad is beyond Augusta, and pushing rapidly forward toward Newport. The route is unusually favorable, and the engineers are in high spirits.

☞ Sylvester Marsh, J. E. Lyon, Onslow Stearns, W. A. Tower, Walter Aiken, E. Raymond and Nathaniel White, have been elected directors of the Mount Washington Railway Company.

☞ The Cincinnati and Baltimore Railway Company has filed a certificate in the Ohio Secretary of State's office increasing its capital stock from $500,000 to $800,000.

☞ The Detroit *Post* says that Andrew Watson, of Jackson, has been appointed General Superintendent of the Detroit and Milwaukee Railroad, in place of Thomas Bell resigned.

THE

CANADA SOUTHERN

RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER,

No. 10 Wall-St.

Foreign Indebtedness.

We extract from the Mercantile Agency Annual, published by Dunn, Barlow & Co., New York, an article on the above subject, evidently prepared with great care. According to the writer our foreign indebtedness is only about $300,000,000, a sum sufficiently large, but much less than the usual estimate.

The question as to the amount of our foreign indebtedness, and the annual burthen of the interest charge, is one which often excites attention, and is made the basis of many arguments in regard to our fiscal policy. In the last report of Hon. D. A. Wells, special commissioner of the revenue (1869), our foreign debt was thus estimated:

National securities	$1,000,000,000
State, Railway, Municipal and other securities	465,500,000
Total	$1,465,500,000

The opinions, however, held on this subject by those who have given it examination greatly vary.

The estimates of the best informed bankers, whose business makes it necessary for them to follow the state of the foreign exchanges as closely as possible, vary from $860,000,000 (say $560,000,000 United States bonds, and $300,000,000 of State, Municipal, Railroad and other securities) to $1,200,000,000; the several estimates of State, Municipal and Railroad bonds, being substantially the same, and the variation being on the amount of United States bonds.

The elements of this question are somewhat difficult to specify with certainty.

In the first place it is necessary to estimate the adverse balance of trade upon the actual exports and imports of merchandise, including specie.

The declared values of the imports and exports for the last eight years, as made up by the Bureau of Statistics, are used in the following statement:

Imports of merchandise during the eight fiscal years 1864 to 1871, inclusive	$3,103,777,394
Add five per cent. for smuggling and undervaluation	155,188,870
Of specie and bullion	137,381,718
Total	$3,396,347,982

Exports—(Gold values):

Domestic produce	$2,234,206,864	
Foreign merchandise	123,861,795	
Specie and bullion	628,171,140	
		2,986,239,799
Adverse balance		$410,108,183

From this statement it would appear that we have bought $410,000,000 of goods more than we have sold, but it will not do to accept even this estimate without some allowances.

We have added five per cent. to the sum of the imports for undervaluation and smuggling; it is not believed by experts in the Treasury department, however, that over three per cent. should be allowed for this item. On the other hand some addition ought to be made for the profit upon exports, and also for such exports as are not reported, it being much more difficult for custom house officials to obtain accurate statements of the values of exports than of imports. And even up to a recent period, it is well known that considerable quantities of domestic produce, shipped from New York in foreign steamships, have not been entered on the outward manifests.

The fact that domestic products of very considerable value are annually exported from this country, which do not appear in the published statistics of commerce, is evident from the following official statement of the value of imports into Great Britain from the United States, as compared with a similar statement of our exports to that country:

Calendar Year.	Imports into Gt. Britain from the U. S. (£ sterling computed at $4 86.)
1866	$227,712,957
1867	199,483,725
1868	209,283,181
1869	206,905,008
1870	242,051,498
T'l in 5 y.	$1,085,436,369
Av. p.ann.	$217,087,274

Fiscal Year.	Exports from the United States to Gt. Britain (£ sterling comput'd at $4 86.)
1866	$205,596,779
1867	161,144,273
1868	136,912,609
1869	139,745,538
1870	202,546,723
Jl.1 to D.31.	105,209,738
T'l in 5½ yrs.	$951,155,660
Av. per ann.	$172,937,393

If the value of products imported into Great Britain from the United States be computed at rates similar to those used in our export valuation, it follows that merchandise to the value of $44,149,881 is exported to that country annually of which we have no official cognizance. And even if in the British mode of estimating the value, the cost of freight be included, there still remains during the last five years an annual excess of thirty millions. If, therefore, as some suppose, a larger allowance than five per cent. should be made for smuggling and undervaluation, the under-estimate of our exports, as above shown, will fully offset an additional allowance of five per cent.

It is often claimed that a large sum should be added to the adverse balance of trade, as exhibited upon the merchandise statement, for the freight paid to foreign ship owners, who now do most of the ocean transportation.

In the absence of correct data in regard to the total value of freight on imports, the Chief of the Bureau of Statistics has estimated the amount to be eight per cent. on the declared value of the merchandise; and as about sixty-eight per cent. of the whole was carried in foreign ships, this item amounts to $169,000,000.

Another item often added to our supposed foreign debt is the annual expenditure of Americans residing or traveling abroad, estimated by Mr. Wells at twenty millions per annum. But this is now partially counterbalanced by the expenditures of foreigners traveling for business or pleasure in the United States, the number of whom, both from Europe and Asia, is already very considerable, and is every year increasing. There is, however, another source from which we receive a much larger accession of wealth than from foreign travel, viz: immigration. The lowest estimate of the amount of money brought into the country by immigrants is $68 per capita, at which rate a sum of nearly $22,000,000 must have been added to our national wealth by the 321,350 immigrants who arrived on our shores during the fiscal year ended June 30, 1871, an amount which would far outweigh the loss sustained through the somewhat lavish expenditures of wealthy Americans traveling in foreign lands.

The last item to be added to our estimate is the interest which has become due upon the debt while it has been accruing, and upon the supposition that the whole amount of our foreign debt does not now exceed $909,000,000, this item would comprise about $240,000,000, of it, say eight years' interest at an average of $30,000,000 per annum. (We did not begin to borrow upon Federal securities until the year 1864.) As about one-half of the amount received as interest on American securities has been re-invested, this item will amount to $120,000,000.

We have now the following items:

Adverse balance of trade for eight years	$410,000,000
Freights to foreign ship-owners	169,000,000
One-half interest accrued	120,000,000
Contingencies	3,000,000
Aggregate	$702,000,000

From the above statement it appears that the debt we owe to Europe, incurred during the past eight years, should aggregate about $702,000,000. But owing to the fact that our credit abroad during a part of that period was not assured, our securities sold considerably below par. A careful estimate made by the chief of the bureau of statistics establishes the fact that the average discount during the period named was not in excess of twenty-two per cent. In computing the aggregate of this debt, the par value of these securities must be ascertained; and as they sold at an average rate of seventy-eight cents on the dollar, it follows that our debt to foreign nations amounts to nine hundred millions ($900,000,000), and our annual interest charge to fifty-four millions ($54,000,000).

It is proper to add here that several leading bankers, as well as some of the ablest financial editors, are firm in the belief that the value of federal securities alone, held in Europe, exceeds nine hundred million of dollars, and that the total amount is about one thousand two hundred millions. A part or the whole of the discrepancy may be accounted for by the fact that the computation of nine hundred millions as the value of all United States securities includes only those which are owned in Europe, and not those which are held as collaterals. It is well known that the low rates of interest, about one-half those of New York, have attracted from this country borrowers for large amounts on the security of United States bonds.

The most important question is, What have we received from this indebtedness? The reply is, foreign merchandise, chiefly European products, ranging from one-sixth to one-fourth of the value of our total importations.

Upon the common assumption that our imports consist mostly of luxuries, this would not be a pleasant exhibit; but such is far from being the fact. We have borrowed a large part of the total import, and, in order to tell of what it consists, it is necessary to consider a rule which has been proved by experience, viz.,—that the most constant element in our transportation, that which varies least per capita, consists of articles of luxury or comfort—wines, silks, tobacco, tea and coffee, fancy goods and the like; it therefore follows that the excess of imports which we have borrowed consists of articles of necessity, such as metals, lumber, leather, hides, wool, dyestuffs, and other articles which enter into the processes of domestic industry, and most of which are reproductive in their nature.

And this is doubtless the fact; the war diverted men from the accumulation to the destruction of capital, and what we have borrowed is in some respects simply a replacement of the capital destroyed. It has, therefore, been a force without which we should have been hampered and crippled. Had we not thus been able to borrow these articles of prime necessity, our railroads, mills, and works of every kind, and the opening of new lands, would have been far less. In one sense it may be said that by thus borrowing a portion of our tools of production and distribution abroad, we have placed ourselves in a position which will make it easier for us to pay our debt owed both at home and abroad. We have borrowed productive power; and the possession of this power, by enabling us to employ labor on a large scale, has attracted to us productive power of another kind—that of human intelligence and muscle, as represented in the scores of thousands of able-bodied immigrants who flock annually to our shores. This influx constitutes a permanent addition to our wealth-producing forces as well as to our national strength.

As to this debt being due on demand, and the alleged danger of fiscal trouble from the sudden return of bonds, little need be said; the fact that they have been taken when our credit was doubtful makes it certain that they will be held, now that our credit is assured. It is believed that our danger is greater from too great facility in borrowing yet more, than from any sudden collapse of credit and an imperative demand for payment of what we now owe. The export of United States bonds has partly ceased, but we are now borrowing railroads, by exporting their bonds; it be-

hooves us to see that we do not borrow railroads faster than we can profitably use them.

☞ The Paris Citizen, in the course of its remarks upon the prospects of the Paris and Big Sandy road, says: "The directors will now make immediate application for the submission of the proposition in the counties of Bath and Franklin. The former will be asked to subscribe $150,000 and the latter $100,000. After the election in these counties, the city of Louisville will be applied to for a subscription of $500,000. It is expected that within the next thirty or forty days the sum required, as a basis upon which to build the road, will be raised."

☞ The Bangor *Whig* says that a large number of prominent railroad men from the States have recently been in consultation with the Canadian authorities, and it is rumored that as a result of the conference the Lake Megantic road is to be surveyed, located and built at an early day, as a link of the Canadian Pacific Railroad.

☞ Ten miles of the Houghton and Ontonagon Railroad, between L'Anse and Summit, are now completed and trains running over it. It will be extended from Champion to Ishpeming this season, and form part of the through line from Chicago to the head of Keweenaw Bay on Lake Superior.

NOTICE TO CONTRACTORS.

Sealed proposals for the clearing and grubbing and graduation and masonry upon the Nashua and Rochester Railroad, from Nashua to Rochester (48 miles), will be received till FRIDAY, May 31, 1872, at 12 o'clock M., at the office of the President of the Company, F. H. Kinnicutt, Worcester, Mass., to whom all proposals must be addressed, and indorsed "Proposals for Graduation and Masonry."

On and after May 15, 1872, the plans, profiles and specifications may be seen and further information obtained at the office of the Engineer of the Company, in the Telegraph Building, Nashua, N. H.

The directors reserve the right to reject any and all bids.

By order of the Directors,

C. O. DAVIS, Engineer N. and R. R. R.

Nashua, N. H., May 10, 1872.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

THE WATSON MANUFACTURING CO.

PATERSON, NEW JERSEY.

BUILDERS OF

POST'S PATENT

Diagonal Truss Bridges,

OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

Railroads & Highways,

Roofs, Turn-Tables, and General Machine Work.

New York Office, 303 Broadway.

W. G. WATSON, Pres. J. WATSON, Vice Pres. A. J. POST, Eng. T. J. SKIDMORE, Gen. Agent.

CAIRO AND FULTON RAILROAD CO.

First Mortgage, Sinking Fund

Land Grant Bonds,

Due 1891 in Gold.

INTEREST 7 PER CENT. GOLD, FREE OF GOVERNMENT TAX.

Payable January 1st and July 1st, in New York.

THE CAIRO AND FULTON RAILROAD IS the main artery for travel across the State of Arkansas. It is the continuation of the St. Louis and Iron Mountain Railroad, and under the same management. It will connect the St. Louis Railroads and the Illinois Central Railroad with the International Railroad, the Southern Pacific Railroad and the Texas system of roads. Its length is 301 miles, and it deviates from a straight line but six miles. It has no grades over 15 feet to the mile. It passes through the most thriving counties and the Capital, Little Rock. The Land Grant of 1,926,400 acres "is one of the most extensive and valuable ever made to any road by Congress." The whole road is under contract for building, 52 miles are now operated, and tracklaying will go on at the rate of about half a mile a day until the connection of Little Rock with St. Louis is completed. The First Mortgage Bonds, $8,000,000, are the first lien upon the road, rolling-stock and lands, and are recommended as a safe investment. The officers are:

THOMAS ALLEN, (St. Louis) ..... President.
H. G. MARQUAND, (120 Broadway) .. Vice-Pres.
D. W. McWILLIAMS, (120 Broadway). Treasurer.
W. R. DONALDSON, (St. Louis) ..... Secretary.

NEW YORK DIRECTORS.

WM. H. SWIFT, HENRY G. MARQUAND,
WM. T. BLODGETT, JOHN H. SWIFT,
H. M. ALEXANDER, ALANSON TRASK.

The Union Trust Company, Trustee of the Bonds. Price 90 and accrued interest in currency. The Company reserves the right to advance the price at any time. Marketable securities received in exchange at full market rates and Express charges peid. Maps and pamphlets may be obtained on application to

H. G. MARQUAND, 120 Broadway.

Francis C. Bowen,

PATENT LAWYER,

No. 7 Warren Street,

NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.

Address or call as above.

RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

PERKINS, LIVINGSTON & POST,
No. 31 New-St., New York.

TRAUTWINE'S

CIVIL ENGINEER'S POCKET-BOOK.

SECOND EDITION REVISED.

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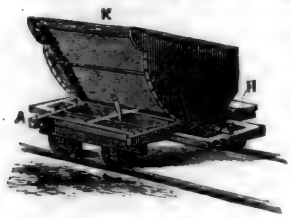
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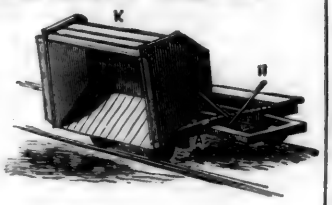


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

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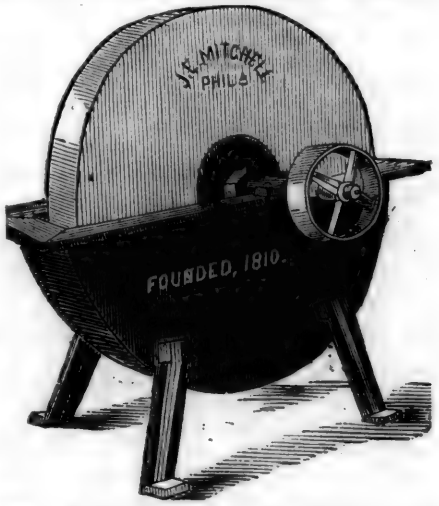
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 25, 1872.

Leather Belting.

We have the pleasure of calling the attention of our readers to the advertisement of Messrs. J. B. HOYT & Co., 28 and 30 Spruce St., N. Y., which appears on our last page. This firm is extensively engaged in tanning White Oak Leather, to which, by its durability and the handsome finish it gives unto whatever it is adapted, they are no doubt indebted for their great success. While at their office our attention was directed to a large diagram of a tanned hide which showed from what parts the short lap belting and long lap belting are made; and is an admirably clear and concise manner presents even to the comparatively ignorant observer convincing proof of the superiority of what they term their "Short Lap Belting." Curiosity prompting, we were informed that the hides are selected with much care, especially these to be used for this purpose. To those interested in good machinery and its accessories we take pleasure in referring them to the belting made by J. B. HOYT & Co.

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☞ The traffic receipts of the European and North American Railway for the month of April, 1872, were $24,259 22, against $18,575 28 in April, 1871, and $14,488 80 in April, 1870.

Meeting of Southern and Western Railway Officers.

We are in receipt of a pamphlet containing the "proceedings of the first quarterly meeting of the Western and Southern Railway Association," held at Atlanta, Georgia, April 10th last. Mr. THOMAS ALLEN, of St. Louis, presided; and Mr. O. Chanute, officiated as Secretary and Treasurer *pro tem.*, and L. J. Fleming, of Mobile, was chairman of the Executive Committees. The meeting agreed to a report in favor of "abolishing the practice of paying commissions on the sale of tickets."

A long elaborate report was submitted upon the subject of the "responsibility of railway companies for injuries to employees and others." The report contained much valuable information, but after an extended discussion, which developed some differences of opinion as to the legal questions presented, action thereon was postponed.

A committee, consisting of Messrs. Albert Fink, A. Mitchell, and J. E. Brown, was appointed to report upon the subject of sleeping cars, contracts, interchange, repairs, and compensation for them.

The report of the committee to draft rules to govern railroads in the interchange of cars, &c., was received, and after a slight amendment was adopted, as follows:

1st. Each road should keep a car inspector, at all transfer or junction stations, and reject all cars offered that are not in safe running order.

2d. If cars are out of repair, but still in safe running condition, and loaded with freight that should not be transferred, they may be received, after being marked and noted by the inspector, in such a manner that the car may be received back in the same condition, ordinary wear and tear excepted.

3d. When foreign cars are broken, they shall be made good by the road on which they are broken, except as hereinafter provided.

4th. The road breaking the car to have the option of repairing it, or allowing the road owning the car to repair the same at their expense, it being understood that they shall make the car as good as when they received it, ordinary wear and tear excepted.

5th. When a car is broken so as to require a new body, the road on which the accident occurs, will settle with the owner of the car, by paying the value of the same, at the time the accident occurred, or if requested by the owner thereof to rebuild the car, shall do so, the owner paying the

difference in value between the new and the old.

6th. In case of breakages of wheels or axles, or renewals of brasses in ordinary usage, the party owning the car will furnish the necessary wheels, axles and brasses, to replace those broken or worn out, without charge. But the road on which the damage occurs will furnish the labor, and make the other repairs incident to such breakage.

7th. In case new brasses are furnished by the company on which it becomes necessary to renew them, they shall be charged by the company putting them in at 35 cents per pound, and the old brasses shall be credited at half price.

8th. In the absence of specific agreements a charge of 1½ cents per mile each way, both loaded and empty, is recommended as the proper mileage charge for freight cars run on foreign roads.

9th. The adoption of these rules by the Association, is understood as not interfering with special contracts.

The following resolutions were also adopted:

Resolved, That the Executive Committee take steps to codify a general system of rules to govern railroads in their adoption of signals, in moving trains by telegraph, in the precedence and rights of trains, and in the government of employees.

Resolved, That the experience of the railroads in this country, justifies this Association in recommending the adoption of such brakes upon engines and cars of passenger trains, as can be operated by the Engineer of the train; and the use of platforms on passenger and baggage cars, level with the floors of these cars, to prevent telescoping in case of accidents.

Resolved, That this Association recommends to the manufacturers of automatic brakes, that they adopt such connections and interchangeable parts for their machinery, as shall permit cars variously equipped and used by different companies, to be made up and used in the same train.

It was agreed to confer with the New England Railway Association upon the subject of adopting a uniform system of National time for time tables.

The Association adjourned to meet in Cleveland on the 9th of July next, when a number of important questions will come up for discussion and action.

Pittsburg and Connellsville Railroad.

When Allegheny county subscribed $750,000 to the stock of the Pittsburg and Connellsville Railroad Company and issued her bonds for the same, the company guaranteed the payment of the interest up until the completion of the road. When judgment was had against the county on these bonds the stock was seized by process of the courts, and sold at Marshal's sale for a mere song —$7,500. Subsequently suit was entered against the company by the county authorities to compel payment of the guaranteed interest. After tedious litigation, in which the case was taken a second time before the Supreme Court, the liability of the company was finally determined, and a judgment finally entered in favor of the county for $265,000. Since then the interest and costs have increased the amount to $280,000. Various propositions for settlement have been made, but no conclusion was arrived at until within a day or two past, when the County Commissioners agreed to accept second mortgage six per cent. bonds of the city of Baltimore for the whole amount due.

In 1868 the Pittsburg and Connellsville Railroad Company was indebted to the city of Baltimore for money loaned about $2,000,000, which was secured by a first mortgage. To enable the company to complete the road the city retired her first lien and took a second, permitting a new first mortgage of $4,000,000 to precede her claim. This entitled her to a second mortgage exclusively to secure her debt; but to enable the company to raise money to pay off floating debt and equip the road, she agreed to have the second mortgage enlarged so as to raise the amount needed, and to receive of this enlarged second mortgage, bonds at par for the entire amount of her debt, funding the interest, so that the first payment will be made July 1, 1873. Allegheny county was asked to make a like settlement of her comparatively small claim, and the proposition has been accepted, under the advice of counsel. The Baltimore authorities regard the security as ample, and this being the case, Allegheny county will be fully protected. Had an execution been issued, and payment in money insisted upon, it would have seriously interfered with the business of the road. —*Pittsburg Commercial.*

Milwaukee and St. Paul Railway.

We have been favored with a copy of the report of this company for the year ending December 31, 1871, from which we learn that the number of miles of road owned and operated by the company is the same as for the year 1870, viz: 1,018 miles, exclusive of side and double tracks. The terminal points and distances are as follows:

	Miles.
Milwaukee to Prairie du Chien	193
McGregor (opp. Pr. du Chien) to St. Paul	212
Milwaukee, via Watertown, to La Crosse	196
Milwaukee, via Horicon, to Portage	95
Horicon to Berlin and Winneconne	58
Watertown to Madison	37
Milton to Monroe	42
Calmar to Algona	126
Conover to Decorah	10
Austin to Mason City	40
Mendota to Minneapolis	9
Total length of track Dec. 31, 1871	1,018

In addition to the above 1,018 miles of road, the company own $2,001,000 of the capital stock of the Western Union Railroad Company, being a majority of the capital stock of that company.

The cost of this 1,018 miles of road including its equipment and supplies, elevators and bridges, was at the close of the year 1871 as follows:

Mortgage bonds	$18,130,500
Preferred stock	10,825,000
Common stock	11,823,500
	$40,779,100
Less cost of Western Union	1,500,000
Cost of 1,018 miles ($38,580 per mile)	$39,279,000

The equipment of the road at the close of 1870 and 1871 compares as follows:

	1870.	1871.
Locomotives	155	155
Passenger cars, 1st class	77	81
" " 2d class	10	11
Sleeping cars	9	11
Baggage, mail and exp.	58	62
Box freight and caboose	2,373	2,470
Flat and stock	580	590

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1870 and 1871:

	1870.	1871.
Passenger trains	963,802	1,023,376
Freight trains	2,371,454	2,296,027
Wood and gravel trains	424,918	365,336
Total mileage	3,760,174	3,684,739
Passengers carried	810,060	849,631
Do. carried one mile	43,918,671	45,729,478
Freight (tons) carried	1,522,753	1,463,155
Do. carried one mile	181,428,573	173,676,258
Pass. revenue per mile	3.88 cents	3.65 cents.
Freight revenue per mile	2.82 cents	2.54 cents.

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1870 and 1871:

Earnings from:	1870.	1871.
Freight	$5,148,855 86	$4,444,568 11
Passengers	1,735,158 91	1,698,469 28
Mail service	80,866 06	121,585 24
Express service	158,870 58	144,356 78
News services	4,950 00	5,350 09
Rents	8,067 01	7,169 40
Telegraph	6,518 15	5,691 48
Extra baggage	7,435 45	7,057 68
Sleeping cars	32,053 50	40 960 00
Elevators, "A"	97,513 57	89,841 37
Elevators, "B and C"	106.407 88	97,992 90
Elevator, "D"	23,997 97	11,259 27
Stock yards	10,871 49	16,487 96
Total	$7,421,061 43	$6,690,695 56
Expenditures (ordinary)—		
Repairs of track	$684.024 53	$640,774 29
" bridges	39,248 15	50,009 16
" fences	2,475 20	17,421 76
" buildings	91,304 79	62,368 79
" loco'tives	275,088 26	242,710 54
" cars	522,537 73	876,560 53
" tools, etc.	39,332 49	38,312 40
Management and general office	114,025 67	115,515 56
Foreign agency & advertising	24,370 11	26,217 98
Station service	506,720 44	454,281 41
Conductors, baggage and brakeman	246,521 19	233,415 59
Engineers, firemen & wipers	305,988 40	295,839 34
Train and station supplies	123,712 80	106,639 05
Fuel consumed	660,675 60	519,094 61
Oil and waste	69,599 57	52,895 53
Personal injuries	5,800 63	11,184 81
Damage to property	23,949 87	14,718 62
Loss and damage of freight & baggage	8,219 08	9,547 08
Legal expenses	20,614 02	20,140 14
New York office exp.	9,758 70	19,360 57
Taxes	200,333 67	197,414 72
Insurance	26,092 78	12,751 64
Miscellaneous	17,431 76	16,856 64
Expenses (extraordinary)—		
Renewal of track	364,541 06	220,156 67
New bridges	42,849 82	20,062 85
New buildings	32,596 08	35,237 80
New fences	80,828 56	.....
New locomotives	17,222 50	.....
New tools & mach'ry	10,554 99	1,454 01
U. S. Gov. taxes	38,651 78	810 62
Rebuilding loco'tives	5,775 36	.....
Mississippi ferry	38,444 82	41,348 81
Stock yard expenses	3,972 48	6,253 54
Total	$4,653,274 29	$3,850,354 56
Gross earnings	$7,421,061 43	$6,690,695 56
Total expenses	4,653,274 29	3,850,354 56
Net earnings	$2,767,787 14	$2,840,341 00

The gross earnings of 1871, as compared with those of the previous year, show a decrease of $730,365 87, and the expenses a decrease of $802,919 73. The net revenue shows an increase of $72,553 86. The per centage of expenses in 1870 was 63, and in 1871, 58 per cent. Expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1870	$4,017,826 44	$635,447 85	$4,653,274 29
1871	3,525,030 26	325,324 30	3,850,354 56
Decrease	$492,796 18	$310,123 55	$802,919 73

The earnings and expenses by operating divisions for the two years were as follows:

Gross earnings—	1870.	1871.
La Crosse division	$2,188,279 99	$1,906,896 18
Northern division	793,778 76	720,586 60
Prairie du Chien div.	2,477,226 93	2,139,116 75
Iowa and Minnesota and Iowa and Dakota divisions	1,957,780 75	1,924,096 08

Expenses—		
La Crosse division	$1,380,519 59	$1,082,274 42
Northern division	430,843 38	441,023 68
Prairie du Chien div.	1,487,820 49	1,129,902 11
Iowa and Minnesota and Iowa and Dakota divisions	1,354,090 83	1,197,154 40
Net revenue—		
La Crosse division	$807,760 40	$824,621 76
Northern division	366,930 38	279,562 97
Prairie du Chien div.	989,406 44	1,009,214 64
Iowa and Minnesota and Iowa and Dakota divisions	603,689 92	726,941 63

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1870.	1871.	Decrease.
Gross earnings	$7,674 82	$6,571 89	$1,101 93
Operating exp	4,812 08	3,782 27	1,029 81
Net revenues	$2,862 24	$2,790 12	$72 12

It will be observed that there is a decrease in the gross earnings of $730,365, owing to a comparatively light wheat crop and the reduced rates for the transportation of freight and passengers. There was a decrease of 81,073 tons of eastward bound freights and an increase of 21,475 tons of western bound freights.

The company earned 7 per cent. net on their preferred stock, and a fraction over 6 per cent. on their common stock. They paid the 7 per cent. in cash to the preferred stockholders, and deferred the dividend on the common stock, having used the remainder of the net earnings for improving and acquiring additional property, as below shown.

The expenditures made by the company during the year 1871, not charged to operating account, amount to $717,012 82, all of which the directors believe to be either absolutely necessary or very desirable to be made for the benefit of the company. They are are as follows, viz:

Sinking fund—second mortgage b'ds, (cancelled this year)	$53,000 00
New locomotives and cars	152,113 60
Boats, barges and transfer tracks, Prairie du Chien	21,820 37
Mississippi river bridge, at La Crosse	6,626 28
New buildings, turn tables, etc., in Iowa	3,376 83
New connecting railroad at Minneapolis	6,889 93
New fences in Iowa and Minnesota	23,530 54
Depot grounds, wharfs, etc., at Milwaukee and St. Paul	34,801 69
New buildings at La Crosse	14,256 65
New embankment at Mendota and Fort Snelling	19,716 40
Right of way	15,891 12
New elevator at Grand Haven	8,485 60
North Western telegraph company	13,877 40
Bonds and shares in connecting roads	140,271 13
Temporary loans to connecting roads	202,355 28
	$717,012 82

The Milwaukee and St. Paul Railway Company now operate, by lease, the following railroads:

The Oshkosh and Mississippi River Railroad (from Ripon to Oshkosh) 20 miles, commencing January 1, 1872, paying as a rental therefor 35 per cent. of the gross earnings.

The Hastings and Dakota Railroad, now in operation from Hastings to Carver, 48 miles, but under contract to be finished to Glencoe by July 1st, 1872, making 75 miles in all, paying as rent therefor $1,500 per mile per annum of finished road.

The Milwaukee and St. Paul Railway Company have since January 1st 1872, but as of that date, purchased from the Chicago and St. Paul Railroad Company, the line of road extending from St. Paul to Winona and La Crescent. It is in operation from St. Paul to Winona, 103 miles; and is to be completed from Winona to La Crescent, about 30 miles, previous to October 1st, 1872. The purchase was made by giving their bonds to the amount of £300,000, payable in London in A. D. 1902, at 7 per cent. interest.

This purchase, in connection with their former line of railroad from La Crosse to Milwaukee, and a road now being constructed by the Wisconsin Union Railroad Company from Milwaukee to Chicago, gives the Milwaukee and St. Paul Railway Company the best practical route in every respect from Chicago to St. Paul.

GENERAL ACCOUNT, December 31, 1871.

Cost of road and equipment	$39,700,788 97
Western Union Railroad stock	1,500,750 00
Materials on hand	300,212 79
U. S. Government P. O. Departm'nt	38,389 82
Balances due from agents and other companies	252,390 21
Temporary loans to other railway companies	652,550 00
Bills receivable	25,815 00
Miscellaneous accounts	126,729 49
City of Hastings bonds	14,000 00
St. Paul, Stillwater and Taylor's Falls R.R. Co. stock subscription	10,500 00
City of St. Paul bonds	25,000 00
Oshkosh and Mississippi River Railway bonds	89,533 33
Cash on hand	495,704 25
	$43,182,363 86
Capital Stock, ($22,649,215) viz:	
Capital stock, preferred	$10,825,719 00
" " common	11,823,496 00
Funded Debt, ($18,151,339) viz:	
1st mortgage 7s	5,502,000 00
" 8s, E. Div. (Palmer)	791,500 00
" 7s, Iowa & Minn. Div.	3,793,000 00
" 7s, Minn. Central R.R.	207,000 00
" 7s Iowa & Dak'ta Div.	1,008,000 00
" 8s, Pr. du Chien Div.	3,674,000 00
2d mortgage 7.30s	1,315,000 00
" 7s	1,191,000 00
Income 7s	20,000 00
Milwaukee City 7s	233,500 00
Milwaukee and Western R. R. 7s	2?4,000 00
Real estate 7s	148,500 00
Incumbrances assumed	33,839 00
Accounts, ($2,381,809 86) viz:	
Unpaid pay rolls and bills	333,449 27
Due other roads	68 854 56
Miscellaneous	75,878 73
Reserved Government tax	11.890 59
Dividends unpaid	7,319 55
Coupon account	102,615 87
Income account	1,781,801 29
	$43,182,363 86

WESTERN UNION RAILROAD.

This road extends from Milwaukee and Racine, on Lake Michigan, to Savannah and Port Byron on the Mississippi River, 196½ miles; and is continued by a 10 mile branch (which is operated but not owned by the Western Union Co.,) to Rock Island and Davenport, making the total miles operated, exclusive of side tracks, 206½ miles. That part of it from Eagle to Elkhorn (15½ miles) gives it a direct Milwaukee connection. The cost of the road represented by stock and bonds (196½ miles) is as follows; mortgage bonds, $3,275,000; shares, $4,000,000—total cost, $7,275,000, or, say, $37,000 per mile. Three millions of the mortgage debt bears but 3 per cent. interest until July, 1873, after which it, like all the other bonds, bears 7 per cent interest.

The earnings and expenses of the road for the years 1870 and 1871, compare as follows:

	1870.	1871.
Gross earnings	$766,937 85	$842,169 22
Total expenses	617,982 51	638,373 20
Net earnings	$148,955 34	$203,796 02

This shows an increase in gross earnings of $75,231 37, with an increase in expenses of $20,390 69, making the increase in net earnings $54,840 68. The interest on the mortgage bonds is $106,697 02—an increase over the previous year of $45,202 42. Tons of freight moved, 234,867, against 203,328 in 1870—an increase of 31,539. Tons of freight carried one mile in 1871, 24,675,225. Number of passengers carried in 1871, 190,059, do., carried in 1870, 200,800—decrease, 10,741. Number of passengers carried one mile in 1871, 5,231,322.

The equipment of the road consists of 28 locomotives, 11 first-class passenger, 1 sleeping, 1 business, 4 baggage, mail and express, 8 baggage and second-class, 402 box freight and caboose, 32 stock, 35 flat and 51 coal cars. Miles run by passenger trains, 198,303; by freight trains, 323,391 by wood and gravel trains, 6,689—total, 528,383. Earnings per mile run: on freight $1.85; on passengers, $1.18. Expenses per mile run, $1.22. Per centage of expenses to earnings, 76. Receipts per ton per mile, 2.4 cents; per passenger per mile, 3.96 cents. Gross earnings per mile of road, $4,078 30; net do., $986 91.

GENERAL ACCOUNT December 31, 1871.

Cost of road	$7,000,000 00
Right of way	500 00
Eagle Branch	334,471 49
Right of way, Eagle Branch	18,143 95
Discount and commissions	68,850 00
Savanna Island Extension	24,283 85
Equipment	76,085 00
Stock of material on hand	75,342 73
Sabula and Marion R'y Const. Co.	20,301 30
Const. Sabula, Ackley, and Dakota R. R.	94,906 01
U. S. Gov't P. O. Department	13,604 22
New York office	25,359 56
Balance due from station agents, and other Co.'s	33,416 28
	$7,785,214 34
Common stock	$4,000,000 00
First mortgage bonds	3,275,000 00
Unpaid pay rolls, and bills	88,960 03
Milwaukee and St. Paul R'y Co.	124,218 05
Due other railways	9,817 53
J. Macdonald and others	24 820 35
D. R. May, treasurer	48,204 55
Income account	214,194 13
	$7,785,214 64

President.—ALEXANDER MITCHELL, Milwaukee.

Vice President.—RUSSELL SAGE, New York.

Directors.—Alexander Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurney, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, F. de Billier and F. A. Mueller.

General Manager.—S. S. MERRILL, Milwaukee.

Sec. and Treas.—R. D. JENNINGS, Milwaukee.

Asst. Sec. and Transfer Agent.—JAS. M. M'KINLAY, New York.

Auditor.—J. P. WHALING, Milwaukee

Purchasing Agent.—ROBERT WASON, Jr. Milwaukee.

Boston and Albany Railroad.

The Boston and Albany Railroad have made a survey of the proposed railroad route from Westfield to Lee, with reference to making a connection with the Lee and Hudson Railroad, and reducing the distance by rail between this city and Albany. The results are quite favorable to the project, the highest grade being sixty-five feet to the mile, while on the present line, in Washington, there are grades of eighty five and eighty-seven feet. The reduction of distance between Westfield and State Line is 14½ miles—a saving which the road may well think worth its while to make. It is surmised that this will eventually become the main line, though the existing road will, of course, continue to be run for the accommodation of way travel, but, even in that case, Pittsfield and some of the other towns will feel somewhat out in the cold.—*Springfield Republican.*

The Canada Pacific Railroad Project.

The Pacific Railroad scheme of the Dominion Government is now before the country. Briefly stated, it consists of a proposal to grant fifty million acres of land, in alternate blocks twenty miles wide, on either side of the line, supplemented by a bonus of thirty million dollars. Lake Nipissing is to be the starting point of the line in Ontario, and its total length will be 2,700 miles. As the amount of land to be granted on the plan above mentioned would fall somewhat short of the fifty million acres, which the Government proposes to give, the deficiency is to be made up by allotting about sixteen million acres in other parts of the Dominion. It order to secure the desired improvement the Government is authorized in the bill to enter into arrangements with any company or amalgamated companies to build and work the road, provided said company or companies shall have a capital of not less than ten millions, one-tenth of which shall be deposited in the hands of the Receiver-General before they shall be qualified to accept the contract. But a further clause is appended, to the effect that, if the Government shall make no contract with any existing company or companies, they shall have power to create such a company by a simple order in council. This latter provision would appear to empower the ministry to make almost any arrangements they may choose.—*Boston Advertiser.*

The Grain Trade of Baltimore.

The St. Louis *Democrat*, of 14th instant, commenting upon her cereal market, says:

While St. Louis is deeply sensible that the position New Orleans occupies is one of the utmost importance to the future of St. Louis, yet the total lack of co-operation evinced by New Orleans has driven St. Louis to seek an outlet to the sea board for the cereals which were pressing upon her market through some willing and appreciative city. It was therefore proposed that the Ohio and Mississippi Road should change to the prevailing gauge between this city and Cincinnati and form, with the Baltimore and Ohio Road, a cheap through line to Baltimore for our grain. Both Companies embarked in the enterprise with spirit, and the Baltimore and Ohio Road built a grain elevator at Locust Point, Baltimore, and established a line of steamers to Europe to facilitate the movement of Western produce by this route. The Baltimore grain dealers entered into the business of purchasing Western grain with a zest which New Orleans will not, perhaps, command for a decade yet. They did not ask or expect St. Louis grain men to consign their corn to Baltimore for a market, but they sent telegrams ordering 20,000 to 100,000 bushels at a time at a given price. These orders were filled by our St. Louis merchants at ½ cent per bushel, and so the trade throve, until now it is the steadiest and best trade in corn we have. The *Price Current* errs when it states that we ship corn by rail to Baltimore in preference to giving it to our own steamers to carry. We ship nothing only as ordered by the Baltimore buyers. When our grain dealers consign corn to any point for a market it goes to New Orleans, and by water, too. But if New Orleans would do by us as Baltimore does, buy the grain outright of us for delivery, there would be no doubt that grain in abundance would flow into New Orleans. But New Orleans will take few chances outside of cotton and sugar. These two commodities at present seem to fill up the measure of her commercial ambition and fully occupy her time and capital.

New York and New Haven Railroad.

The income of this company for the fiscal year ending September 30, 1871, was as follows:

From passengers		$1,764,175 28
" freight		442,027 01
" mails and express		112,887 46
" other sources		89,837 13
		$2,358,926 88
Expenses viz:		
Repairs of road	$183,303 22	
" bridges	114,447 44	
" buildings	41,046 48	
" engines	90,450 91	
" cars	110,667 95	
" tools, etc	10,149 24	
Fuel	116,772 86	
Oil, tallow and waste	21,481 05	
Haulage	88,369 90	
Legal expenses	15,844 09	
Damages	7,318 81	
Station labor and expenses, including loading and unloading freight	112,488 13	
General superintendence and office expenses	19,666 83	
General expenses, rents, etc.	32,987 48	
Agents and clerks	54,471 38	
Train men	139,733 09	
Switch and signal men	19,152 81	
Watchmen and porters	19,536 18	
Insurance	3,787 46	
Contingent expenses	12,618 65	
		$1,214,294 06
Balance		$1,144,632 82
From which deduct—		
Taxes	$144,105 52	
Interest	63,570 00	
Loss, W. Bement	88,291 68	
		295,967 20
Leaving		$848,665 62

The resources for the past year and the disposition of the same have been as follows:

RESOURCES.

Cash on hand October 1st, 1870	$520,124 16
Materials on hand October 1st, 1870	308,544 70
Second installment on additional capital (25 per cent.)	750,000 00
Transportation earnings	1,144,632 82
Apparent profit, Shore Line Division, 11 months	51,451 63
Total	$2,774,753 31

PAYMENTS.

Dividends, (two of 5 per cent. each,)	$712,500 00
Taxes	141 105 52
Interest	63,570 00
Aditional real estate	7,361 69
On account of new bridge over Housatonic River, new bridge at South Norwalk, new depots, engines houses, &c.	179,535 42
Decrease in accounts payable	190,609 81
Materials for coming season	209,433 22
Materials for Shore Line Division	59,140 57
Cash on hand, and due from agents & corporations, October 1st, 1871	1,208,497 08
Total, as above	$2,774,753 31

The following is an exhibit in condensed form of the business of the year ending September 30th, 1871.

Receipts for transportation		$2,358,926 88
Transportation exp.	$1,214,294 06	
Taxes	144,105 52	
Interest	63,570 00	
Loss W. Bement	88,291 68	
		1,510,261 26
To profit and loss		$848,665 62

EXPENDITURES ON ACCOUNT OF NEW CAPITAL.

Additional real estate	$255,516 58
Steel rails	282,353 29
New land and shops, New Haven	392,859 57
Bridgeport Bridge	46,499 21
Cos Cob Bridge	76,279 63
New equipment	68,775 00
On account of new depots and depot grounds at New Rochelle, Rye, & Port Chester, and new bridges at South Norwalk and Housatonic River	141,815 03
Total	$1,364,098 31

In order to have the time for the annual report of this company, correspond with the time when, by the laws of the States of New York and Massachusetts, the annual reports of railroad companies are required to be made to those States, the Board of Managers of the New York and New Haven, and the Hartford and New Haven Railroad Companies, advised the board of directors of said two companies hereafter to close their fiscal year on the 30th day of September.

For that reason, the accompanying report gives the business of this company for the year ending September 30th, 1871.

Since the last annual meeting of this company, the Legislatures of the States of Massachusetts and Connecticut, have enacted laws, authorizing the complete consolidation of the New York and New Haven and Hartford and New Haven Railroad Companies, into one corporation, under the name of the New York, New Haven and Hartford Railroad Company. As the contract, under which the two companies are now acting, requires such consolidation to be made as soon as the necessary Legislative authority for that purpose is obtained, the stockholders will doubtless be called upon, at an early day, to take action upon an agreement of consolidation to be submitted by the board of directors.

The improvements to your road and equipment have been carried steadily forward. Since the close of the fiscal year the new double track bridges at the Housatonic River and Norwalk Harbor have been completed. The relaying the road with steel rails will be completed during the summer of 1872.

Your road, depots, bridges, and equipments are in better condition than ever before, for which you are greatly indebted to your superintendent, and the faithful men at the various departments of repairs.

The company have 38 engines, of which 33 are in good order, 1 in running condition, and 4 in the shop for repairs. The number of miles run by engines during the year has been 839,426, at a cost of 10 cents per mile run for repairs, which includes the cost of building one new engine in the company's shops; and 12½ cents per mile run, for coal consumed by the engines. Two new engines have been purchased from the Rogers Locomotive and Machine Co., of Paterson, N. J., and two old ones have been sold during the year.

The company have also 80 passenger, 16 baggage, 434 freight, and 50 gravel cars, besides 74-234ths of 45 passenger cars, (of which 12 are sleeping, and 8 are drawing room cars,) 8 baggage, 2 express freight, and 4 postal cars, belonging to the New York and Boston Express Line; and 74-232nds of 7 passenger and 4 baggage cars, be-

longing to the New York and Boston Shore Line, all of which are in excellent condition. The superintendent in his report says:

There have been placed in the track during the past year, about 54,000 cross-ties, and about 2,000 tons steel rails. The steel rails, under contract for delivery the coming year, will be sufficient to lay the entire length of your road with steel rails. Two gravel trains have been run during the season, and the tracks at present are all you have promised they should be, equal to any in our country.

The new bridges at the Housatonic and Norwalk Rivers are rapidly approaching completion, and will both be finished about January, 1872. These will make our bridges all in fine condition, and well worthy of examination.

The new depot building at Stratford has been completed, and another is now being built at Rye which will be finished early in the Spring of 1872. All other depot buildings and engines houses are in good order.

The passenger and freight trains have been run with the usual regularity and safety. There have passed over the road during the year, 9,531 passenger, and 2,608 freight trains, exclusive of gravel or construction trains. The number of passengers transported during the same time is 2,512,840, which is equal to carrying one passenger 75,313,493 miles; and during the past sixteen years, ending September 30, 1871, 25,405,708 pasengers have been transported over the New York and New Haven Railroad, without an accident to any train, while on that road, that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET, SEP. 30TH, 1871.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c	$6,143,480	04
Equipment: engines and cars	900,000	00
Real estate	107,745	66
Permanent improvement and additions	1,364,098	31
Materials and supplies on hand	209,433	22
Do., Shore Line Division	59,140	57
Cash in bank, due from agents, connecting roads, and corporations	1,208,497	08
	$9,992,394	88
Capital st'ck: 60,000 shares full p'd / 30,000 " 50 p.c. p'd	$7,500,000	00
Bonds payable December 1st, 1866, past due	2,000	00
Bonds payable October 1st 1875, six per cent. coupons due on 1st April and 1st October	1,059,500	00
Coupon interest and dividends unpaid	32,695	00
Accounts payable: March pay roll and balance due connecting roads	261,388	57
Credit balance Shore Line Division.	51,451	63
Profit and loss	1,085,359	68
	$9,992,394	88

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, Horace F. Clark, Wilson G. Hunt, New York; Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford; Nathaniel Wheeler, Bridgeport;

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

☞ Track-laying on the extension of the railroad from Lancaster to Northumberland (N. H.) will be completed by the first of July.

Improvements in Artillery.

By no process have the capabilities of iron and its products been more successfully developed than in the experiments looking to improvements in artillery, and we take pleasure in noting every work of this kind. A new steel gun now demands attention. The Prussans have long been foremost in the development of artillery. Years ago, the long brass 24-pounder of the Prussian army was pronounced a weapon of wonderful accuracy for seige operations, and now we have from the Cast Steel Works of Fried. Krupp at Essen in Rhenish Prussia, a cast steel gun even more formidable. The Krupp system of Breech Loading Steel Guns is now used by many of the European Governments with much success, and the accuracy of range and great penetrating power of these guns is indeed wonderful.

The largest Krupp Guns used at the siege of Paris were twenty-four pounders, or as they are now called, fifteen centimetres (about six inches). The weight of this gun is about six thousand pounds; charge of powder, four and a half to five and a half pounds; weight of projectile, fifty-five to sixty pounds. The French forts were armed with the largest marine guns of the French fleet, but the accuracy of the twenty-four pounders soon dismounted them, piercing the casemates and reducing Fort d'Issy to a heap of ruins. The agency of Krupp's Works in the United States is with THOMAS PROSSER & SON, 15 Gold St. N. Y.

Cements.

The use of cement in the erection of structures of stone, dates from the earliest historic ages. In pre-historic times, it does not seem to have been generally known. The remains of edifices which are left to us from those remote periods, present the appearance of stones of Cylopean dimensions fitted closely to each other, and depending upon their size and weight to maintain them in the position to which they are placed. In building break-waters, there has been no improvement upon the art of the Pelasgian races. Seventeen centuries ago, the harbor of Joppa was formed by casting weighty stones into the sea in 20 fathoms of water to prepare a foundation, the greater number of them 50 feet long, 9 feet deep, and 10 feet wide. But with the construction of aquaducts and bridges, the use of cement became necessary, and those employed by the ancients enjoyed great reputation for their excellence. Among the best known in this country are the "Kingston" and "Rosendale," which are manufactured on the banks of the Hudson, but many good cements are also produced on the banks of the Potomac, and at one or two points in Kentucky. The Rosendale Cement is offered to constructors of Railroad works, through the columns of the Journal, by Messrs. Delafield & Baxter, 54 Pine Street; the Lawrence Cement Co., 67 William Street; F. O. Norton, 90 Broadway; the Lawrenceville Cement Co., 96 Wall Street; the Hudson River Cement Co., 95 Liberty St., and the James Cement Co., 24 Dey St., New York. The product of the Newark Lime and Cement Co., is on sale at the foot of Bridge Street in that city. All these cements may be regarded as perfectly reliable: It should be borne in mind that cement is liable to adultration, and it is therefore important to procure it of reliable and first class houses or companies like those above named.

Union Pacific Railroad.

From the report of this company for the month of April it appears that the number of acres of land sold during the month was 12,446.37, for $51,000 05—an average per acre of $4 09. Land Grant bonds were cancelled during the same period to the amount of $10,000. The total sales to April 30, 1872, were 530,433.91 acres for $2,194,008 57—an average per acre of $4 13. Lands belonging to the company remaining unsold, 11,549,566.09 acres.

The total amount of Land Grant Bonds issued is $10,400,000—less bonds cancelled by Land Department, $976,000; bought by Trustees, $251,000; total, $1,227,000—leaving bonds outstanding, $9,183,000. Land notes on hand, April 30, 1872, (interest not included) $1,056,827 21.

The earnings of the road for March, and for three months from January 1, have been as follows:

	March, 1872.	March, 1871.
Earnings	$562,861	$499,899
Expenses	366,668	275,483
Net earnings	$199,193	$224,416
	Jan. 1 to Mar. 31, 1872.	Jan. 1 to Mar. 31, 1871.
Earnings	$1,373,912	$1,353,396
Expenses	1,138,764	905,305
Net earnings	$235,148	$448,091

Net earnings 1872 compared with 1871 show:—

For March, decrease	$25,223
For two months previous	187,720
And for three months	$212,943

Stock and Bonds of Consolidated Companies.

An act relating to the stock and bonds of railroad and canal companies, merged or proposing to merge, and held by executors, guardians or trustees, passed the last Pennsylvania Legislature, and provides that it shall and may be lawful for any executor, guardian, or trustee holding the stock and bonds, or either, of any railroad or canal company which may be authorized to merge and consolidate with, or which has become merged and consolidated with any other railroad or canal company, to agree for and in respect to the said stock and bonds, or either, held by them, to the terms or conditions of such proposed or actual merger, and to accept in lieu or exchange for said stock and bonds, or either (but to be held in like trusts), the stock and bonds, or either, of the company so merging or formed by such merger and consolidation.

☞ The bill authorizing a subscription of $600,000 by the District of Columbia to the capital stock of the Piedmont and Potomac Railroad was passed by the House on the 20th inst., and, having previously passed the Senate, awaits the president's signature. This road will unite with the Chesapeake and Ohio at Staunton, Va., 130 miles from Washington, and will shorten the distance between St. Louis and Washington 127 miles. The president is Chas. H. Sherrill, who says the road will be completed within three years.

☞ It is officially announced that the New Jersey Southern Railroad Company will increase its capital stock by an issue of ten thousand additional shares of $100 each—making the whole capital stock $5,000,000. The money is wanted to purchase steamboats and pier accommodations.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	435,048	568,270	556 080	532,657	511,854	609,783	579,642	535,386	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,518
1871	536,498	485,490	614,446	756.250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	262,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,990	368,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13.381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268.444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,356.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,593	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,176	547,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	158,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	168,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3.970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,096	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.585	751,738	1,101,771	775.616	438,323	5,683,606
1868	369,228	321,203	333,508	436.412	565.718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.136	496,566	7,250 009
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529.758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,006
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 290 563
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216.080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,066	270,934	246,266	249,987	211,219	300,971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,660	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,281
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923.283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,081
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155.388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,690	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	164,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124.988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	176,792	154,427	169,607	1,545,768
1872	173,707	158,292	181,055	176,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,896	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,765
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	887,388	716,829	5,709,183
1870	528.529	500.139	539,238	706,603	802.586	746.450	643,058	664 061	728.521	719,698	670,168	506.063	7,654,094
1871	479,573	373,925	498,899	584,640	724,466	728,174	673,698	681,805	500,402	777,362	708,142	542,908	7,574,949
1872	573,936	534,116	565,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years' ending	Companies.	Length equiv. single track.	Horses and Dummies.	Cars.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
		m.	No.	No	$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	Albany.....N.Y.	7.25	94	14	156,100	110,300	40,000		87,061	22,593	5.	100	100	....
Sept. 30, '70	Albany st. Freight (B'ton).Mass.	0.96	—	—	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	Allentown.....Pa.	3.41	11	4	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31, '68	Baltimore City.....Md.	31.00	479	73	.....	.....	.....	.....	480,046	.....	6.	100	100	25½
Sept. 30,'70	Bleeck. st. & F.F. (N.Y.C.)N.Y.	22.00	412	53	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	Boston and Chelsea.....Mass.	3.36	—	—	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	Boston & West Roxbury.Mass	2.75	—	—	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	Broadway (Brooklyn).....N.Y.	10.76	192	49	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	B'dway & 7th Av.(N.Y.C.)N.Y.	16.00	798	112	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	Brooklyn, Bath & Coney I.N.Y.	7.00	—	28	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	Brooklyn City.....N.Y.	72.00	1412	297	2,032,878	1,500,000	300,000	156,350	1,334,984	1115.653	12.0	100	100	....
Sept. 30,'70	B'klyn, City, Hun. P.& P.P.N.Y.	24.33	211	49	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	Brooklyn City & Newtown.N.Y.	11.00	190	41	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	B'klyn Flatbh & Coney Isl.N.Y.	6.00	....	....	108,000	180,000	100,000	(Open	ed Oct. 1	, 1870.)	—	100	100	....
Sept. 30,'70	Brooklyn and Jamaica.....N.Y.	24.09	190	39	1,288,100	488,100	800,000	—	.....	.....	—	100	100	....
Sept. 30,'70	Brooklyn & Rockaway Bh.N.Y.	4.50	....	....	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	Buffalo street.....N.Y.	15.21	182	52	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	Bushwick (Brooklyn).....N.Y.	7.50	89	20	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	Cambridge (Boston).....Mass.	27.43	—	—	734,671	727,800	150,000	74	.....	.....	9.0	100	100	104
Sept. 30,'70	Central City (Syracuse).....N.Y.	3.26	20	4	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	Cen. P., N.& E.R. (N.Y.C.)N.Y.	36.00	761	141	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	Citizens'(10th&11th sts.)(Ph.)Pa.	7.25	250	50	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	Citizens' (Pittsburg).....Pa.	9.06	152	34	244,885	134,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	Coney Island (Brooklyn)..N.Y.	14.83	210	18	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	Dry Dock,E.B.&B.(N.Y.C)N.Y.	22.79	819	109	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	Dunkirk and Fredonia.....N.Y.	3.50	12	4	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	East New York & Jamaica.N.Y.	11.75	....	....	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	Easton and S. Easton.....Pa.	1.63	12	3	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	Eighth Avenue (N.Y.City)N.Y.	18.00	867	161	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	Elizabeth & Newark.....N.J.	6.00	....	....	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	Erie City.....Pa.	2.27	19	5	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	Fifth Ward (Syracuse).....N.Y.	2.70	20	4	44,763	29,335	10,000	—	12,327	2,186	—	100	100	....
Sept. 30,'70	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	9.63	232	54	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	Frankford & Southwark(Ph.)Pa.	17.04	301	45	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45½
Sept. 30,'70	Genesee & Water st. (Syr.).N.Y.	3.25	26	6	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	Germantown (Phila.).....Pa.	34.25	360	60	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	Girard College (Phila.).....Pa.	5.40	155	25	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	Gr'd st. & Newtown (Bk'n)N.Y.	9.00	90	15	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	Green and Coates st. (Phila.).Pa.	7.25	200	42	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	Harlm.Br.,Morr. & F'dham.N.Y.	10.00	112	24	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	Harrisburg City.....Pa.	2.14	11	4	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	Hest., Mant. & F'mount (Ph.)Pa.	14.10	336	56	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	Kingston and Rondout.....N.Y.	3.56	27	9	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	Lombard and South st. (Ph.).Pa.	5.20	110	17	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	Lowell Horse.....Mass.	3.82	50	9	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	Lynn and Boston.....Mass.	11.75	239	35	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	Malden and Melrose (Btn).Mass.	3.41	—	—	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	Marginal Freight (Boston).Mass.	0.91	—	—	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	Medford & Charlest. (Btn).Mass.	3.07	—	—	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	Merrimac Valley.....Mass.	4.88	43	6	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	Metropolitan (Boston) ....Mass.	33.66	914	170	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67
Sept. 30,'70	Middlesex (Boston).....Mass.	7.29	247	49	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31, '70	Newark and Irvington.....N.J.	3.40	....	....	60,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	Ninth Avenue (N. Y. City)N.Y.	12.20	180	53	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	Northampton & Wmburg.Mass.	3.22	16	5	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	North Woburn (Boston)..Mass.	2.16	—	—	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	Oakland & E. Liberty (Pbg.).Pa.	7.50	84	8	121,097	59,500	17,000	59,163	55,955	—	—	50	50	....
Dec. 31, '70	Orange and Newark .....N.J.	17.29	167	28	397,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	Passenger (Cin.).....O.	3.81	....	....	100,000	100,000	—	—	.....	.....	—	100	100	....
Nov.31, '70	Peoples' street (Scranton) ...Pa.	9.66	30	15	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec.31, '70	Philadelphia City (C. & W.).Pa.	12.08	336	76	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	Philadelphia and Darby.....Pa.	5.65	—	14	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	Philadelphia & Gray's Ferry.Pa.	12.88	129	25	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31, '70	Pbg., Allegheny & Manchest.Pa.	8.25	154	28	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	Pittsburg and Birmingham..Pa.	6.00	100	17	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	Portland.....Me.	6.88	92	16	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	Ridge Av. & Manayunk(Ph.)Pa.	8.00	50	11	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	Rochester and Brighton ...N.Y.	10.00	72	20	91,628	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	Salem.....Mass.	7.38	47	21	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	Schuylkill River (Phila.) ....Pa.	3.49	—	—	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	Second Avenue (N.Y. City)N.Y.	16.00	672	100	1,959,777	888,100	1,100,000	—	570,593	98,991	2.	100	100	85
Dec. 31, '70	2d and 3d street (Phila.).....Pa.	34.00	500	92	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	62
Dec. 31, '70	17th and 19th street (Phila.)..Pa.	6.00	125	22	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	Sixth Avenue (N.Y. City)..N.Y.	8.38	680	82	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	Somerville (Boston).....Mass.	3.61	—	—	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	South Boston.....Mass.	6.43	280	43	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	South Brooklyn & Park....N.Y.	7.25	280	43	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	Springfield.....Mass.	2.47	25	4	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	Stoneham street (Boston)..Mass.	2.50	16	5	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	Syracuse and Geddes.....N.Y.	2.07	20	6	26,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	Syracuse and Onondaga ...N.Y.	5.86	10	4	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	10th & 11th sts. Citizen's Ph.)Pa.	8.33	200	22	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	Third Avenue (N.Y. City).N.Y.	18.00	1507	219	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	18th and 15th streets (Phila.).Pa.	7.60	180	31	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20
Dec. 31, '70	Trenton.....N.J.	3.60	....	....	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	Troy and Albia.....N.Y.	6.50	32	5	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	Troy and Lansingburg.....N.Y.	12.44	54	22	305,410	250,000	86,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	Troy and Cohoes.....N.Y.	4.75	—	—	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	Union (Phila.).....Pa.	27.00	537	96	894,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	Union (Boston).....Mass.		514	84	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	Utica, Clinton & Bingham..N.Y.	15.50	85	20	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	Van Brunt st (Brooklyn)..N.Y.	2.50	20	6	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	Waltham and Newtown..Mass.	2.61	8	2	28,845	14,750	—	19,049	7,887	Loss.	—	100	100	....
Sept. 30,'70	Watervliet (Albany).....N.Y.	15.50	162	31	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	West Hoboken.....N.J.	5.80	—	—	100,000	40,000	60,000	—	.....	.....	—	100	100	....
Oct. 31, '70	West Philadelphia.....Pa.	13.50	402	65	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	Wilkesbarre and Kingston...Pa.	4.56	14	6	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	Williamsport.....Pa.	2.40	13	8	38,580	16,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31, '70	Winnisimmet (Boston).....Mass.	2.25	—	—	62,152	62,900	—	—	8 900	3,010	4	100	100	....
Oct. 31, '70	Worcester.....Mass.	3.58	40	16	46,206	40,000	20,000	8,026	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage	1,500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch:					
1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1889	....
Central Park, N. & E.River:					
1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery:					
1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage	160,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage	187,500	7	J.& J.	1877	....
Germantown:					
1st Mortgage	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown:					
1st Mortgage	90,000	7	J.& J.	18—	....
Harl. Br., Morris'a & Fordh.:					
1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	25,000	7	J.& J.	1874	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1888	....
Philadelphia City:					
1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage	23,000	7	A.&O	1874	....
Quincy:					
Plain bonds	68,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage	48,300	7	J.& J.	1880	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage	35,000	6	J.& J.	18—	....
Second Avenue (N. Y.).					
1st Mortgage	1,100,000	7	J.& J.	1877	....
Second and Third st. (Ph.)					
1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage	1,000,000	7	J.& J.	1875	....
Rea. estate	500,000	7	J.& J.	—	....
Troy and Lansingburg:					
1st Mortgage	85,000	7	A.&O	1879	....
Union (Boston):					
Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.					
1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet.					
1st Mortgage	130,000	7	J.& J.	1885	....
West Hoboken:					
1st Mortgage	61,000	7	M&N	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J.&D.	1878	103½
Worcester:					
1st Mortgage	20,000	6	A.&O	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	... .
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire*.....100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref..100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,169,500	— & —	....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 3½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Apl. '72 3½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" pref....100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & ind....100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,067,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J&O	Jan. '72 2½
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv...1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River 00	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *... 50	452,850	— & —	....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	....
Grand Trunk, (Ca.).....100	14,367,916	— & —	....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug.'70 7
Hanover Branch, (Pa.).. 50	110,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept.'67 4
Iowa Falls & Sioux City*.100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34,443,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	13,139,400	J.A. J.O.	Apl. '72 2½
Little Miami.*.....50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec.'70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,512,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill* 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,858,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428,330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*..100	630,000	J. & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,500	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp.100	2,000,000	J.A. J.O.	Apr.'72 1½
Pittsfield & N. Adams..100	460,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 2½
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol., Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass.....100	3,360,000	M. & N.	May '72 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.... 2½
Baltimore City.....100	800,000	J. & J.	Jan. '72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & brookl..100	800,000	— & —	....
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,760	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	197,320	— & —	....
Orange and Newark 100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,250	F. & A.	Feb. '72 4
Delaware and Hudson....100	15,000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	6,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '85 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16⅔	781,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	....
" pref.....100	8,893,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sept.'69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 696
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,725,000	6	Jan. & July.	1880	116½
.. .. coupon	4,680,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,174,100	6	Jan. & July	1881	116½
.. .. coupon	64,147,100	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	35,158,200	6	May & Nov.	1882	113½
(5-20s) ..... coupon	243,933,450	6	" "	1882	113½
Loan of March 3, 1863 ..... registered	53,403,550	6	Jan. & July.	1881	116½
.. .. coupon	21,596,450	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	2,387,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s) ..... registered	35,211,650	6	May & Nov.	1884	113½
(5-20s) ..... coupon	39,755,850	6	" "	1884	113½
.. .. coupon	40,170,900	6	May & Nov.	1885	113½
Loan of March 3, 1865 (5-20s) ..... registered	120,128,350	6	" "	1885	114½
(5-20s) ..... coupon	63,660,350	6	Jan. & July.	1885	115½
.. .. 2d series (5-20s) ..... registered	164,450,000	6	" "	1885	115½
(5-20s) ..... coupon	92,438,050	6	Jan. & July.	1887	115½
.. .. 3d series (5-20s) ..... registered	228,535,800	6	" "	1887	116½
(5-20s) ..... coupon	13,214,500	6	Jan. & July.	1888	116½
.. .. 4th series (5-20s) ..... registered	26,051,300	6	" "	1888	116½
(5-20s) ..... coupon	138,357,750	5	Mar. & Sept.	1904	111
Loan of March 3, 1864, (10-40s) ..... registered	56,269,550	5	" "	1904	111½
(10-40s) ..... coupon	121,936,350	5	F. M. A. & N.	1881	111½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	78,063,650	5	" "	1881	112½
.. .. coupon	.....	4½	F. M. A. & N.	1886	....
Consols .. .. registered	.....	4½	" "	1886	....
.. .. coupon	.....	4	F. M. A. & N.	1901	....
Consols .. .. registered	.....	4	" "	1901	....
.. .. coupon	.....				
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	13 845,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency	400,770,621	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	58
.. — .. (Aid R. R's)	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	80
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	8,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,080	8	Various.	1886	77
.. — 1867	4,000,000	6	May & Nov.	1907	67
.. — 1870	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	81
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1900	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,148	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,823	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	276,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1882	....
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 6-20 yr.)	3,506,000	6	Mar. & Sept.	1880	100
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,606,580	5	" "	'88-'90	97
.. —	986,500	5	" "	'91-'96	97
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	80,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar	1,589,000	7	" "	1876	96½
.. —Hannibal and St. Joseph	3,000,000	6	" "	'72-'87	79
Nebraska—(No Debt)	.....	.....	.....	.....	93½
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	99
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	108½
.. —General Fund Stocks	1,910,062	6	J. A. J. & O.	please.	108½
.. —	300,000	6	" "	1878	....
.. —	348,000	5	" "	please.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	108
.. —	2,000,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	36
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	14½
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,300	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	6	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1862	101½
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	903,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	36
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	73
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,209	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,600,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	96
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	90,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1885	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	162,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	46½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52½
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	98
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1906	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1866	3,000,000	7	April & Oct.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	96½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	805,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	600,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR. (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1876	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	800,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1903	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,560,000	7	May & Nov.	" "	1915	96
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1883	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m.g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guarnteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,600	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	600.000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	" "	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	108,500	8	" "	"	1903	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	86
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1864, (cond.)	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxd. & Ottawa R. R.)	150.867	6*	May & Nov.	N Y & London.	1873	....
Dollar (" ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	95½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	97
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R.& L'd(B.to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	— & —	London.	....	....
Mortgage Bonds	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds	618,066	6*	— & —	"	1876	....
Mortgage Bonds	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds	301,733	5½*	— & —	"	1878	....
Mortgage Bonds	4,866	5*	— & —	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	85½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1868	50,000	7	April & Oct.	"	1880	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1,416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	3,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	...
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1589	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	106¼
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96½
S. Fund Bonds(LS&MSo1,013m)	2,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	103½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)...	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv.(Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1860.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	99½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,287	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	106½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145.000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5.000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S. J.&C.B.):						
1st Mortgage on 61 miles.....	1,500.000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1893	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300.000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	81
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870....gold	2,000,000	7*	—— & ——	New Orleans.	1880	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)...	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396.000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	81,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	94
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	'877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	94½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv.	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	97
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70–'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,800	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T W & W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1885	....
Mortgage Bonds	266,500	8	" "	" "	'79–'96	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	92½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1896	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W.&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1899	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	96½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York,		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	789,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1,1871,on 44 m.	160,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	91
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	94½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1876	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						....
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	9
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
Gold Loan	980,000	6*	" "	"	1894	95
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	90
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	82½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	76½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	98
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna † ...New York.	7,108,372	662,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	98½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,284,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	66.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	28.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.6	87,679	.....	.....	182,580	78,830	—	100	....
May 31, 1871	83.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †. Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	455,715	184,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Guif †..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1871	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	199,860	24,119	—	100	....
Mar. 31, 1871	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †..... Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper.	by Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,160	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio † ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch † .....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	.....	—	.....	.....	5,680,685	—	1,898,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,060	36,060	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	—	000,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.... Illinois.	.....	—	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	.....	—	.....	.....	.....	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,006	33,296	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	.....	(Leased	& oper.	by Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,286	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,206,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,206	572,495	126,680	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	.....	—	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,998	—	100	11
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	982,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	140½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,584	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	(Le	ased & op	erated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,270	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,487,150	4,666,097	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	(Leased	& oper.	by Grand Trunk.)	.....	.....	250,000	14	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	(Leased	& oper.	by Erie.)	.....	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...t'enn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,656	.....	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	138,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,942	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	70
Apr. 30, 1871	45.0	—	302.0	—	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	.....	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	143.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,859	.....	.....	.....	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	.....	.....	332,925	338,900	44,437	.....	—	(Leased	& oper.	by Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	996,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	6	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	—	.....	.....	24.0	97,773	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	36½
Sept. 30, 1870	34.0	—	8.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,532	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	—	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,588,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,851,297	8	100	109
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †. California.	125,350,968	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud.	C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	3,375,734	751,589	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,666,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,27.6	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,922	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,288	511.0	2,966,664	.....	.....	4,849,405	2,063,290	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	46	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	13,560,459	1,338,923	2,797,898	642.0	4,113,932	85,320 468	206,949,525	7,207,635	2,779,611	10	100	132½
Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10500	.....	1,500,000	1,000,000	.....	.....	73.0	(Re-orga	niza. of Chi. Peru &	Chic.)	.....	.....	—	106	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			.....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)					—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶....S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	42½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by Pennsylvania.)			7	50	104
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	16	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*							119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	284,082	131,451	2,600,000	341,000	136,183	44,508	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574		.....	.....	25,298,880	6,869,500	.....	.....	1,109.6	5,337,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,656	.....	.....	1,921,274	707,496	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....								75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)	140,672	49,235	.....	.....	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,283	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,508	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			5,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1370	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			7	100	...
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			8	100	92½
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	...	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....		.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)					—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)					—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....			—	(Under construction.)					—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under construction.)					—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under construction.)					—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000		1,212,500	500,000			37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	202	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	95½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....			—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	2,649,250	2,856,000		316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	18,207,248	39,606,988	5,938,167	2,320,760	10	50	119
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be completed in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	649,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	95½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1 500,000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				16,000pm	16,000pm			—	(Leased to Chicago & Alton.)					—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,960,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,964,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	.....	.....	.....	289.0	(No returns of operations published.)					—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,061,100	—	—	161,923	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	—	—	—	—	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	61.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,784,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	(Leased	and oper. by	Erie.)	.....	.....	12	100	118½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			.....	(Leased	and oper. by	Erie)	.....	63,400	8	100	....
Dec. 31, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper. by	Erie.)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000			.....	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		.....	(Leas. &	oper. by C	'm.&Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			.....	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	115½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly con	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			.....	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	108,000	57,381		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	285,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	.....	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	175½
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	119½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	.....	.....	.....	1,259,100	.....	.....	.....	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	115
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				.....	(Leas.&	oper. by Bo	s.&Alb'y.)	.....	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	.....	.....	993,100	1,222,848	268,519		109.5	416,955	6,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				.....	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			.....	(Under	constructi	on.)	.....	.....	10	100	133
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170,000	200,000			26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	88,144	31,755	—	100	95½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,615,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			.....	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,118	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,787.532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River †.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	.....	.....	—	100	15
Dec. 31, 1870	175.6	84.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	83,429	4	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			.....	(Under	constructi	on—80 m.l	n oper. Ju	n. 1, '71.)	—	100	25
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	101½
Dec. 31, 1870	72.2	—	2.0	—	.....	.....	.....	.....	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	.....	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	.....	(Leas. &	oper. by W	est Jer.	.....	.....	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	.....	(Leas. &	oper. by B.	& Lowell.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	1.4	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	2,040.106	*	.....	179,048	997,100	1,157,245	49,267	15,532	.....	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	499,128	—	25,479	65,882	449,588	—	140,901	—	104.0	.....	.....	.....	.....	.....	8	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....	.....	.....	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
														576,050				.....	(Under	constructi	on.)	.....	.....	—	100	....
																		.....	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	87
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	64
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	27
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	78½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	203,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	84
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,566	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	124
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	...	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

	Store Prices.
Pig, Scotch, No. 1 per ton	49 — @ 52 —
Pig, American, No. 1	50 — @ 52 —
Pig, American, No. 2	48 — @ 51 —
Pig, American, Forge	45 — @ 49 —
Bar, Refined, English and American	— — @105 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes	125 — @135 —
Bar, Refined, ¼ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in.	110 — @ — —
Bar, Refined, 1¼ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq.	115 — @ — —
Bar, Refined, 1 & 1¼ by ½ & 5-16	117 50 @ — —
Large Round	122 50 @127 50
Scroll	122 50 @152 50
Ovals and Half-round	127 50 @137 50
Band	— — @122 50
Horse Shoe	120 — @130 —
Rods, ¼@3-16 inch	115 — @155 —
Hoop	135 — @177 50
Nail Rod per lb.	— — @ — 8
Sheet, Russia, as to assortment (gold)	— — @ — 19
Sheet, Single D. and T. Common	— 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7½@ — 8½
Sheet, Galtanized	List. 15 per ct. disc.
Rails, English (gold) per ton.	— — @ 73 —
Rails, American, at Works in Penna. c'y.	83 — @ 85 —
Anvils, (Eagle) per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality). per lb.	— 16½@ — 18½
English Spring (2d and 1st quality)	— 7½@ — 10½
English Blister (2d and 1st quality)	— 10½@ — 17½
English Machinery	— 11½@ — 13½
English German (2d and 1st quality)	— 10½@ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @ 5 75
Cut, 8d. and 9d.	— — @ 6 —
Cut, 6d. and 7d.	— — @ 6 25
Cut, 4d. and 5d.	— — @ 6 50
Cut, 3d.	— — @ 7 25
Cut, 2d and 3d. Fine	— — @ 8 —
Cut Spikes, all sizes	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, Kegs	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5). per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

	Gold.	Currency.
Banca (gold). per lb.	— — @ — 50	
Straits (gold).	— 39½@ — 39½	
English (gold).	— 39½@ — 39½	
Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal. per box.	13 75 @14 —	15 50 @ 16 —
I. C. Coke	12 25 @13 25	14 25 @ 15 25
Coke Terne	10 50 @11 —	12 — @ 13 —
Charcoal Terne	12 25 @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½
Refined, Standard White (in ship'g order)	— — @ — 23½
Refined, S. W. (in jobbing lots)	— — @ — 25
Refined, S. W. (in tin)	— 29 @ — 29½
Naptha, Refined, (65 @ 73 gravity)	— 15½@ — 16½
Residuum per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 29 @— 30
Copper, Chile Pig	— — @— 33
Copper, American Ingot	— 36 @— 37
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish (gold) per 100 lb.	6 50 @ 6 62½
German (gold)	6 50 @ 6 62½
English (gold)	6 62½@ 7 12½
Bar	— — @ 8 75
Pipe	— — @10 50
Sheet	— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel	— — @12 —
Liverpool House Cannel	— — @16 —
Anthracite per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Canton Co.	....	....	...	....	93½	94
Central Pacific 6s.	102½	102½	103	....	....	103½
Central of N. Jersey.	109	109	....	108½	....	....
Chicago & Alton.	....	....	117½	....	....	117
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	132½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75½	75½	76½	75½	76½	75½
" pref.	93½	....	....	94½	....	94½
" 1st M.	....	....	101	....	....	....
" S. F.	....	....	....	....	....	98
" Consol.	....	....	96½	....	....	....
Chic., Rock Isl. & Pac.	111	111	111½	111½	112	111½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	104	104½
Clev., Col., C. and Ind.	....	92	92½	....	93	90
Clev. & Pittsburg guar.	....	....	....	....	91½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	96½	....	96	....	....
" 4 M.	....	....	....	87½	87½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	37½	38½	39	41½	42½	42
" 1 M.	89½	89½	89½	....	89½	90
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	120	120	....	119½	....	....
Del. Lack. & Western	107½	107½	107½	107½	107½	107½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	68½	69½	70	74½	72½	71½
" pref.	....	....	....	85½	87	....
" 1 M. 7s, 1897	....	....	100½	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 94	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	88½
Hannibal & St. Joseph	43	....	44½	43½	43	....
" pref.	....	....	....	....	....	....
" 8s, conv.	....	....	91½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	104	....	....
Lake Shore & Mich. S'th.	94½	95	96	95½	96½	96
Lake Shore Div. bonds	....	96½	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	27½
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	116	116½	....	117½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	97½	....	98½	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	3	3	3	3½	....
Milw. and St. Paul	60	60	60	59½	59½	58½
" pref.	79½	79½	79½	....	79	78½
" 1st mort.	95	....	....	....	95	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	108	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	96	....	....	96½	96½	96½
" H. & St. J. 1s	....	93½	....	....	....	....
Morris and Essex	....	....	....	95	95	....
" 1st mort.	....	....	103	103	103	103
" 2d mort.	....	....	99½	99	99½	99½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	91½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	97½	98½	98½
" certificates	92	92½	93	92½	93½	93
N. York and Harlem	124	125½	126½	127	126½	126½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	47½	47½	48½	48½	48½	48½
" pref.	78½	....	78½	79	....	78½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	83½	82½	83½	83½	87½	82
Panama	120	121	120	121	121	118
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	97½	....	97½	98
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	103
" 3 M.	....	....	98	....	....	....
Quicksilver Mining Co.	40	40½	40½	....	....	37½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	100	....	....	....
" 2 M. pref.	90½	....	91	....	....	....
" Income bds.	81	....	....	....	....	81½
Tennessee 6s, old	....	71½	71½	72½	73	73
" new	....	71½	72	72½	73	73½
Tol., Wab. & Western	....	75½	....	75½	....	75½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	93½	92½	92½	....	93½	93½
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	92	92	92	92	92	92
Union Pacific	38½	38½	39½	39	40½	....
" 1st mort.	92½	92½	92½	92½	92½	92
" L. Gt. 7s	80½	80½	80½	81	81	81½
" Inc. 10s	85½	85	....	86	88	87½
Virginia 6s, old	....	....	48	....	....	....
" new	....	....	....	....	....	....
" consol.	55½	56	....	56½	57	....
" def. cert.	....	17	....	....	17½	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	110¼	....	110⅛	....	....	111
U. S. 5s, 10-40s, coup.	111⅛	111⅛	....	111⅛	111⅛	111⅛
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	112	112	112	....	112⅛	112⅛
U. S. 6s, 1881, reg.	116⅛	116⅛	....	....	117	116⅛
U. S. 6s, 1881, coup.	118⅛	....	118⅛	118⅛	118⅛	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	113⅜	....	....	113½	....	....
U. S. 6s, 5-20s, c. 1862	....	113⅛	....	....	113⅛	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	113⅛
U. S. 6s, 5-20s, c. 1864	113⅛	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	114	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	115⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	115⅛	115⅛	115⅛	115⅛	115⅛	115⅛
U. S. 6s, 5-20s, reg. '67	115⅛	....	....	115⅛	115⅛	115⅛
U. S. 6s, 5-20s, c. 1867	116⅛	....	116⅛	116⅛	116⅛	116⅛
U. S. 6s, 5-20s, reg. '68	....	....	116⅛	....	....	....
U. S. 6s, 5-20s, c. '68	116⅛	....	....	....	116⅛	116⅛
U. S. 6s, Pac. R.R. issue	....	....	....	....	116⅛	116⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa preferred	47⅛	....	47⅛	....	....	....
Camden and Amboy	127	126⅞	126⅞	....	126⅞	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	92⅛	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93⅛	93⅛	93⅛	....	93⅛	91⅛
Elmira & Williamsport	....	....	....	....	....	....
" pref.	42	....	....	....	....	....
" 7s	....	....	....	....	....	95⅛
Lehigh Navigation	44⅛	43⅞	44	44⅛	44	44⅛
" 6s, 1884	....	....	....	....	....	....
" Gold L.	95⅛	94⅛	95⅛	94⅞	94⅛	94⅛
" R. R. L.	....	....	93⅛	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59⅛	59⅛	59⅛	59⅛	59⅛	59⅛
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	99⅛
Little Schuylkill R.R.	....	....	47⅛	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	50	....	....	....	....
" pref.	124⅛	124	....	....	....	50⅛
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	101⅛	....	....	102	....	....
" 7s	94⅛	....	....	95	95	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40⅛	....	....	....	....	....
Oil Creek & Alleg. Riv.	40⅛	40⅛	39⅞	39⅛	39	....
" 7s	80	....	....	....	....	....
Pennsylvania R. R.	58	57⅞	58	57⅛	58	58⅛
" 1st M.	....	....	101⅛	101⅛	....	....
" 2d M.	....	....	....	97⅛	....	....
" Gen. mort.	....	94⅛	....	95	....	....
" " reg.	93⅛	93⅛	....	....	....	93⅛
Penn. State, 6s. 1st series	....	102⅛	102⅛	102⅛	....	....
" 6s, 2d series	105⅛	105⅛	....	105⅛	....	....
" 6s, 3d series	....	....	....	....	....	107
Philadelphia City, 6s	97	96⅛	....	....	....	....
" new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	59⅛	59⅛	59⅛	59⅛	59⅛	59⅛
Philadelphia and Erie	28⅛	28⅛	....	28⅛	28⅛	....
" 6s	....	....	....	....	....	89⅛
" 7s	91⅛	91⅞	92	92⅛	....	92⅛
Phila., Wilm. & Balt.	57	....	....	....	....	....
Schuylkill Navigation	....	....	....	7⅛	....	....
" pref.	....	....	....	....	....	15⅛
" 6s, 1882	79⅛	79⅛	79⅛	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	82	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	99⅛	....	....	100	....	....
" 1886	....	....	....	....	....	....
" 1890	100⅛	....	....	100⅛	100⅛	....
" 1884	....	....	100⅛	....	100⅛	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	150	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	98⅛	98⅛	....	99⅛	....
" 2d M.	....	89	....	89	89	....
" 3d M. 8s	....	....	....	85	84⅛	....
Northern Central	....	38⅛	38⅛	38⅛	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	87⅛
Pittsb. & Connellsv. 7s	95⅛	....	95⅛	95⅛	95⅛	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	56	56⅛	57	....	....
" Defer. Certif.	....	17⅛	....	17⅛	....	....
City Passenger R R.	17⅛	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th.16.	F 17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	149	149	148⅛	149	....	149
Boston and Lowell	143	....	....	....	....	144
Boston and Maine	141	....	....	140½	140⅜	140⅛
Boston and Providence	....	....	....	152⅛	....	....
Boston, Hartford & Erie	....	7	8	7⅜	8	8
" 7s, new	....	46⅛	46⅜	....	46⅛	46⅛
Cheshire, pref.	....	....	....	....	84	....
Chi., Burl. & Quincy	....	133	133	133	....	....
Concord	....	....	....	....	....	79⅛
Connecticut River	....	142	141⅞	142½	....	....
Eastern	106⅛	....	106⅛	....	106⅛	106
Fitchburg	....	....	138⅛	138	....	138⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	....	....	116⅛	116⅛	117⅛
Northern, N. H.	....	....	....	....	....	111
Ogdens. & Lake Champ	88⅛	89	....	....	89	89
" pref.	....	....	....	....	....	105
Old Colony & Newport	....	....	113	....	113	113
Ph., Wil. & Baltimore	57⅛	57⅛	57⅛	57⅛	57⅛	57⅛
Portl'd, Saco & Porta	133	....	133	....	....	133
Union Pacific	....	....	....	....	39⅛	....
" 6s	90⅛	....	....	....	....	90⅛
" Land Grant 7s	79⅞	....	....	80⅛	80⅛	....
" Income 10s	....	83⅞	83⅛	83⅛	85⅛	84⅛
Vermont & Canada	....	99⅛	99⅛	95⅛	....	95⅛
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	71⅛	....	....	....	....
Cambridge "	....	....	....	....	....	104
Metropolitan "	67	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	40	....
Copper Falls	14⅛	14⅛	15	....	15	14⅛
Franklin	....	....	....	12	12	....
National	....	....	6⅞	....	7⅛	7⅛
Pewable	12⅛	13	....	....	....	12⅛
Quincy	....	56	....	57	....	....

London Stock Exchange.

	Closing Prices. May 10.	May 3.
Atl. & Gt. West. N. Y. sec. 7 per ct	73 — 76	74 — 77
1st mort., 1880	60 — 65	63 — 67
Do. Penn., 1st mort., 1877	38½ — 39½	40½ — 41½
Do. do., 2d mort., 1882	98 —100	101 —103
Do. Consol. 7 per cent. mort. 1890	6 — 7p	6 — 8p
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	54⅛ — 55	54 — 54⅛
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109⅛—110⅛
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— —	— —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, May 25, 1872.

Stock Exchange and Money Market.

Money has in much better supply, and lenders have been more liberal in offering accommodation to the leading borrowers, whose wants have been generally less urgent, outside of the demand for aid, from the Stock Exchange firms, which has been quite active, but promptly met at the ruling figures. The range of call loans has been from 5@7, with the main business reported on the basis of 5 per cent. to the Government houses, and 6 per cent. on railway and mixed bond and stock collaterals. The discount applications have been on a moderate scale, and the offerings of all strictly choice to very good grades of commercial paper have found a ready market within the range of from 7@9 per cent. per annum. The city banks have been strengthening their reserves, while the Government office has made a further reduction of its cash balances. The U. S. Sub-Treasury office reduced its coin balance about 4½ millions and its currency reserve nearly $200,000. The city banks added to their loan and discount average nearly ¾ths of a million during the week, and again reduced their outstanding circulation slightly. The U.S. Sub-Treasury held a currency balance at the close of business on Tuesday of $5,274,146, and a coin reserve, of $58,500,751.

The city banks, in their latest return, show an increase of $1,500,500 of legal tender notes, $304,700 of specie, and $2,000,100 of deposits, also an addition of $711,600 to their loan and discount averages, with a reduction of $75,800 in their item of circulation. The city bank exchanges, last week, averaged 119¼, and thus far, this week, about 117 millions daily. The banks now hold $7,389,200 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,809,800, against $15,262,813 same time last year. The city bank deposits are now $219,267,600 against $233,594,016, week ending May 21, 1871. The legal tender reserve amounts to $48,805,800, against $66,521,822 same time last year. The circulation now stands at $27,638,400 against $31,204,966 same time last year. The loans are now $285,713,600 against $289,436,531 at this date last year.

The coin reserve of the city banks is now a little over 20¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 48⅞ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $199,983, and its coin reserve $4,511,176 as the result of the week's business. The receipts of the office were $2,983,366 in coin, and $5,464,885 in currency; payments, $7,494,541 in coin, and $5,664,868 in currency. The office received $2,780,000 in coin or its equivalent, from customs; and disbursed $1,799,232, of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about 2½ millions, and thus far since July 1, 1871, $113,863,156. The customs at the port of New York last week were $2,622,092; at the outports, equal to about $850,000 all in coin, or coin certificates.

Under the May programme of the Treasury Department, Government proposes to sell during the month, Gold as follows: Thursday, May 30, $2,000,000. And to buy in Five Twenty bonds as follows: Wednesday, May 29, $2,000,000.

There has been a less confident speculative inquiry noted for Gold, and the price has shown less buoyancy, though the export drain has been unusually large (exceeding, last week, 3¼ millions), while the customs call has been up to a fair average. The less exciting reports relative to the pending *Alabama* negotiations have been against the speculative movement. The specie exports on Wednesday of this week were $1,058,000, including $208,000 in silver.

The range of the price during the week has been from 113½@114⅜ and the closing quotation on Wednesday was 113⅞ against 113¾@113⅞ the preceding Wednesday. The specie outflow, last week, was $3,268,085. The Gold Exchange Bank clearances have averaged about 57 millions per day during the week.

The cash balances of the Treasury Department on Monday were: Currency, $12,019,942; coin $100,618,340. Certificates were outstanding for $25,578,000.

The customs demand for Gold last week, averaged $468,340 a day; thus far, this week, it has averaged $570,000 a day, or equal to a weekly aggregate of $3,520,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $1,100, and since Jan. 1, 1872, $640,712 against $3,024,530 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $142,096,515 against $182,912,922 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 18, 1872, $72,306,268, against $80,054,605 same time in 1870-'71.

The export drain of specie was $3,268,085 last week, against $2,417,998 same week preceding year. The shipments since July 1, 1871, have been $40,607,238 against $72,092,235 same time in 1870-'71.

Foreign Exchange has been in fair request and generally firm as to price. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109¾; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with May 21, were to the currency value of $3,936,595.

Government securities have been offering quite sparingly and have been quoted firmer, though the dealings in most issues have been comparatively moderate, due in most part, to the difficulty of promptly executing orders for sound lots of bonds, because of their scarcity in the open market.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118⅞@119; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 113⅝@113¾; U. S. Five-Twenties of 1864 at 113⅝@113¾; U. S. Five-Twenties of 1865, 114¼@114½; U. S. Five-Twenties of 1865 consolidated, 115⅞@116; U. S. Five-Twenties of 1867, 116⅛@116⅜; U. S. Five-Twenties of 1868, 116⅜@116⅝ U. S. Ten-forties at 111¾@111⅞; U. S. Fives of 1881 (Funding Loan) 112⅜@112⅝; Six per cent. currency bonds, 116⅜@116⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 7.	May 15.	May 22.
Consols	92⅞	93⅛	93¼
U. S. 5-20's of 1862	89¾	—	90¼
U. S. 5-20s, 1865	90¾	91¼	91¼
" 1867	93	93¼	93¼
" 10-40s	88½	89	89½
New Fives of 1881	89¼	89½	89⅞
Erie	53½	55¼	—

State bonds have been moderately sought after, closing with more steadiness.

Railway and Miscellaneous share property, has been more freely and confidently dealt in, and prices have been quoted decidedly stronger for all the speculative favorites. The growing ease in Money tended to stimulate operations, and to strengthen values.

There has been a good demand noted for the better class of Railway Bonds, prices of which have been well maintained. The older issues have been comparatively scarce. Central Pacific Sixes have been in more request at 108⅜@108⅝. Chesapeake and Ohio have been inquired for, to a fair extent, for investment purposes, at 94 per cent. and accrued interest.

General business has been moderately active in the leading kinds of domestic produce. Flour, Wheat, Pork, Lard and Petroleum closed in favor of buyers. Corn and Oats, Butter, Cheese, Naval Stores and Cotton strong. Middling upland cotton closed on Wednesday at 24¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,604,744 bales, against 3,722,146 bales same time in the preceding year; exports 1,812,501 bales against 2,838,625 bales in the previous year; stock at the ports at latest dates, 256,288 bales against 359,816 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair supply and moderate demand at 10@13½ cts.; Veals in good request at 5@8¾ cts.; Sheep at 6@9; Lambs 12@18 cts. Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,535 Beeves, 4 743 Veal Calves, 14,660 Sheep and Lambs; and 28,058 Swine.

There has been a comparatively limited movement reported in most kinds of Metals buyers having been reluctant to operate with the freedom at asking rates. Iron has been in better supply, but generally held with confidence, though the demand has been very moderate; sales have been reported at 300 tons Glengarnock Pig at $50; 320 tons Eglinton Pig at about $48; 50 tons Gartsherrie at $52; and 200 tons old double-headed Rails on private terms. Lead, Spelter and Zinc nominally as before, and quite dull. Pig Tin dull, with Straits and English quoted at 39c., gold. Of Tin plates, sales were reported at only 500 boxes Charcoal at $13 75; market unchanged. Of Ingot Copper, only 50,000 lbs. were reported, sold at 28c. per lb.; market dull.

In foreign goods, generally there has been a restricted movement at less buoyant prices, the main exceptions having been Coffee, Larger Raisins, and Currents which were quite active and much firmer. The week's imports of foreign goods reached the amount of $10,793,826 including $2,198,633 of dry goods

Ocean freights have been somewhat brisker, and quoted stronger, with the main call for accommodation for Grain, Petroleum, Provisions, Tobacco, Naval Stores and Lumber.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 8s, 1910, 81; North Carolina 6s, special tax, 7½ p. c. off, 19; do. Fund Act, 1868, 21½; do. 6s, old, issued to N. C. R. R. 48; Alabama 8s, 90; South Carolina 6s, new, Jan. and July, 86; do. Apl. and Oct. 80; Kentucky 6s, 99⅛; New York State 6s, 1872, 108; Arkansas 7s, issued to M., O. and R. R. R., 44; do. 6s, Fund Act, 58: Brooklyn 7s, Park Loan, 104½; Jersey City 6s, W. L., 92; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 96¼; Boston, Hartford and Erie, R. R., 11; do. 1st mort., 46¾; do. guar. bonds, 52½; North Missouri 1st mort., 94; Ohio and Miss. 2d mort., 86⅛; do. consol, 97; New Jersey Southern R. R., 30; do. 1st mort., 81; Cleveland, Painesville and Ashtabula old bonds, 99; do. new, 96; Gt. Western 1st mort. 1888, 96⅝; East Tenn., Va. and Ga. 1st mort., 94; Albany and Susq. R. R., 98⅛; do. 2d mort., 98; Toledo, Peoria and Warsaw 1st mort., W. D., 92; Cedar Falls and Minnesota 1st mort., 86; Rome, Watertown and Ogdensburg R. R. 95; Detroit, Monroe and Toledo 1st mort., 98¼; Central of New Jersey 1st mort., 104½; Milwaukee and St. Paul 1st mort. Iowa div., 89⅛; Long Island R. R. 1st mort., 93; Am. Dock and Imp. 7s, 100; Long Dock bonds, 98; Illinois and Southern Iowa 1st mort., 90; Toledo, Wabash and Western consol., 91; Consol. Coal of Md., 42¾; Pennsylvania Coal, 217½; Cumberland Coal and Iron, 78; Maryland Coal, 21¼; Am. Mer. Union Exp., 79¾; U. S. Exp., 84⅞; Wells Fargo Exp., 95; Adams Exp., 98½; Atlantic Mail S. S. Co., 30; Western Union Tel., 76⅞; do. 7s, 96; Quicksilver pref., 48½; Brunswick City Land, 7.

Philadelphia.—Pennsylvania Canal 6s, 76½; Connecting R. R. bonds, 88; Sunbury and Lewis. 7s, 94¾; Philadelphia and Reading 7s, 1893, 103; do. deben. bonds, 83; do. 6s, 1880, 95; Susquehanna Canal 6s, 76½; Allegheny Valley 7 3-10s, 95⅛; West Jersey R. R. 6s, 95¾; Huntingdon and Broad Top Mt. 1st mort., 101¼; Westchester and Philadelphia R. R. 7s, 100; Perkiomen R. R. bonds, 85; Wilmington and Reading 7s, 99; Pennsylvania and New York Canal 7s, 98⅛; Oil Creek and Allegheny River R. R. 1st mort., 84; Danville, Hazleton and Wilkesbarre R. R. 7s, 86; Camden and Atlantic R. R., 80; do. pref., 40; Pennsylvania R. R. allotments, 57¾; Catawissa R. R., 18⅛; do. 7s, 99; East Pennsylvania R. R. 41; Pennsylvania State 6s, W. L., reg., 101⅛ The latest quotations are: City 6s, 96⅛@97; do. free of tax, 101⅝@101¾; Pennsylvania State 6s, W. L. 100⅛@101; do. 1st series, 101¾@102; do. 2d series, 105@105½; do. 3d series, 107@107; Philadelphia and Reading, 59⅝@59⅝; do. mort. 7s, 1893, 104½@—; do. mort. 6s, 1880, 95½@96; Camden and Amboy, 126½@126¾; do. mort. 6s, 1889, 93½@93¾; do. 1883, 92@92; do. 1889, 91@92; Pennsylvania R. R., 57⅞@58; do., allotments, 57⅝@57⅝; do. 1st mort., 101@102; do. 2d mort., 97½@97¾; do. General mort. coupon, 94¼@94¾; do. reg., 93@93½; Little Schuylkill R. R., 47¾@48; Morris Canal, 49¾@50; do. pref., 124@125; do. 6s, 94@—; Susquehanna Canal, 8⅛@—; do. 6s, 76@—; Schuylkill Nav., 7½@8¼; do. pref., 15@15½; do. 6s 1882, 79½@79¾; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 95@—; do. 5s, 57@60; Lehigh Coal and Navigation, 44@44¼; do. 6s, 1884, 90½@91; do. R. R. Loan, 93@94¼; do. Gold Loan, 94⅞@95; North Pennsylvania 50@51; do. 6s, 101⅝@103; do., 7s, 95@96; do. Chattle 10s, 110@115; Philadelphia and Erie, 28@28¼; do. 6s, 89½@89½; Minehill, 53@53¾; Catawissa, 17¾@18½; do. pref., 45@47; Lehigh Valley, 59½@59⅝; do. 6s, new coupon, 98¾@100; do. reg., 99¼@—; do. 7s, 104½@—; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 63@64; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, 20@22½; Union, 75@—; Germantown, 36@38.

Boston.—Western R. R 6s, 1875, 98; Cincinnati, Sandusky and Cleveland, R. R., 24¼; do. 7s, 84; Old Colony and Newport 7s, 1877, 102½; Lamoille Valley, Montpelier and St. Johnsbury 6s, 1891, gold, 84¾; Mansfield and Framingham 1st mort. 7s, 1889, 90½; Boston and Lowell 6s, 1879, 98; Grand River Valley 8s, 1879, 102½; Little Rock

and Ft. Smith 7s, currency, 25½; Omaha and Southwestern R. R. 8s, 92½; Burlington and Missouri R. R Land Grant 7s, 94½; do. 8s, in Nebraska, 102; Connecticut and Passumpsic Rivers R. R. pref., 89½; do. 6s, 1876, 94½; Portsmouth, Gt. Falls and Conway R. R., 95½; Rutland R. R. 15; do. pref., 64; do. 8s, 1880, 93; Boston and Lowell R. R. new, 120; Cape Cod R. R., 81¾; Summit Branch, 42½; Cary Imp., 12⅜; Waverly Land, 7¾; Brookline Land, 7; Boston Water Power Co., 54⅛; New Hampshire 6s, 1884, 99; Maine 6s, 100⅜; Cook Co., Ills., 7s, 97½; Salem 6s, 1883, 98; do. 1877, 97¾; Charlestown 6s, 1874@1876, 98; Boston 5s, 1874, gold, 101¼; do., 1878, 99¼; do. 1886, ind., 97; do. 6s, 1877, currency, 101; Hartford 6s, 1879, 98½; Portland 6s, 1876@1877, 97; do. 1887, 96; Cincinnati 7s, 1886, 103¾; Brooklyn 7s, W. L., 94; Highgate town (Vt.) 6s, 5-20s R. R. Loan, 85; Hyde Park town (Vt.) 6s, do., 85; Fall River 6s, 100; Roxbury 5s, 1879, 91; Lowell 6s, 1890, 98¾; Bangor 6s, 1874, 96⅝; Chicago 7s, 1890, 97½; Bath 6s, 1889, 89¾; Allouez Mining Co., 11⅛; Astor, 25c.; Calumet and Hecla, 155; Dawson, Silver, 3½; International, Silver, 5¾; Native, 25c.; Petherick, 4; Ridge, 11½; Rockland, 3¼; Shuniah, Silver, 9¾; Star, 50c.

Baltimore.—Central Ohio R. R. 33¼; do. 1st mort., 87; Western Maryland 1st mort., 90; Northern Central 8s, 1900, gold, 94½; do. 6s, 1877, 98; Orange, Alexandria and Manassas 7s, 84½; Orange and Alex. 1st mort. 6s, 93; Virginia consol. 6s, reg., 51; do 6s, old, reg., 42; do. 6s, 1867, 54; do. 6s, 1866, 57. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¼@95½; Baltimore and Ohio, 149@—; do., pref., 100⅛@—; do., 6s, 1875, 97@—; do., 1880, 96½@—; do., 1885, 94@95; Northern Central, 38½@40; do. 6s, 1885, 94@95; do., 1900, 86⅛@87½; do., 6s, 1900, gold, 94¾@—; N. W. Va. 1st mort., 99⅛@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 7s, 1892, 98½@99; do., 2d mort., 7s, 89@89¼; do., 3d mort., 8s, 84@85; Central Ohio, 33@35; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 92@—; do., 2d mort. guar., 92@—; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., —@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 93@93½; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84½@85; Virginia and Tennessee 6s, 1st mort., 94@—; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99@100; do., 1884, 100⅛@100⅜; do. 1886, 100@101; do., 1890, 100@100¼; do., 1893, exempt, 99½@—; do., 1900, exempt, 100@—; Memphis City 6s, 54@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104¼@104½; City Passenger R. R., 25@25¼; George's Creek Coal, 84@88.

☞ The estimated earnings of the Erie Railway for the week ending May 15,1872, were $445,949; against $374,208 for the corresponding period of 1871—an increase of $71,741. Total earnings since April 1, 1872, $2,449,990—an increase over the same time in 1871 of $501,078.

Transportation of Goods in Bond.

AN ACT to amend the thirty second section of "An act entitled an act to reduce internal taxes, and for other purposes," approved July fourteenth, eighteen hundred and seventy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section thirty-two of an act entitled "An act to reduce internal taxes, and for other purposes," approved July fourteenth, eighteen hundred and seventy, be, and the same is hereby, amended to read as follows: Section 32. *And be it further enacted.* That merchandise transported under the provisions of this act shall be conveyed in cars, vessels or vehicles, securely fastened with locks or seals, under the exclusive control of the officers of customs; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle, or train at the discretion of the said Secretary, and at the expense of the said companies respectively. And such merchandise shall not be unladen or transhipped between the ports of the first arrival and the final destination unless authorized by the regulations of the Secretary of the Treasury, in cases which may arise from a difference in the gauge of railroads, or from accidents, or from legal intervention, or from low water, ice, or other unavoidable obstruction to navigation; but in no case shall there be permitted any breaking of the original packages of such merchandise.

Approved April 5, 1872.

Erie Railway.

We learn from a source, usually well informed on such subjects, that the rumor recently put in circulation to the effect that Colonel Thomas A. Scott, President of the Southern (Texas) Pacific Railroad, and first Vice President of the Pennsylvania Railroad Company, with its numerous branches and connections, had been offered the Presidency of the New York and Erie Railroad, is likely to prove a fact, if it be not already accomplished. Such proposition to him has been made by the leading interests in Erie, and the answer returned by the Colonel, we are informed, was acknowledged as satisfactory. Our informant says it is expected that Col. Scott will be elected President of the Erie, and that Gen. Diven will lend his aid in the management as Vice President. —*Phila. Ledger.*

Great Rise in the Price of Iron.

Our Wolverhampton correspondent telegraphs that the highest prices ever quoted in South Staffordshire in the present generation were demanded yesterday afternoon at the meeting of ironmasters in Wolverhampton. Best sheets were declared to 20s.; hoops, 10s.; and fencing wire, 10s.; singles were raised to £16 10s.; Welsh bars were put up to £11 5s.; and best Welsh foundry pigs, £9. Coke and coal were all scarce and rising. Welsh coke is 24s. 6d.; Wigan, 25s., yet none to be had, and gas coke is 18s., with an enormous inquiry.—*London News, 9th.*

Milwaukee and Northern Railroad.

Under a change recently made, the officers and directors of the Milwaukee and Northern Railroad are as follows; President, Jesse Hoyt; Vice President, Angus Smith; General Manager, E. B. Greenleaf; Attorney and Counselor, O. H. Waldo; Secretary and Treasurer, Wm. Taintor; Chief Engineer, B. H. Edgerton. The Directors are: Jesse Hoyt, A. H. Barney, New York; Guido Pfister, Angus Smith, Jas. Ludington, O. H. Waldo, E. B. Greenleaf, David Ferguson, Milwaukee; H. H. Smith, Plymouth.

☞ At a meeting of the directors of the Knox and Lincoln Railroad, held in Rockland, Me., on the 15th inst., it was voted to extend the road to tide waters, and proposals will be advertised for without delay.

Virginia Valley Railroad.

The following sections of this road have been let to contract: No. 9, including North River bridge, to McCabe; Nos. 10 and 11, including second North River bridge, to Cavan; No. 21, including Middle River bridge, to Smith, and Nos. 25 and 26, near Staunton, to Kelly and O'Connor. Two corps of engineers are now being organized by the company's engineer, Major Richard Randolph, to commence the location of the road between Staunton and Buchanan, the first to commence the location at Buchanan, and the second to commence at Staunton. It is expected that this portion of the road will be put under contract as soon as possible after it is located.

☞ The following gentlemen have been elected directors of the Texas and Pacific (successor to the Texas Pacific) Railroad Company: Thomas A. Scott, H. G. Stebbins, Edwards Pierrepont, George W. Cass, W. T. Walters, H. B. Plant, J. Edgar Thomson, J. N. McCullough, W. C. Hite, H. D. Newcomb, E. W. Rice, Henry S. McComb, John W. Forney, John McManus, Wm. R. Travers, Wm. C. Hall, J. C. Harris and J. W. Throckmorton; President, Thomas A. Scott; Vice President, Henry G. Stebbins; Treasurer and Counsel, Edwards Pierrepont; Secretary, E. B. Hart. The office of the company is at 177 West St., Cor. of Warren, N. Y.

☞ The Baltimore *Sun*, of 17th inst., says that among the arrivals on the previous day, were the ship Confidence, from New York, Norwegian bark, Garibaldi, from Boston, British bark Dells, from New Haven, and British brig Sea Gull, from Boston, all in ballast, to load grain and produce for Europe. This is quite in contrast with the period in the past, when a vessel arriving there with cargo had to go elsewhere to find return freight.

☞ The Pennsylvania Railroad Company having obtained an injunction some time ago to prevent the New York and Long Branch Railroad Company bridging the Raritan Bay, applied to the Court of Chancery to make the injunction perpetual. Chancellor Zabriskie gave the decision. The injunction was refused. The Court holds that the right granted to railroad companies to use land under water gave them the right to build bridges without compensation to the State.

☞ The Charleston (S. C.) *Courier* says that the recent action of the Georgia Railroad Company in granting sufficient aid to complete the Port Royal Railroad has caused an advance in Savannah and Charleston Railroad shares from $5 (at which sales were made in April) to $25, with sales—now held at $27.

☞ The Conecticut River Railroad Company has voted to buy the Mount Tom and Easthampton branch, paying for it a sum not to exceed $120,000.

☞ The American Society of Civil Engineers, which numbers upwards of two hundred leading representatives of the profession in this country, is to hold its annual convention in Chicago June 5.

☞ The earnings of the Midland Railway of Canada for the first four months of 1872 were $55,929 43, against $37,642 23 in 1871, an increase of $18,287 20.

Railroads of Wisconsin.

AN ACT to authorize municipal corporations to aid in the construction of railroads.

The people of the state of Wisconsin, represented in Senate and Assembly, do enact as follows:

Section 1. Any county, town, incorporated city or incorporated village in this state, is hereby authorized and empowered in the manner herein provided, to aid in the construction of any railroad in this state to be constructed by any railroad company for public use by authority of any law of the state, in which company any such municipality shall become a stockholder, in the manner hereinafter provided, and which will promote the general prosperity and welfare of the tax-payers of such municipality; and the mutual agreement hereinafter referred to, when the same shall be arrived at, shall be conclusive evidence that such railroad will so promote the general prosperity and welfare of the tax-payers of such municipality. But no bonds shall be issued by any city, village or town under the provisions of this act, to an amount exceeding together with its then existing indebtedness, ten per centum upon the valuation of the taxable property therein, as the same shall appear upon the last previous assessment roll; by any county to an amount exceeding together with its then existing indebtedness, ten per centum upon the valuation of the property therein, as fixed by the last previous state board of equalization: *provided*, that no county shall issue bonds under the provisions of this act, in which any town, city or village shall have previously issued bonds in aid of railroads to an amount which shall cause the proportionate indebtedness of any such town, city or village on account of such county bonds, together with its own bonds outstanding, to exceed ten per centum on the valuation of the taxable property of such town, city or village, fixed as aforesaid, nor shall any town, city or village issue any bonds under the provisions of this act, so that the amount of such bonds, together with its proportion of indebtedness on account of the bonds, if any, previously issued by the county in aid of railroads shall exceed ten per centum upon the taxable property within such town, city or village, fixed as aforesaid: *and provided further*, that no city shall incur indebtedness or issue bonds under this act in excess of any limit of indebtedness provided for such city by any existing law.

Sec. 2. The aid to be contributed to the construction of any such railroad by any such county, town, city or village, shall be by the bonds of such municipality, to be issued to or for the use of such railroad company, in consideration of which such municipality shall receive from such railroad company such number of shares of its capital stock as will at the par value of such stock correspond with the principal sum of such bonds.

Sec. 3. No such bonds shall be issued to or for the use of any such railroad company, and no such stock shall be issued to any such municipality until a mutual agreement in relation thereto shall have been arrived at in the mode hereinafter specified; and when such mutual agreement shall have been arrived at (in either one of such modes,) the proper officers of such municipality shall be authorized and required to issue and deliver such bonds, in conformity with the mode so agreed upon; and the stock of such railroad company shall also be issued in conformity therewith.

Sec. 4. Whenever any such railroad company, specified in the first section of this act, shall desire aid in the construction of its railroad, from any county, town, city or village, specified in said first section, it shall make and deliver to the county clerk of such county, the town clerk or clerk of such incorporated city or village, as the case may be, a definite proposition in writing, signed by the president and secretary of said railroad company, and sealed with its seal, which proposition shall contain a statement of the amount of bonds desired, the time when payable, and whether payable before maturity, at the option of such municipality, the rate of interest which they shall bear, and such proposition shall contain a statement specifying when said bonds are to be delivered, with reference to the time of the entire or partial construction of said railroad, and may contain a statement that such bonds may be deposited in escrow prior to delivery to the railroad company; and such proposition shall also contain a statement that the said railroad company will, in consideration of said bonds, issue to the municipality from which it is to receive the same, such number of the shares of its capital stock as will at the par value of such stock correspond with the principal sum of such bonds; in case such bonds are proposed to be deposited in escrow, as aforesaid, the proposition shall also state that the certificates of the stock to be exchanged therefor, shall be placed with the same depository, at the same time, and in that case the proposition shall set forth the full name and residence of the trustee or trustees, who shall be the custodians of the stock of said company and of the bonds of such city, village, town or county; the clerk with whom any such proposition shall be filed, shall immediately endorse thereon the date of its receipt by him, and transcribe the same into the record book of the county, town, city or village, as the case may be, of which he is such clerk.

Sec. 5. The mode of arriving at such mutual agreement as is hereinbefore specified, shall be as follows:

1st. Upon receiving such proposition, the county clerk of such county, the town clerk of such town, or the clerk of such incorporated city or village, as the case may be, shall immediately publish a notice of an election to be held by the legal voters of such county, town, incorporated city or village, at the usual place or places of holding elections therein, and at such time as such clerk may designate, not less than thirty nor more than sixty days from the date of such notices, which notice shall contain a substantial statement of the proposition made by said railroad company for the issue of the bonds of such municipality, and shall notify the legal voters thereof to deposit a ballot upon which shall be written or printed, "for the railroad proposition," or the words, "against the railroad proposition." and such notice shall be posted in three public places in each election precinct in the district in which aid is desired, at least twenty days before the day of such election, and shall also be published at least three times before such election, in one newspaper in each city, village or town, if any is published therein, and if the aid is asked of a county, in one newspaper in each village and city in such county in which a newspaper is published; and if there is no newspaper published in such city, village, town or county, then such notice shall be so published in a newspaper published at the nearest place thereto in which one is published.

2d. Such election shall be held and conducted in the same manner that general elections in such counties, towns, incorporated cities or villages are by law required to be held and conducted, and the votes cast at such election shall be counted, canvassed and returned in the same manner as the votes at such general election, and the canvassers shall make, certify, sign and deposit with the county clerk, town clerk or clerk of such incorporated city or village, as the case may be, a statement of the result of such election, and such certified statement shall be *prima facie* evidence of the number of votes cast for or against such proposition, and also of the fact that such election was regularly held and conducted according to law.

3d. If in any of said counties, towns, cities or villages, any election shall fail to be held on the day appointed therefor, or if the majority of votes cast at any such election shall be against the railroad proposition, such county clerk, town clerk or clerk of such city or village, shall at the written request of the president of such railroad company, at any time thereafter, call another election or elections in the manner provided in this act, upon the same or different proposition of such railroad company, and such other election or elections shall be conducted in like manner and upon like notice as is provided in this act for the first election: *provided*, that not more than two elections authorized by this act, shall be held in any one calendar year, in the same town, county, village or city.

4th. If a majority of the legal voters who shall vote upon the question, at any election to be held in any such county, town, city or village, in pursuance of the provisions of this act, shall, as indicated by the official returns of any such election, vote "for the railroad proposition," then such mutual agreement for the issue of bonds by such municipality, and of stock by such railroad company, as provided in this act, shall be deemed and considered to have been arrived at and perfected, and thereupon such bonds and stocks shall be issued and delivered by the proper officer, in conformity with the true intent and meaning of such proposition, and with the provisions of this act; *provided*, that if such bonds are to be issued by a county, there shall also have been a majority of votes cast in favor of the railroad proposition, at a majority of the election precincts within such county at such election.

Sec. 6. No bonds shall be delivered to the company under such proposition until the road, branch, or extension thereof, for the construction of which the aid has been granted, shall have been completed, ready for the passage of cars, continuously from one terminus through, or to the district granting the aid, or to the nearest point in its line to such district, or from such terminus to such point as such company in its proposition shall have proposed to construct said road, where the line of the road shall not lie through the district.

Sec. 7. The stock received by any such county, town, city or village, in pursuance of any such mutual agreement, shall be entitled to all and the same rights, benefits and privileges as the stock of the same class held by any other person or persons, and the municipality receiving any such stock shall, so long as it shall hold the same or any part thereof, be a part owner of such railroad and its franchises, and the proper authorities of the municipalties holding such stock shall appoint a person to vote thereon in behalf of such municipality, and such authorities may also sell and dispose of the said stock in such manner as shall to them seem best for the interest of such municipalties.

Sec. 8. Every county, town, city or village which shall issue any bonds in pursuance of the provisions of this act, shall be severally liable in law, faithfully, promptly and at maturity, to pay and discharge the principal and interest

upon every such bond issued by it, and the faith of every such county, town, city or village shall, by the issue of such bond or bonds, be and stand irrevocably pledged to the prompt discharge of every such liability, and every such county, town, city or village shall annually levy and collect a tax on all taxable property therein, as indicated by the assessment roll or rolls for the payment of all moneys to become due upon such bonds, whether for principal or interest, in addition to all other taxes, and the money so raised shall be kept as a separate fund, and strictly applied to that purpose; and it may, in the discretion of the proper authorities, raise a greater sum in any one year than is needed to pay what shall become due in that year, and apply the same to the purchase and discharge of such bonds at the lowest practicable rate or price.

Sec. 9. If any officer, upon whom any duty is imposed by this act, shall willfully fail, faithfully and promptly to discharge the same, as by this act required, he shall be liable to the party or parties aggrieved for all actual damages suffered by such party or parties by reason of such failure.

Sec. 10. For the purposes of this act, the term, "proper officers," shall be construed and held to intend and mean, in the case of a county, the chairman of the board of supervisors and the county clerk of such county; in the case of a town, the chairman of the town board and the town clerk; in the case of a city, the mayor or the officer performing the duties of mayor and the city clerk, and in the case of a village, the president and clerk of the village; and the term, "proper authorities," shall be construed and held to intend and mean, in the case of a county, the county board of supervisors; in the case of a town, the town board of supervisors; in the case of a city, the common council or other authorities possessing the usual powers of the common council of cities; and in the case of a village, the board of trustees or other local governmental board, by whatever name it may be called, which is vested with the power to levy taxes, and any and all bonds issued under this act, by any county, town, city or village, shall be officially signed by the proper officers thereof as aforesaid, and sealed with its corporate seal, if it have one, and in the case of a town, it shall be the duty of the county clerk of the county in which such town is situated, if requested to do so, to add to each of such bonds a certificate under the seal of the county, to the effect that the town officers subscribing the bonds are in fact such officers, and that he believes their signatures thereto to be genuine.

Sec. 11. If any county, town, city or village shall issue and deliver to any railroad company any bonds in pursuance of the provisions of this act, it shall not thereafter issue or deliver any bonds or incur any liability in aid of the construction of the railroad of such company by virtue of the authority of any other law of this state.

Section 12. It shall be lawful for any town, county, city or village which shall have voted aid to any railroad company, or which shall hereafter vote aid to any railroad company, without limiting the time when such aid shall be earned by the company, by the authorities thereof, to fix the time when such aid shall be earned; *provided*, that the time so fixed shall not be less than one year from the date of giving notice to such railroad company, of the fixing such limit, and if the aid shall not be earned in accordance with the conditions upon which it was voted, within the time so fixed by such authorities, then such aid shall be forfeited.

Section 13. Any county, town, city or village is hereby authorized, instead of issuing bonds in aid of railroads, as hereinbefore provided, by agreement to be arrived at as herein provided for the issuing of bonds, to subscribe to the capital stock of such company, the subscription to be paid in money in one or more instalments, at such times not exceeding three years from the time of entering into such contract as may be agreed upon, and after such parts of the work of constructing the railroad aided shall be done as shall be agreed upon, the last instalment not however to be paid until the railroad shall have been completed, ready for the passage of cars to the place to which it is agreed to be built, in consideration of the aid so granted. If such an agreement shall be arrived at in the manner herein provided, it shall be the duty of the proper officers of such county, town, city or village, from time to time, to levy and collect a tax in the same manner as general taxes are levied, of sufficient amount to pay the instalments as the same shall fall due, according to the terms of such agreement.

Section 14. This act shall take effect and be in force from and after its passage and publication.

Approved March 25, 1872.

☞ The Philadelphia *Ledger*, of 20th inst., reports the net anthracite coal tonnage for the week ending on the 11th inst., from all sources, at 396,295 tons, and for the year 5,779,699 tons, against 1,814,583 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,965,116 tons. The production of bituminous coal for the week was 59,910 tons, and for the year 745,365 tons, against 653,693 tons to the corresponding time last year—an increase of 91,672 tons. The total production of all kinds of coal for the week was 456,205 tons, and for the year 6,525,064 tons, against 2,468,276 tons to corresponding time last year, showing an increase of 4,056,788 tons.

☞ At a meeting of the stockholders of the New Orleans, Little Rock and St. Louis Railroad Company at Little Rock on the 10th inst., the following gentlemen were elected directors: Tom P. Dockery, David Snow, M. M. Duffie, Henry Page, James Lawson, J. F. Fagan, J. N. Smithee. At a subsequent meeting of the directors the following officers were elected: Tom P. Dockery, president; Gordon N. Peay, secretary; D. F. Shall, treasurer; R. C. Newton, attorney. At a meeting of the directors on the following day, Mr. Thomas Allen, of St. Louis was elected a director to fill a vacancy.

☞ At the recent meeting of the International Bridge Company at Buffalo, the following directors and officers were elected: C. J. Brydges, Esq., president; Hon. E. G. Spaulding, vice-president; Hon. A. Walsh, James Ferrier, E. C. Sprague, J. Bell, and R. P. Jarvis, directors; Joseph Hickson, Esq., secretary and treasurer. The contractor, Mr. C. S. Gzowski, stated that the International Bridge would be open for traffic by December 1 of this year.

☞ Lewis county, West Virginia, voted on the 6th instant in favor of a subscription of $150,000 to the Northern and Southern West Virginia Railroad. The majority was 91. The engineers are now surveying the route for this road between Clarksburg and Weston.

THE

CANADA SOUTHERN

RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road 18 STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER

No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—ACTION FOR DAMAGE FOR PERSONAL INJURIES—RULES OF EVIDENCE AS TO ADMISSION OF TESTIMONY.

The facts in the recent case of Reed *vs.* The New York Central Railroad Company (45 N. Y., 574,) are fully and clearly stated in the following opinion by

ALLEN, J.—The plaintiff received the injury complained of in June, 1865. The claim was that the spinal column was effected, and that the plaintiff was disabled in a great degree from labor or bodily exercise. As a witness, he testified that he had not, at the time of the trial, September, 1866, recovered from the effect of the injuries; that he had not been able to labor except for a short, time, or to do any effective labor; that riding in the cars affected him, causing pain in the back, as also did sitting in a chair at the trial; that mental labor produced similar effects, and that labor for a short time exhausted him and caused severe pain. The defendant proved by other witnesses that in the fall and winter after the injury the plaintiff did perform certain labor requiring health and strength of body, such as able-bodied men usually perform, and the evidence tended to prove that at the time referred to, he was in perfect health, and that his strength was unimpaired. Under objection and exception by the defendant, the plaintiff was allowed to prove that, at the same time, he complained to a person whom he casually met, or who was casually present, of not feeling well. The physical condition of the plaintiff up to the time of the trial was a material injury as it bore directly upon the question of damages and the amount of the recovery, and whether in the fall and winter following the injury the plaintiff was in the enjoyment of full health and strength of body, was a material fact in issue. The plaintiff was permitted to prove his own declaration to the fact that at that time his health and strength were impaired. The evidence was permitted to go to the jury as competent evidence, and we cannot say that it did not influence the result. It could be influential in one of two ways; either as proving or tending to prove, the fact as alleged, or as corroborating the testimony of the plaintiff, by showing that his declarations out of court were consistent with his statements on the witnessess' stand, and it may have had its effect with the jury in both ways. It is not competent in corroboration of a witness or confirmation of his evidence, to prove that on other occasions he has made statements consistent with his testimony (Robb *vs.* Hackley 23 W. R. 50). If there are exceptions to the rule, they are very limited in number in their special character, and this case does not fall within them. They are referred to by Bronson, J. in the case cited. It is suggested that as a part of the *res gestae*, the declarations were admirable for what they were worth. They were nearly and possibly quite simultaneous with the acts proved by the defendant, but they were not made in reference to these acts, or in explanation of them, and did not tend to qualify them or detract from their force as evidence. They were made to a person casually present or meeting the plaintiff. The party to whom the declarations were made had no business relation with the plaintiff connected with the acts proved on coincidence in point of time is the only connection between the declarations and those acts. They were in no sense a part of the *res gestae*.

Declarations are sometimes admissible in evidence as part of the transaction, when they qualify or give character to it. These declarations did neither. The fact of ill health and impaired bodily strength was the material fact and that could not be proved by the unsworn statement of the plaintiff. Hearsay evidence, as a rule, is excluded, and the declarations and statements of the parties, or of third persons, are not received except under peculiar circumstances and as a necessity. Statements made out of court, and without the sanction of an oath are dangerous as evidence, and the rights of suitors ought not to be put in peril by them. The instances are few in which declarations and unsworn statements made out of court have been permitted to be given in evidence as proof of the facts sought to be established. Statements and representations of a sick person, of the nature, symtoms and effects of his malady, have been received as original evidence, and especially when made to a medical attendant, to enable him to minister to the patient, they have been regarded as competent evidence, and entitled to weight. (1 Greenl. Ev. § 102.) There is good reason for their admission when made to the attending physician or surgeon, as upon them, in connection with the manifestations and symptoms of injury or disease the opinion of the expert is based and the treatment governed. But in every other case the admission of testimony so exceptional, as a departure from the established rules of evidence must be referred to the necessities of the case, and the inability of the party to give evidence of a higher and more satisfactory nature. The general rule is that the best evidence of which the fact is susceptible must be adduced, and secondary or inferior evidence will not be received, so long as the higher and better evidence can be had. The plaintiff was a competent witness to prove the state of his health at the time he handled the bags of clover seed and performed the other labor mentioned, and it was not necessary to resort to other and inferior evidence; and so long as his sworn statements were admissible, his unsworn declarations should not have been received. Averon *vs.* Lord Kininard (6 East. 188) was an action upon a policy of insurance upon the life of the plaintiff's wife, and the declaration of the wife made soon after the making of the policy, when lying in bed apparently ill, stating the condition of her health at the period of her going to Manchester for examination by a surgeon, preparatory to the insurance, was held admissible because the fact was material, and that was "the best evidence which the nature of the case afforded," and in addition to this, the plaintiff having proved the declarations of the wife to the examining surgeon, the subsequent statements made by her were regarded as in the nature of a cross-examination by the plaintiff's own witness, within the principle of Wright *vs.* Littler (3 Burr. 1255) where the statements of a deceased subscribing witness to a bond were allowed to be given in evidence to impeach the bond. From the necessity of the case, the statements of parties who could not be examined as witnesses in their own behalf as to bodily suffering and pain and personal injuries, when made soon after an alleged injury, or made while apparently ill to a physician or nurse, or other person, have been received in evidence and permitted to go to the jury for what they were worth. Goodwin *vs.* Harrison (1 Root. 80,) is an early case, and there in an action by a young lady for a bodily injury, she was allowed to prove the complaints made to her mother the morning after the injury. The court placed the admission upon the ground of necessity, there being no other method of proving the facts. The same rule of evidence was approved, and for the same reason, in Caldwell *vs.* Murphy (1 Ker. 416). But by the amendment of the Code in 1869 (§ 398) there is no longer a necessity for giving in evidence the declarations of a party if he is living and able to be sworn and examined as a witness, and the reason of the rule ceasing, the rule itself, adopted with reluctance and followed doubtingly and cautiously, should cease The admission of this evidence was erroneous, and entitles the defendant to a new trial. There was other evidence admitted that should have been excluded, if it were covered by the objection of the defendant. The fact that new ties were put upon the road after the accident, and especially the next summer, in the vicinity, did not tend to prove that the road was out of repair and dangerous at the time of the injury to the plaintiff. If the evidence tended, legitimately to prove the imperfect and dangerous condition of the defendants' road, and was competent, the defendants should have been permitted to explain the act by their superintendent, and show that it did not necessarily prove, or tend to prove that the road was in an unsafe condition, and that the taking out of old ties and substituting new, was a continual process for the preservation and keeping up the road, and prevent its becoming imperfect and out of repair, a preventive and precautionary rather than a restorative measure.

The judgment must be reversed and a new trial granted. Costs to abide the event.

☞ The Marlboro' (Md.) *Prince Georgian* reports that grading has commenced on the lower end of the Washington City and Point Lookout (Md.) railroad. Mr. Tippett, of St. Mary's, who made the survey for the Southern Maryland Company, is completing the location of the route. Hall & Shea, of Prince George's county, have also taken a contract on the Washington and Point Lookout line.

☞ The manufacturers of railway supplies in Boston will raise $12,000 to entertain properly the members of the American Railway Master Mechanics' Association, which will hold its annual meeting at Horticultural Hall on the 11th of June. The programme will include a steamboat trip down the harbor, the expenses of which will be borne by the Bay State Iron Company.

☞ The Texas Pacific Railroad Company have confirmed the purchase of the Southern Transcontinental Railroad, and elected General G. M. Dodge, formerly engineer of the Union Pacific, engineer in chief. The road is expected to be completed to Fort Worth, Kansas, by the first of January.

☞ A survey for a railroad from Claremont, N. H., to White River Junction, via Cornish Flat and Meriden, has been completed, and a feasible route of easy grade has been found.

Riviere du Loup Railway.

We have always regarded the Riviere du Loup Railway enterprise in itself considered with great favor. Its early achievement has seemed to us on many grounds exceedingly desirable. As tending to open up to settlement a section of the Province possessed of much excellent land, it appeared to merit public support. As being necessary to the proper development of the resources of a valuable region, it seemed to deserve general approval. And as offering the shortest practicable line of railway communication over Dominion territory between the waters of the chief Harbor of the Bay of Fundy and those of the St. Lawrence, it seemed entitled to a high degree of regard on broad patriotic grounds.

This important and necessary public work is now fairly under way. It has been commenced at the right spot, on the eastern side of the River St. John, opposite Fredericton. There is no longer just reason to fear that the route along which the road is to be built is one chosen regardless of the interests of this city.

We trust the Company having charge of this enterprise will find itself in a position to push on with it most vigorously and successfully. We regret that the company has not seen its way clear to adopt the medium gauge for the road. This gauge is almost sure to be the one which will generally prevail on all the chief lines with which by-and-bye our lines will intersect. It will be found most economical, however, to make the Riviere du Loup Railroad bed sufficiently wide at first to admit of the use thereon of the medium gauge ultimately, even if experience proves that for many years the narrow gauge will do.—*St. John News.*

Port Royal Railroad.

The following is the present organization of this company: President, James Appleton; Superintendent, S. G. Millett; Chief Engineer, George Gagie. The directors are: James Appleton, R. E. Robbins, D. T. Appleton, H. A. Robbins, L. Marx, H. H. Thayer, Josiah Sibley, J. B. Campbell, S. G. Millett, B. W. Lawton, H. H. Cooke, H. W. Willingham.

☞ The books of subscription to the capital stock of the Union Bridge Company were opened at Clinton, Iowa, on the 2nd inst., and the entire capital of $1,200,000 was taken. Plans and specifications are in course of preparation, and the bridge is to be built at once. It will be constructed of iron, and similar to the bridges at Quincy and Dubuque.

☞ The grading on the Shepaug Valley extension to Danbury is nearly completed, and the track is being put down, and the road-bed from Litchfield to Hawleyville is now in good condition for regular trains, and it is expected that through trains from Litchfield to Norwalk will run about the first of June.

☞ Bourbon County, Ky., has voted the subscription of $400,000 to the Frankfort, Paris and Big Sandy railroad, by about 1,200 majority. The vote in Paris stood 1,103 for and 303 against the subscription. The majority in the county was about 450.

☞ The estimated earnings of the Kansas Pacific Railway from May 1st to May 8th, inclusive, were $83,227 12, viz: from passengers, $38,280 40; from freight, $44,996 72.

☞ The Chicago, Dubuque and Minnesota Railroad has been completed to Lansing, Iowa.

Railroads and Canals Revolutionized.

While narrow-gauge railroads are being projected in all directions, a Mr. Burrus, of Wisconsin, comes before the public with a scheme for a railroad from the Atlantic to the West, to be built with a gauge of thirty feet. The road is to run from the East by the most direct line to Lake Erie. When it reaches the lake the road is to be built out into the water about twenty-five feet below the surface for some distance, and there end. It is to be operated with a machine which is even more wonderful than the road, and which will navigate the water as well as traverse the land. When this amphibious locomotive arrives at the jumping off place at Lake Erie it is to glide gracefully into the water, and by a slight transposition of its machinery become a steamboat. When it has arrived at Monroe it resumes its character of locomotive, and rolls off on another broad-gauge road to Lake Michigan, whence it is to take water for Chicago. The machine is to be sufficiently large to carry a vessel of five hundred tons, so that all necessity for ship canals will be done away with. The inventor expects to attain a speed of one hundred and twenty-five miles per hour on land and twenty-five miles in water. Probably no one will doubt that a great reduction in the price of freights may be expected when Mr. Burrus gets his broad-gauge road and amphibious locomotive in successful operation.—*Baltimore American.*

☞ A large number of men are now engaged in grading the road-bed for the Milwaukee and Northern Railway between Plymouth and Chilton.

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RAILROAD IRON.
THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.
PERKINS, LIVINGSTON & POST,
No. 31 New-St., New York.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

TRAUTWINE'S
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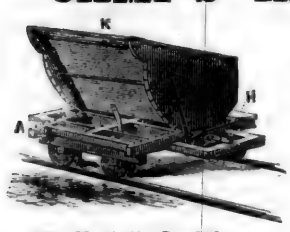
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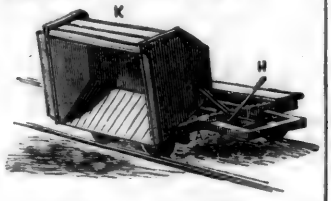


Fig. No. 1, Car Loaded.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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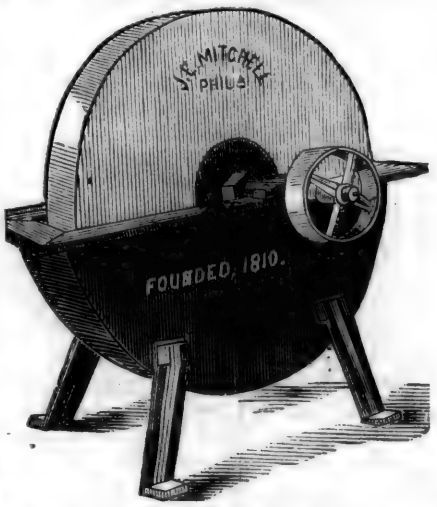
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STEAM NAVIGATION, COMMERCE, FINANCE,

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ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, June 1, 1872.

Lynchburg and Danville Railroad.

At the recent meeting of the Lynchburg and Danville directors the financial condition of the company and the progress of construction were reported to be satisfactory. A contract for laying the track was let. A conference was held regarding the proposed consolidation with the Orange, Alexandria and Manassas Railroad Company, which was recently authorized by the Virginia Legislature. Nineteen car loads of iron for the road were taken to Lynchburg on the 23d ultmo by way of the Orange road, and one hundred and sixty car loads are still in Alexandria, awaiting transportation. This will complete the track for the distance of twenty six miles.

☞ It is stated that work will soon be commenced on the West Point tunnel on the West Shore Railroad. The tunnel will be completed within two years, when it is expected the road will be opened as far north as Newburgh.

☞ The Governor has signed the bill for a bridge across the Hudson at Poughkeepsie. The structure is to be 130 feet above high water mark, and is to have five spans of 500 feet each.

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Intrinsic Value of Shares in Leading Railroads.

One of the facts most clearly obvious to men who have studied the railroad system of the United States, its history and progress, and the actual condition which has been reached by most of these works, is that their substantial value as means of investment has become fully established, and yet is not well appreciated by the general public. With a security, a doubt, or even a suspicion of doubt, is depreciation. The direct losses to the great body of small investors in railroad shares previous to 1865, although counterbalanced to a large extent by the indirect benefit which was derived therefrom, have not been forgotten. But it should be remembered, with reference to those losses, that in all great public enterprises a similar experience has been incurred. The infancy of our railroads has been not unlike the infancy of other things; various difficulties peculiar to the situation assailed them, with about the usual result. Latterly, troubles in single instances have been given great prominence with a corresponding effect upon the public mind as regards the general management of our railroads. In the face of such examples as the Camden and Amboy Railroad, many of the railroads of New England, and the Chicago and Rock Island Railroad at the West, the impression had gotten abroad, that there has been some chronic disorder in the management of our railroads, and that it were hopeless to expect from them certain returns to the shareholders; the managers and the bondholders absorbing in commissions and interest all surplus over the running expenses.

But that many railroads have been through all the difficulties to which we have alluded, and have reached a foundation of substantial prosperity, ought to prompt in their behalf the perfect confidence of capitalists. The experience of Com. Vanderbilt with the Harlem Railroad, then with the Hudson River road, and then with the New York Central, was of the most convincing character. The two first named of these roads had paid no dividends, and their shares were much depreciated; Com. Vanderbilt soon proved their substantial value; and he did so when the cost of operating them was fully a hundred per cent. more than when they paid no dividends.

The enormous appreciation of the value of the property of the New York Central road, is another tribute to Commodore Vanderbilt's genius and integrity. The Harlem Railroad has paid dividends of eight per cent. per annum during the last five years. The Hudson River road has been consolidated with the New York Central; their net earnings last year were $8,260,817, upon 842 miles of road, and the aggregate debt is only about fifteen millions of dollars. Among other roads which have secured substantial and continued prosperity, is the Baltimore and Ohio, whose earnings per mile are nearly as great as the New York Central and Hudson River road. The Boston and Albany Railroad is another which may be favorably mentioned. The Camden and Amboy, to which we have already alluded, has recently entered upon a new phase of its existence, being leased to the Pennsylvania Railroad at 10 per cent. on the stock, and freed from all liabilities. The Central Pacific is a most important combination, operating nearly 1,200 miles of road, and having land grants to the extent of 12,000 acres per mile. Its net earnings last year were nearly ten per cent. on its capital stock, and it evidently approaches a position in the front rank of American Railroads, for the regularity and largeness of its dividends, to say nothing of the absolute security of its bonds. The Chicago and Northwestern is a mystery. It is one of the most extensive and best managed corporations any where; the veteran Samuel J. Tilden, whose success in restoring depreciated railroad property has been equal to Com. Vanderbilt's, is connected with its management. The road is 1,223 miles long, besides controlling 500 miles more, and the corporation owns nearly two million acres of public lands. Its bonds are in very good repute among intelligent capitalists, and for many years there has been paid a dividend of from 7 to 10 per cent. per annum on its common and preferred stock; and yet its shares have long been selling below par. During last October the common stock declined to 54—a seven per cent. stock actually brought but little more than fifty cents on the dollar. Why this stock should continue so much below par as it now is, would be difficult to explain. The Chicago, Rock Island and Pacific Railroad formerly paid ten per cent. dividends, but latterly there has been a reduction to eight per cent. Its prosperity seems to rest on such substantial basis as to justify the relatively high value put upon the shares in the stock market. The Hartford and New Haven Railroad has paid for many years thirteen per cent. on its shares, and they command a high premium. The Illinois Central Railroad unites substantial value, great prosperity, good management, and a just estimate of these advantages by the public—circumstances which do not, by any means uniformly go together. Its shares and bonds are alike securities of the most undoubted character. The Lake Shore and Michigan Southern Railroad has achieved a position of reliable value, in the face of much competition. It operates 1,074 miles of road, and has paid dividends regularly for many years. The Michigan Central is a road, whose former experience and present value may be compared with the Lake Shore and Michigan Southern. The Pennsylvania Railroad has become one of the most gigantic corporations in any country, and there is no reason to doubt that its dividends of ten per cent. will be continued. The Philadelphia and Reading Railroad (known as "Reading" in the stock list) has recently entered upon some new enterprises, and declines to register its stock; there is, however, so far as we know, no reason to regard these circumstances in an unfavorable light. Its property is of great value and rapidly appreciating. The Pittsburgh, Fort Wayne and Chicago road is leased at 7 per cent. net, and its shares may be regarded as a sound security. The Union Pacific Road, though so recently built, has, from its location, and other advantages, a secured value.

There are many other roads which are doubtless deserving of favorable mention. But our purpose has been to show that most of the great railroads of this country, and especially of the North and West, have gone through such processes of re-organization and consolidation, and have drawn to them such a large and steady employment, that their steady prosperity, and therefore the continuation of dividends upon their shares, may be anticipated with as much certainty as any thing of the sort can be; and that therefore many of them ought to stand higher in the market than they now do.

Other roads, which make little or no returns to their stockholders, have bonds upon the market whose value as securities are every where admitted and appreciated; and it is noted as matter for congratulation, that notwithstanding the rapid extension of our railroad system, the many new roads which have been projected, and the vast amount of bonds that have been placed upon the market, default in the payment of interest thereon has been extremely rare.

Canada Southern Railway.

Work upon this great line of railway has so far progressed that the grading is completed over the whole distance except upon the western 40 miles. That is being hurried forward and will soon be finished. It is expected that the whole road will be ironed with at least a single track of steel rails by September 1, and communication will thus be opened between Fort Erie and Trenton. The second line of track will be laid down as rapidly as possible after the first shall have been finished, and the line will then be ready for fast running and for moving a large number of trains with great rapidity. It is expected to run expresses 40 and even 50 miles an hour after the rails shall have become smooth, and the grand idea of the whole project is, of course, despatch between Chicago and New York. The contract for building the bridge across the American channel of the river between Trenton and Grosse Isle has been let to an Eastern firm, and sub-contracts have also been placed for materials, etc. The bridge will be of wood and iron, and will easily be completed by the time of the completion of the road. The passage across the Canadian channel will be by means of a ferry, and it is probable that before the setting in of winter the company will construct a very strong boom across the stream from the Canadian shore to Grosse Isle, placed at a great angle, so as to withstand, if possible, the force of the ice pressing from above. If the boom does not prove effectual then the bridge or tunnel will have to be built, as authorized by the bill reported to the Canadian Parliament. Legislation from Congress would, of course, be required, too.

It is well settled that a branch will be constructed from a point on the Canada Southern to Windsor, and a line is to be built from Trenton to Toledo. From the latter point a new road is soon to be commenced, running to St. Louis. Some of the gentlemen who have taken part in building the Canada Southern are contractors on the St. Louis line. Finally the Chicago and Canada Southern Railroad is already well under way, and will be pushed forward as rapidly as possible. This line will, like the Canada Southern proper, be nearly an air line with easy curves and grades, so that great speed can be attained upon it. It is also estimated that freight can be transported at much lower rates than are usually charged now, and yet the through line prove profitable. The whole enterprise is one of great importance and will constitute a grand trunk line to the East.—*Detroit Tribune.*

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$473,011 22	$529,863 77
" freight	599,024 17	649,019 37
" mails	6,426 20	6,580 53
" expresses.	18,558 04	20,167 75
	$1,097,019 63	$1,205,631 42
Expenses, viz:		
Repairs of road.	$146,376 11	$189,986 85
" engines ..	46 613 37	63,388 61
" cars	86,976 45	102,724 40
" bridges...	17,460 54	27,618 68
" depots,etc	50,467 01	33,029 98
Fuel	107,939 48	119,910 55
Freight department and watch.....	82,334 68	91,279 22
Conductors, etc.....	29,408 37	31,975 03
Engine and firemen.	45,165 80	50,716 39
Stationmen	19,279 45	21,369 28
Switch and gatemen.	16,861 27	18 849 18
Office expenses.....	11,371 99	12,936 75
Advertising, etc.....	6,623 75	8,051 43
Gratuities & damages	13,418 44	12 440 99
Taxes and insurance.	76,296 08	59,120 97
Oil and waste.	17,498 51	18,267 95
Removing ice & snow	2,275 35	1.764 21
Miscellaneous..... ..	35,023 43	32,214 73
	$810,890 08	$896,645 26
Net receipts	$286,129 55	$308,986 16
To which add accumulation of interest upon the sinking fund.		24,731 03
Net income		$333,717 19
From which deduct—		
Rents,balance account,	$56,225 97	
Interest "	28,850 73	
Int. on scrip, Jan.1,1872	10,980 00	
Dividend, 8 per cent...	177,920 00	
Charged trustee sinking fund	24,731 03	
		298,707 73
Balance, transferred to contingent fund		$35,009 46

The gross earnings are $108,611 79 in excess of last year. This excess has mostly been expended in increasing the equipment and in running additional miles for the accommodation of the business of the road. Besides keeping the rolling stock in repair, and making good all depreciation, there has been purchased or built, and added during the year, to the equipment of the joint roads, three locomotives, seven passenger and baggage cars, and one hundred and twenty-seven freight cars. All of which have been paid for from earnings. The increased tonnage and greater number of miles run have added materially to the cost of operation, but we have been enabled to make the usual dividends, to provide for the increased interest accounts upon investments in the new works, and to carry to the sinking fund and surplus account the accustomed balances. The steady annual increase of receipts would seem to warrant our confident expectations of being able to keep up full dividends and meet the interest upon the expenditures now making and to be

made for permanent improvements and increasing facilities at the Boston terminus.

The treasurer's balance sheet, hereto appended, exhibits a working capital of $4,614,779 07, derived from the following sources:—

Capital stock	$2,679,900 00
Bonds	237,000 00
Notes	884,600 00
Credits to dividend & interest account	112,280 22
Credit to scrip dividend of 1866	366,000 00
Credit to contingent fund	334,998 85
	$4,614,779 07

Invested in—

Road, lands, buildings & equipment	$2,732,666 69
Branch roads	775,462 48
Boston improvements	293,758 99
Working materials	167,595 28
Sinking fund	441,236 23
Cash and accounts	204,059 40
	$4,614,779 07

These investments must be looked upon as representing much more than merely a railroad from Boston to Lowell.

We are obliged to furnish, for a consideration paid, very extensive and costly terminal grounds and buildings for nearly a thousand miles of connecting roads. The amount already charged on the books, to real estate and land damages, and buildings, is nearly two million of dollars. Its actual present value is much greater. As business increases, these lands will all be wanted for the use of the road, and further outlays will have to be made on them. The investments in branch roads amount to three-quarters of a million more. If we deduct from the sum total of the balance sheet the investments above named, and the amount of the sinking fund and other cash accounts, it brings down the actual cost of the road and its equipment to not far from a million dollars, or not exceeding $40,000 per mile.

In carrying out the projected improvements now commenced, and adverted to in this report, more money will be required than is now authorized by the stockholders to be raised. The capital stock now established by vote of the corporation is $3,008,000, on which $291,100 is yet to be paid on assessments not now due. The total amount of capital stock authorized by the Legislature is $3,380,000.

We recommend that, at the annual meeting, the directors be authorized to increase the capital up to the full legal standard as above, and to dispose of the same as wanted for the improvements, in the manner prescribed by law.

We also recommend that authority be further given the directors to issue not exceeding one million dollars of bonds of the corporation, to be disposed of at their discretion, and the proceeds be appropriated as wanted from time to time in paying for new structures, and in retiring, as far as may be practicable or profitable, the notes payable now or hereafter outstanding. Many of these notes were given for property purchased, and, having several years to run, at reasonable interest, cannot be advantageously exchanged at present. Others might well be retired whenever bonds can be used for the purpose. If the matter of issue is left to the discretion of the board of directors, action can be taken by them from time to time, as the interests of the corporation may seem to require.

BOSTON IMPROVEMENTS.

Since the last annual meeting, the commissioners appointed by the court, have passed upon the value of all the property taken for depot purposes between Andover and Nashua streets, except that previously purchased, and in most instances settlements have been made in accordance with their report. It is hoped that the very few claims remaining unadjusted may be settled without further litigation. During the past season the work of removing the dwelling houses and other buildings from the new depot location, has been substantially accomplished. A temporary structure about four hundred feet long and sixty feet wide, has been erected for a train-house, to be used during the construction of the permanent building. The new train house, five hundred and thirty feet long and one hundred and twenty feet wide, has been put under contract and is now well advanced. It is to be built almost wholly of brick, iron and glass. The foundations are of heavy masonry, on piles driven from thirty to forty feet, and cut off at half tide, so as to be always wet with salt water.

The roof is of wrought iron, in a single span of one hundred and twenty feet, without support, and lighted with glass at the top. It covers four lines of tracks, and two broad platforms of thirty-five feet width each. Plans are also made, and space left, for the future erection, as needed, of two additional side roofs, forty feet wide and five hundred and thirty feet long each, so that the train-house, when finally completed, will cover six lines of tracks, four platforms, and two carriageways.

The head-house, which is to stand between the train-house and Causeway streets, is not yet under contract, but is to be let out at an early day. It will contain ample waiting-rooms and other conveniences for passengers, and also the offices of the company. Its proposed extreme outside dimensions are about two hundred feet on Causeway street, by one hundred and thirty feet in depth.

This station, when completed, will, it is believed, be entirely satisfactory to our patrons, whose patience has been sorely tried by the former limited accommodations of the Andover street house, and will, in all respects, be sufficient to meet the wants of the road for many years to come.

THE NEW DEEP-WATER TERMINUS.

On the 17th of February, 1870, this corporation was authorized by the Legislature to construct a branch from its main line, near the Milk Row Station in Somerville, to the Mystic River Railroad, at a point near the crossing of the Boston and Maine and Eastern Railroads in the same town. It was further authorized by the same act "to purchase the Mystic River Railroad, and also to purchase and improve such lands, wharves, and buildings upon the line of said Mystic River Railroad, or near the terminus thereof, as may, from time to time, be deemed necessary to establish a freight and shipping depot near the deep waters of Boston Harbor."

This act was accepted at the last annual meeting; and in accordance with its provisions, a purchase has been consummated, from the Mystic River Corporation, of about thirty acres of land and not less than twenty acres of dockage. In this purchase is included a solid wharf, fronting on Boston Harbor, below all bridges, about eight hundred feet long by four hundred feet wide, and connected on three sides with broad docks.

The property and franchise of the Mystic River Railroad has also been conveyed to this corporation, and a bridge, three-fourths of a mile long, has been constructed from the Charlestown shore to the wharf. It is expected that the railroad now under construction from our main line to this property will be completed in May next. Upon its completion, and the erection of suitable structures upon the wharf, our facilities for the reception and delivery and transportation of water borne freight will not be excelled by those of any road in New England. In this wharf purchase the Nashua and Lowell Railroad hold a joint ownership of 31 per cent.

TARIFFS AND FACILITIES.

During the past year there has been an unusual demand for increased facilities for handling and moving freight, and much dissatisfaction has grown out of the inability of railroads to handle their coal traffic in such manner as to avoid demurrage to vessels. So far as we know, the difficulty in regard to coal has existed on other roads to fully as great an extent as on our own. The large increase of rolling stock which we annually make, has been counterbalanced by strikes at the mines, and other causes, by reason of which the coal has come to us in unmanageable fleets. The dry and cold seasons have also produced a demand for largely increased quantities of fuel. We hope, however, by continued effort, in furnishing more cars and more extended wharf accommodations, to remove this cause of complaint.

TREASURER'S BALANCE SHEET, SEPT. 30, 1871.

Road bed	$453,117 14
Superstructure	367,824 62
Land and land damages	560,047 46
Real estate and buildings	922,049 31
Bridges and culverts	119,557 16
Engineering	47,359 07
Engines	92,801 76
Passenger cars	34,204 75
Merchandise cars	56,388 85
Cash	126,456 38
Notes receivable	4,354 38
Trustee of sinking fund	441,236 23
East Cambridge Flats	72,708 64
Materials charged to Boston and Lowell and Nashua and Lowell Railroads	167,595 28
Suspense account	8,923 69
Lexington and Arlington Railroad	208,945 44
Stoneham Branch Railroad	48,900 00
Improvements in Winchester	6,657 93
Mystic River Quay	198,917 10
Mystic River Railroad	19,311 94
Nashua & Lowell R. R. Corporation	64,325 00
Improvements in Boston	293,758 99
Trustees of Lowell and Lawrence and Salem and Lowell Railroad Stock	299,388 00
	$4,614,779 07
Capital stock	$2,233,000 00
Bonds of 1853	37,000 00
Bonds of 1864	200,000 00
Notes payable	884,600 00
Unclaimed dividends and coupons	3,792 72
Salem and Lowell Railroad	3,187 50
Scrip dividend of 1866	366,000 00
Contingent fund	334,998 85
Coupons due October 1st	6,000 00
Dividend No. 70, "declared,"	89,320 00
Dividend on scrip	10,980 00
Instalments on new capital stock	446,900 00
	$4,614,779 07

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, J. G. Abbott, Wm. Minot, Jr., Hocum Hosford, Edward W. Codman.

Manager.—GEORGE STARK.

Superintendent.—John B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

☞ The Philadelpeia *Ledger*, of 27th ult., reports the net anthracite coal tonnage for the week ending on the 18th ult., from all sources at 421,448 tons, and for the year 6,287,475 tons, against 2,063,314 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,224,161 tons. The production of bituminous coal for the week was 57,882 tons, and for the year 803,247 tons, against 690,582 tons to the corresponding time last year—an increase of 112,665 tons. The total production of all kinds of coal for the week was 470,330 tons, and for the year 7,090,722 tons against 2 743,896 tons to corresponding time last year, showing an increase of 4,346,826 tons.

☞ The Chesapeake and Ohio Railroad is finished two hundred and twenty seven miles from Richmond, Va., to White Sulphur Springs, and on the west end one hundred miles from Huntington to Gauley Bridge; the remaining part of the road, one hundred miles, is now being vigorously pushed through by a force of 5,000 men, and will be completed by October, 1872.

Commerce of New York.

The foreign imports at New York for the month of April, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$18,516,940	$22,863,493
Do. for warehousing	12,023,501	20,310,346
Free goods	2,094 332	3,206,479
Specie and bullion	332,888	63,619
Total entered at port	$32,967,661	$46,443,937
Withdrawn fr. wareh'use	10,029,482	11,136,287

The foreign imports at New York for the four months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$72,321,008	$82,616,870
Do. for warehousing	49,400,058	65,371,388
Free goods	10,978,476	10,921,755
Specie and bullion	3,247,569	637,881
Total entered at port	$135,947,111	$159,547,844
Withdrawn fr. wareh'se.	44,416,476	46,268,490

The foreign imports at New York for the ten months ending April 30, were:

	1871.	1873.
6 months ending Jan. 1.	$156 339,208	$183,028,276
January	28,792,062	35,679,196
February	35,491,324	38,206,143
March	38,696,064	39,218,268
April	32,967,661	46,443,937
Total	$292,286 319	$342,576,120
Deduct specie	7,949,254	2,244,387
Total mdse	$284,337,065	$340,331,738

The duties received at New York for ten months ending with April, were:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74 078,181 75
January	12,010,020 67	13,317 086 82
February	12,258,147 69	14,710,928 08
March	15,305,799 14	14,095,994 24
April	12,535,090 06	13,948,999 00
Ten months	$119,838,242 31	$130 151,189 89

The exports from New York to foreign ports in the month of April, were:

	1871.	1872.
Domestic produce	$17,923,694	$16,118,266
Foreign free goods	97,823	64,958
Do. dutiable	908,557	906,560
Specie and bullion	9,593,029	4 499,518
Total exports	$28,523,103	$21,589,302
Do. exclusive of specie.	18,930,074	17,089,784

The exports from New York to foreign ports for four months from January 1, were:

	1871.	1872.
Domestic produce	$75,765,888	$66,647,319
Foreign free goods	292,138	544,846
Do. dutiable	2 588 998	3,293,811
Specie and bullion	23,334,186	9,726,141
Total exports.	$101,981,210	$80,212,117
Do. exclusive of specie.	78,647,024	70,485,976

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1871.	1872.
6 months ending Jan. 1.	$107,654,919	$119,604,290
January	18,837,876	18,951,004
February	18,739,742	17,915,169
March	22 139,332	16,530,019
April	18,930,074	17,089,784
Total produce	$186,301,943	$190,090,266
Add specie	64,685,061	32,037,065
Total exports	$250 987,004	$222,127,331

☞ The western extension of the Winona and St. Peter Railroad is to be finished this year to the Big Sioux river, 144 miles from New Ulm.

Pennsylvania Railroad Company.

The aggregate receipts of this company from the operations of its works, including the Philadelphia and Erie Railroad, for the years 1870 and 1871, have been as follows:

	1870.	1871.
Pennsylvania R. R. and branches	$17,531,706 82	$18,719,836 85
Philadelphia & Erie R. R.	3,144,044 71	3,542,263 73
Pittsb'g, Ft. Wayne & Chicago Railway	8,118,595 60	
Erie and Pittsburg Railway 10 m'ths	870,859 23	
Total gross earnings	$29,665,206 36	$22 262,100 58
Deduct expendit's.	23,265,317 51	15,365,697 07
Net earnings	$6,399,888 85	$6,896,403 51

The following exhibits the earnings and expenditures of the Pennsylvania Railroad and branches for the same years:

Earnings:	1870.	1871.
From first class passengers	$3,595,371 20	$3,719,264 36
From emigrant passengers	162,671 92	156,392 12
From U. S. mail	146,743 45	147,893 12
From express	310,785 78	362,349 90
From freight	12,793,160 47	14,052,204 51
Rent of property	126,999 08	77,411 79
Miscellaneous	395,974 92	204,221 05
Gross earnings	$17 531,706 82	$18,719,836 85
Expenditures for—		
Conducting transp.	$2 562 084 69	$4,039,751 60
Motive power	3 240,606 69	3 049,027 28
Maintenance of road	3 058 685 78	3,302,286 95
Maintenance of cars	1,186,945 17	1,202,521 74
General expenses	211,762 82	229,845 77
Total expenses	$11,260,085 15	$11,823,433 34
Earnings less exp.	$6,271,621 67	$6,896,403 51

The number of miles of single track in use on the road and branches, including sidings, at the close of each year was as follows:

	1870.	1871.
Main Line, including sidings	889.10	912.70
Branches owned	58.20	100.30
" leased	227.10	277.80
Private sidings and branches	51.60	57.50
Total length in miles	1,226.00	1,348.30

The number of locomotives on the road at the commencement of the years 1870 and 1871, was | 477 | 482
And at its termination | 482 | 514

The mileage of engines in each year, was as follows:

	1870.	1871.
Passenger engine mileage	2,472,434	2,601,502
Freight "	7,358,537	8,879,144
Distributing "	354,262	423,671
Total mileage	10,185,233	11,904,317

The number of cars on the road at the end of each year was as follows:

	1870.	1871.
Passenger	251	255
Baggage, mail and express	103	108
Freight and coal	7,392	8,232
Other cars (in maintenance department)	707	810
Individual cars	4,786	5,619
Total	13,239	15,024

The number and mileage of passengers carried was as follows:

	1870.	1871.
Passengers	4,352,769	4,699,985
Miles traveled	150,850,087	152,918,042

The tons of freight and the miles each ton was carried, was as follows:

	1870.	1871.
Merchandise	2,877,012	3,414,402
Coal	2,550,389	3,161,441
Fuel and other material	376,650	524,451
Total (tons)	5,804,051	7,100,294
Total tonnage moved one mile	825,979,682	1,011,892,207

General Account.

The General Account, showing the financial condition of the company December 31, 1870 and 1871, presents the following balances:

	1870.	1871.
Capital stock	$33,850,000 00	$41,339,475 00
Funded debt, viz:		
1st mort. 6 per ct. due in 1880	4,972,000 00	4,972,000 00
2d mort. 6 per cent. due in 1875	4,866,840 00	4,866,840 00
General mort. 6 per ct. due in 1910	15,784,500 00	18,604,500 00
Bonds due State 5 per cent.	5,924,716 63	5,758,905 40
Mortgages and ground rents	102,809 32	215,959 32
Short bonds 6 per ct. due in 1871	1,109,224 00	
Total capital and debt	$66,610,089 95	$75,757,679 72
Bills and accounts payable	4,962,733 83	11,060,503 33
Contingent fund	1,000,000 00	2,000,000 00
Balance	524,391 91	1,253,886 77
Total debit side	$73,097,215 97	$90,072,069 82
Cost of road and appurtenances	$14,217,968 11	$15,237,965 03
Philadelphia and Columbia R. R.	5,375,733 43	5,375,733 43
Equipment	6,974,191 22	7,458,101 14
Real estate and telegraph line	4,726,419 55	5,258,612 55
Extension of road to the Delaware River	2,482,594 69	1,279,718 55
Total	$33,806,907 00	$34,610,160 70
Harrisburg & Lancaster Railroad stock	829,750 00	808,406 05
Connecting Railway stock	1,277,350 00	1,277,350 00
Pennsylvania canal stock	1,101,156 00	1,101,156 00
Pennsylvania Company stock		6,317,902 55
Stock and bonds upon the line of railway between Pittsburg & Columbus	6,808,153 88	
Philad'lphia & Erie R. R. stock	779,637 26	779,637 26
Bonds and stocks of municipal and other railroad companies	13,438,740 03	22,312,885 72
Bills and accounts receivable	8,568,549 10	13,030,858 29
Bond and stock in sinking fund	2,433,433 35	2,433,433 35
Bonds representing contingent fund.		2,000,000 00
Fuel and materials on hand	2,221,146 33	1,794,619 33
Advanced to Philadelphia and Erie R. R.	225,534 14	627,165 93
Balance in hand of agents and treasurer	1,576,858 60	2,978,494 64
Total credit side	$73,097,215 69	$90,072,069 82

The following summary exhibits the condition of the capital account for the past seventeen years embracing the whole period since the completion of the line:

	Share Capital.	Bonds and Mortgages.	Total Amount.	Cost of Property.
	$	$	$	$
1855.	12,355,525	7,519,096	19,874,621	18,483,489
1856.	12,646,625	8,516,841	21,163,466	19,048,968
1857.	13,206,625	14,929,940	28,136,565	27,266,981
1858.	13,240,225	14,094,451	29,334,676	27,670,672
1859.	13,349,125	16,469,159	29,818,284	28,484,321
1860.	13,261,960	16,680,804	29,942,764	28,846,442
1861.	13,264,100	16,936,764	20,200,864	29,587,678
1862.	13,274,100	16,696,764	29,970,864	29,888,552
1863.	13,430,250	16,949,124	30,379 374	30,592,298
1864.	19 896,060	16,802 724	36 698,184	31,024,891
1865.	20,000,000	16,750,124	36,750,124	81,809,334
1866.	20,000 000	18,209,040	38,209,040	29,013,854
1867.	21,045,750	19,687,573	40,733,323	29,115,019
1868.	27,040,762	21,266,132	48,306 894	29,661,583
1869.	33,493,112	23,964 912	57,458,024	32,392,867
1870.	33,850,000	32,760,090	66,610,090	33,806 907
1871.	41,339,475	34,418,205	75,757,680	34,610,161

The earnings and expenses of the railroad and dividends for the same years have been as follows:

	Gross Earnings.	Operating & Repairs.	Profits on operations.	Divi-d'ds.
1855.	$4,270,070	$2,340,738	$1,829,277	6
1856.	4,720,124	2 814 568	1,905,626	6
1857.	4,855,659	3,000,743	3,854,826	3½
1858.	4,185,331	3,021,885	2,163,436	5½
1859.	5,362,355	2,130,733	2,231,617	6
1860.	5,932,701	3,636,659	2,296,042	5
1861.	7,300,001	3,653,063	3,646,938	6
1862.	10,304,291	5,431,073	4,873,218	8
1863.	11,891,415	6,780,000	5,111,413	9
1864.	14,759,058	10,693,944	4,065,114	10
1865.	17,459,169	13,270,058	4,189,111	10
1866.	16,583,883	12,790,909	3,792,974	9
1867.	16,340,156	12,080,299	4,259,857	6
1868.	17,233,497	11,860,984	5,372 513	8
1869.	17,250,812	12,203,268	5,047,544	10
1870.	17,531,707	11,260,085	6,271,622	10
1871.	18,719,837	11,823,433	6,896,403	10

Stock dividends, May, 1864, 30 per ct.; May, 1867, 5 per ct.; and May 1868, 5 per cent.

The company entered on possession of the Philadelphia and Erie Railroad on the 1st of February, 1862, since which date the earnings and expenses thereof have been as follows:

	Gross Earnings.	Operating & Repairs.	Earn'gs less Expenses.
1862*.	$425,687	$226 647	$199,040
1863.	725,670	336,596	389,074
1864.	1,131,148	838,594	292,554
1865.	2,074,140	1,746,052	328,088
1866.	2,541,052	2,086,975	454 077
1867.	2,333,760	2,010,873	322,887
1868.	2,804,250	2,067,001	737,249
1869.	3,262,705	2,368,209	894,496
1870.	3,144,044	2,577,728	566,316
1871.	3,542,264	2,782,973	759,291

* 11 months.

The officers and directors of the Pennsylvania Railroad Company, for the years 1872 and 1873, are as follows:

President.—J. Edgar Thomson.

Directors.—By the Stockholders; J. Edgar Thomson, Josiah Bacon, Wistar Morris, Washington Butcher, George Black, Pittsburgh, Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, John M. Kennedy, John Rice. By the City of Philadelphia; William Anspach, G. Morrison Coates, Alexander M. Fox. By the Board; Thomas A. Scott, Edmund Smith, Herman J. Lombaert, George B. Roberts.

Vice Presidents.—Thomas A. Scott, Edmund Smith, H. J. Lombaert, Geo. B. Roberts.

Treasurer.—Thomas T. Firth.

Secretary.—Joseph Lesley.

Philadelphia and Erie Railroad.

The operations of the Philadelphia and Erie Railroad for the years ending December 31, 1870 and 1871, have been as follows:

Earnings:	1870.	1871.
From freight	$2,459,154 52	$2,800,358 31
" passengers	606.438 31	607,878 94
" expresses	33,111 95	38,030 10
" mails	25,000 00	24,974 16
" incidentals	20,339 93	71,022 22
	$3,144,044 71	$3,542,263 73
Expenses viz:		
Conducting transp	$712,179 28	$751,360 36
Motive power	736,926 66	741,272 21
Maintenance of way	867,912 25	995,192 16
Maintenance of cars	260,710 23	295,148 07
	$2 577,728 42	$2,782,972 80
Net earnings	$566,316 29	$759,290 93

The Philadelphia and Erie proportion of earnings, being the difference between that charged to operating the road and the gross receipts, amounts to $759,290 93.

Compared with the previous year, the gross earnings of 1871 show an increase of $398,219 02; with an increase in expenses of $205,244 38—making the increase in net earnings $192,974 64. The increase in earnings has been as follows: freight, $341,203 79; passengers, $1,440 63; expresses, $4,918 15; incidentals, $50,682 29; with a decrease in mails of $25 84. The expenses increased as follows: conducting transportation, $39,181 08; motive power, $4,345 55; maintenance of way, $127,279 91; maintenance of cars, $34,437 84—the expenses being 78.2 per cent of the earnings.

The receipts of the Lewisburg, Centre, and Spruce Creek Railroad (included in the gross earnings of the Philadelphia and Erie Railroad) were: from passengers, $6,872 59; freight, $8,402 97—total, $15,275 56.

The expenses in maintenance of way department amount to $995,192 16, or 35.8 per cent. of gross expenses, and are in excess of those of 1870, $127,279 91, the increase being made up by cost of materials used in repairs of track. The following materials have been used during the year in construction and renewals: 8,929 tons iron rails; 1,115 tons steel rails; 217,115 pounds spike; 9,960 chairs; 40,108 stops chairs; 33,591 iron splices; 426 steel do.; 37 wooden do.; 193,162 cross ties; 131 sets switches; and 193 frogs. The extension of sidings has been 47,231 feet, or 8.945 miles.

The length of main line in use is 287.510 miles; sidings, 104.762 miles; private sidings, 13.007 miles—total, 405.279 miles.

The renewals of bridge superstructure for the year amount to 465 lineal feet of Howe truss, 66 feet of stringer bridges, 238 feet arching, and 114 feet of iron girder bridges.

The amount charged to conducting transportation is $751,360 36, an increase of $39,181 08 over that expended in 1870, and equal to 27 per cent. of total expenses. The increase of freight tonnage is 3.10 per cent. over that of 1870. The loaded cars passing Renovo show an increase of 17,752, and at Kane of 16,273 over those moved in 1870. The total tonnage moved one mile was 232,436,009, against 188,673 278 in 1870, an increase of 23.19 per cent. over that of previous year, equivalent to 807,069 tons over the whole length of road. The number of passengers carried one mile was 19,759.982, against 19,162,897 in 1870, an increase of 597,085, equal to 68,728 over the whole road, the total number carried during the year being 684,884. The average distance travelled by each person was 28.85 miles.

The motive power expenses for 1871 were $741,272 21, or 26.7 per cent. of gross expenses, an increase of $4,345 53 over that of previous year. The engine mileage in 1871 was as follows: passenger, 562,946; freight, 1,867,260; distributing, 108 205—total, 2,528,411, against 2,228,683 in 1870, an increase of 309,728, or 13.9 per cent. the cost per mile run was 29.2, against 33 06 cents in 1870. The freight engines show for each mile run 119.85 tons of paying freight to 111.10 tons in 1870. The engines in service number 126. The total average cost per 100 miles run was; for repairs, 7.94; for fuel, 7.32; for stores, 0.76—total, 16.02.

The amount charged to maintenance of cars is $295 148 07, or 10.5 per cent. of gross expenses, and are $34,437 84 in excess of previous year's expenses. The number of cars, on hand December 31, 1871, was: 40 passenger, 7 emigrant, 15 baggage, 5 express, 811 box, 43 cabooses, 100 stock, 1,615 gondola and 70 coal cars, and 307 cars in maintenance of way department—total, 3,014. The General Superintendant in his report says:

Shipments of coal from Robert's Run Mines, on the Danville, Hazleton, and Wilkesbarre Railroad, to points on Philadelphia and Erie Railroad, commenced February 27, 1871.

In August, 1871, the Dunkirk, Warren, and Pittsburgh Railroad was completed from Dunkirk, New York, and a connection was made with Philadelphia and Erie Railroad at Warren.

In September its through business, between the oil regions and the east, was passed over the Philadelphia and Erie Railroad between Warren and Irvington.

The Lewisburg Centre and Spruce Creek Railroad was extended to Mifflinburg, nine and two-tenths miles from Lewisburg, and was opened for business to that point November 1, 1871.

The Danville, Hazleton, and Wilkesbarre Railroad was completed, and road opened to Hazleton December 11, 1871, making a direct connection from the Lehigh coal fields with the Philadelphia and Erie Railroad.

Balance Sheet for 1871.

Amount of road and shop stock on hand, January 1, 1871	$432,907 14
Amount bills during 1871	2,278,025 38
Amount pay rolls during 1871	1,700,567 92
	$4,411,500 44
Conducting transportation (including amount due Philadelphia and Erie Railroad Comp'y)	$1,510,651 29
Motive power	741,272 21
Maintenance of way	995,192 16
Maintenance of cars	295,148 07
Individuals and Co,'s (Gen'l Supt's account)	484,723 02
Road and shop stock on hand, Jan. 1, 1872	384,513, 69
	$4,411,500 44

President.—Edward F. Gay.

Directors.—Edward F. Gay, J. Edgar Thomson, Wistar Morris, Joseph W. Gaskill, Jacob P. Jones, Josiah Bacon, Saml. T. Bodine, John M. Kennedy, Washington Butcher, Samuel G. Thompson.

Secretary and Treasurer.—George P. Little.

Gen'l Sup't.—William A. Baldwin.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,569	467,659	5,670,882
1870	413,104	394,176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756.250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,802	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563.400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747.942	702.691	767,508	946.707	932.683	754,671	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1.180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845.708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177.897	1,139,284	1,034.393	1,227,513	1,259,282	1,306338	1,037,964	773,494	12,203.403
1871	655,428	602,182	774,904	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918.342
1869	204,112	180,840	259,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7.181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738.530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125.065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	152,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	285,780	283,244	346,781	408.445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284.977	312,021	398,993	464,778	506,296	412,934	330.373	4,371.073
1868	343,316	304,315	326.880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,801	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,598	7,250 069
1870	396,171	382,823	377,571	443,132	740,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,648,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	294,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216.080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289.550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532.786	617,021	669,384	757,178	936,188	711.457	1,170,241	1,125,635	754.551	1,032.149	812,173	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	586,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965.358	903,974	864,637	693,104	873,153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735.082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,232	514,493	593,966	617,058	569,697	1,159,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,096	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,286	152,909	137,794	1,871,031
1871	145,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,064	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3.809,353
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	484,209	450,203	429,893	323,270	399,439	4,013.208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,577	434,284	4.252.343
1870	312,133	293,645	295,278	318,699	340,592	348,632	322,756	466.431	508,042	451,296	425,687	386,254	4,469,763
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528 529	503 139	539,238	706,603	802,586	746,450	643,058	664 061	728.521	719,698	570.168	606.053	7,654,004
1871	479,573	373,925	499,599	584,540	724,466	728,174	679,698	681,805	500,402	777,362	708,142	642,908	7,574,949
1872	373,930	581,115	666,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,692	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	25
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury.Mass'	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	115,633	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	....	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	....	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	103½
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	....	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	....	Elizabeth & Newark.....N.J.	224,749	206,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,005	36,059	6.0	50	49½	45½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	3.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	154,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.44	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	66	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,380	164,400	1,000	262,880	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10	30
Sept. 30,'70	3.82	80	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston). Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn). Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	74½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31,'70	3.40	....	....	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	25,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	62½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	9.38	680	82	Sixth Avenue (N.Y. City). N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	36,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	22	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20
Dec. 31,'70	3.60	....	....	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	o Troy &	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	8 900	3,010	4	100	100	....
Oct. 31,'70	3.53	40	16	Worcester.....Mass.	48,208	40,000	20,000	6,036	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M.& N.	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	100,000	7	J.& J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1877	...
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J.& J.	18—	....
Harl Br., Morris's & Fordh.: 1st Mortgage	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R.	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R.	300,000	6	J.& J.	1883	...
Philadelphia City: 1st Mortgage	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N.	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage	23,000	7	A.&O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J.& J.	1890	....
1st Mortgage	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1875	....
Real estate	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage	95,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1887	....
Watervliet. 1st Mortgage	120,000	7	J.& J.	1882	....
West Hoboken. 1st Mortgage	61,000	7	M.& N.	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage	20,000	6	A.&O	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,091,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '71 2½
Boston and Albany.....100	19,684,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,483,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J A. J.O.	Apl. '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref.50	752,700	— & —	.....
Cape Cod.....60	915,571	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey..100	15,000,000	J.A J&O.	Apl. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A J&O	Apl. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June'71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Chicago & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*...50	2,967,800	— & —	Apl. '72 10s
" " pref...50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*..50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*..50	7,494,588	F.M.A N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*...5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	.....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....50	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Rive.....50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.50	18,508,850	J.A.O.J.	Apl. '72 2½
Detroit & Milwaukee *...5	452,580	— & —	.....
" " pref.50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Easton (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '72 2½
" " pref.50	500,000	J. & J.	Jan. '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '68 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,640,000	J. & J.	Jan. '72 4
Georgia.....100	4,186,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '72 ‖
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster*.50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip..50	1,500,000	J.A. J.O.	Apl. '72 ‖
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top.50	616,000	— & —	.....
" " pref.50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf..50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	8,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...50	200.000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref.50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref..50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N C.) pref..100	111,000	M. & N	May 67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport.100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '72 ‖
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*.100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottav.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,208,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '72 $6
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70 3½
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Hester, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,220	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July '71 2
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....100	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston).....100	200,000	M. & N.	Nov.'71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '713
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)*.50	1,908,207	F. & A.	Feb'72 25c
" " (pref.).50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water...50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq....50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	8,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal...50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,725,000	6	Jan. & July.	1880	117
.. .. coupon	4,680,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. &- July.	1881	109½
Loan of July 1, and Aug. 3, 1861..... registered	125,174,100	6	Jan. & July	1881	117
.. .. coupon	64,147,100	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s)..... registered	35,158,200	6	May & Nov.	1882	113½
(5-20s)..... coupon	243,933,450	6	" "	1882	114
Loan of March 3, 1863..... registered	53,403,550	6	Jan. & July.	1881	117
.. .. coupon	21,598,450	6	" "	1881	119½
Loan of March 3, 1864 (5-20s)..... registered	2,387,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s)..... registered	35,211,650	6	May & Nov.	1884	113½
(5-20s)..... coupon	39,755,850	6	" "	1884	113½
.. .. (5-20s)..... coupon	40,170,900	6	May & Nov.	1885	113½
Loan of March 3, 1865 (5-20s)..... registered	120,128,350	6	" "	1885	115
.. .. (5-20s)..... coupon	63,660,350	6	Jan. & July.	1885	115½
.. .. 2d series (5-20s)..... registered	164,450,000	6	" "	1885	116½
.. .. (5-20s)..... coupon	92,438,050	6	Jan. & July.	1887	115½
.. .. 3d series (5-20s)..... registered	228,535,800	6	" "	1887	117½
.. .. (5-20s)..... coupon	13,214,500	6	Jan. & July.	1888	117½
.. .. 4th series (5-20s)..... registered	26,051,300	6	" "	1888	117½
.. .. (5-20s)..... coupon	138,357,750	5	Mar. & Sept.	1904	111½
Loan of March 3, 1864, (10-40s)..... registered	56,269,550	5	" "	1904	112½
.. .. (10-40s)..... coupon	121,936,350	5	F. M. A. & N.	1881	111½
Consols of July 14, '70 & Jan. 20, '71. registered	78,063,650	5	" "	1881	113
.. .. coupon	.....	4½	F. M. A. & N.	1886	....
Consols .. .. registered	.....	4½	" "	1886	....
.. .. coupon	.....	4	F. M. A. & N.	1901	....
Consols .. .. registered	.....	4	" "	1901	....
.. .. coupon	13 845,000	3	.....	Dem.	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	14 000,000	3	.....	Irred.	....
Navy Pension Fund of July 23, 1868..... (cur.)	678,000	4	.....	1875	....
Certificates of Indebtedness 1870..... (cur.)	64,623,512	6	Jan. & July.	'95-'99	117½
Pacific R. R. Bonds..... (currency)	400,770,521	nil.	.....	.....	....
U. S. Notes and Fractional Currency.....					
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	58
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	505,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,698	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	81½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R. Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	778,000	5	" "	1865	....
.. — .. .. .. converted	215,422	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	153,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.).....	761,816	6	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	693,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	108
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	108
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	32½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	20½
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868....	1,265,800	6	J. A. J. & O.	1888	32
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73
.. —*Funding Bonds	4,069,503	6	" "	"	73½
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. — .. Certificates	201,000	6	" "	71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'89	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,600,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	96
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	616,000	7	Jan & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	492,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	44½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	98
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	91½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	91½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	85
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	104
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	" "	" "	....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S.Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	107
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1915	98
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	335,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	86½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'97	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	101
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	97½
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	1900	83
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	51,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	86
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1864	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	349,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia	1875	....
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,653,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4.620.000	8	" "	" "	1896	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770.000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1868, (secd).	1,916 6:9	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 8, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Cad. & Ottawa R. R.)	150.867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.)						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.						
1st Mortgage	640,000	6	" & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	94½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	99
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1852	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year...gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264.	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510.	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96½
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,768	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,509,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.	700,000	8	Feb. & Aug.	" "	1892	82½
1st Mort.(Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,089,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage...gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv...gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage...gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¼
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,060,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,305,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	800,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	95½
S. Fund Bonds(LS& MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	97½
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Sheoleraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ati.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" " ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	380,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	99
1st Mort.of '70(reg.)tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	...
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	30,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1860	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")....	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	86,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1880	84
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	109
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	109
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" " ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" " ")	70,000	8	Feb. & Aug.	" "	1860	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	97½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	491,500	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91½
1st Mortgage (Minn. Cent)	297,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	235,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,754,000	7	May & Nov	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1893	....
Tennessee Loan bonds	1,278,9 0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	1 0,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1860...	2,000,000	7	May & Nov.	New York.	1889	81½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	3 0,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage ....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	...
New York Central:						
Debt Certif. & Premium Bonds.	5,936,620	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	99
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.&O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	94
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	95½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	554,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	97½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	590,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	86
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (B.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T.W.& W):						
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown(C.& A.):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	97½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and groupd rents	215 959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	98½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	150,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peorin and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	500,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	92½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,000	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	700,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W.& O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1899	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	82
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC.StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	98
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	786,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	96½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Chdr. R.R.)	$406.500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628.000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,735	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,800,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	90½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	93
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	"	1891	31
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome(R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.)	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	690,000	6	Jan. & July.	Baltimore.	1890	90
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	88
1st Mortgage (Pittsb, Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan & July.	N.Y. or Lond.	1855	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,688	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	95½
Convertible Loan	1,496,870	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						....
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	....
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	82½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	77½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	98
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	94
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	.....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	585.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	151
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	—	—	—	—	5,686,685	—	1,896,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	.....	000,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois.... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	—	....	—	—	50	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	396,035	100,000	68,790	872,600	800,500	188,652	80,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,066,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	71
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	324,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	140½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,670,059	.....	.....	....	.....	.....	.....	.....	.....	10	100	127
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	86½
Sept. 30, 1870	34.8	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela.,L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,588	158,096,552	4,393,514	1,881,297	8	100	108½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	6,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶.. California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,300	1,233,296	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,298	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	18,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,906,664	.....	.....	4,849,405	2 063,299	10	100	116½
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,058	Chicago, Burlington and Quincy.. Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	14,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	132½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	.....	1,500,000	1,000,000	.....	.....	73.0	(Re-organiza. of Cin. Peru & Chic.)'	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	.....	2,500,000	2,500,000	.....	.....	....	(Is now completed to Danv.)	.....	.....	—	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	.....	.....	.....	.....	3,916,000	810,000	.....	.....	.....	(Leased & oper. by C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	.....	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,498	10	100	72¼
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	.....	4,000,000	4,000,000	.....	.....	....	(Will be completed in 1871.)	.....	.....	—	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	68	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354,451	17,000,000	8,717,742	59,988	2,719,378		591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	109½
Jun. 30, 1871	270.0	—	8.6	—	.....	.....	.....	.....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....		....	(Will be completed in 1871.)	.....	.....	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	.....	.....	.....	345,000	500,000	.....	.....		.....	(Leased and oper. by North Missouri.)	.....	.....	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	.....		40.0	25,000	.....	.....	24,379	2,096	—	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874		60.1	.....	.....	.....	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	0.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....		.....	(Leased & oper. by Ind., Cin. and Laf.)	.....	.....	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,469	2,033,000	1,061,798	.....		123.0	.....	.....	.....	261,277	26,713	—	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....		—	(Leased & oper. by Kentucky Central.)	.....	.....	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....		—	(Leased & oper. by Ind., Cin. and Laf.)	54,000	6	—	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio.	.....	.....	.....	.....	.....	.....	.....	.....		132.1	(Reorganization of Cin.& Zanesville.)	.....	.....	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,462	700	81,009	382,600	615,000	21,294	.....		42.0	.....	.....	152,136	44,851	—	100	...
Jun. 30, 1870	165.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	.....		171.0	603,581	6,099,000	21,667,196	810,476	272,432	—	100	23¾
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365		390.4	2,609,033	27,294,924	148,876,519	3,328,281	980,044	7	100	92
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	.....	391,456	198,402	2,057,569	1,582,600	25,948	78,675		—	(Leased & oper. by Atl. & Gt. West'rn.)	.....	.....	—	7	50
Jun. 30, 1871	78.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	.....		76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg.....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192		225.0	1,157,478	19,488,051	46,807,404	2,763,741	1,137,430	10	100	91¾
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....		—	(Leas. & oper. by Pitts.C.&S.L.)	3,293,193	1,107,470	—	100	37¾
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....		69.8	244,386	.....	.....	372,229	210,914	—	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	.....	109,853	59,819		119.5	.....	.....	.....	.....	.....	10	50	16½
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....		—	(Leased & oper. by Concord.)	25,000	.....	7	100	15½
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947		143.3	387,464	6,268,110	8,578,675	695,587	283,665	6	100	93¾
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,864	319,422		53.4	.....	.....	(10 mos.	591,972	217,174	10	100	142
Dec. 31, 1870	—	—	—	44.0	...	...	...	....	Connecticut Valley.....Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	.....		—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	....	Connecticut Western.....Connecticut.	1,599,393	*	.....	.....	1,419,395	81,000	.....	.....		—	.....	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....		—	(Oper. by Phila. & Trent.)	.....	.....	—	6	100
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....		—	(Oper. by Northern N. H.)	.....	.....	—	—	50
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	.....	.....	.....	397,383	100,000	28,606	.....		17.0	26,032	424,327	191,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2 5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	.....	.....	300,000	.....	.....	.....		7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania.Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....		34.0	286,186	.....	(13 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802		74.0	247,970	.....	.....	566,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,454		27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	....	Danv., Hazleton & Wilkesbarre.....Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	.....		—	(Nearly completed at date.)	.....	.....	—	—	100
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa	1,018,000	*	.....	.....	258,000	850,000	.....	.....		—	(Being constructed at $26,000 per mile.)	.....	.....	—	—	100
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,988	.....		141.4	.....	.....	.....	1,062,406	395,011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	5	66	Dayton and Union .....Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	.....		31.8	.....	.....	.....	124,227	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....		—	(Leased & oper. by Little Miami.)	.....	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	.....	127,515	34,352	1,230,941	882,700	136,476	.....		110.5	(Leased & oper. by P.W.& B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....		115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	—	100	105¼
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....		106.0	(Leased & oper. by K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....		248.0	.....	.....	about	1,900,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2,547,359	7,539,048	236,812	.....		139.0	606,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....		57.0	(Leased & oper. by Mich.Cen.)	.....	.....	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....		14.0	(Leased & oper. by Me. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	.....	.....	.....	.....	.....	.....	.....	.....		33.5	(Leased & oper. by Phila., W. & Balt.)	.....	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	.....		—	(Leased & oper. by Boston and Miami.)	29,000	.....	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.	2,000 000	.....	.....	.....	500,000	1,000,000	.....	.....		—	(Under construction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	82,133	30,072		54.8	137,720	.....	.....	192,306	60,109	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,850,000	.....	.....	.....	5,000,000	850,000	.....	.....		—	(Leased & oper. by Ill. Cent.)	393,598	.....	—	100	70
Dec. 31, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....		—	(Under cons. to be completed in 1871.)	.....	.....	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	.....	.....	1,458,479	1,600,000	115,639	.....		....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000	.....	.....	.....	89,000	175,000	.....	.....		—	(Leased oper. by Pennsylvania.)	.....	.....	—	7	50
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	.....		—	(Leas. & oper. by Phila. & Reading.)	.....	.....	—	50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	.....	.....	.....	1,309,200	495,900	.....	.....		—	(Leas. & oper. by Phila. & Reading.)	.....	.....	8	30	82
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957		270.0	.....	.....	.....	1,278,864	435,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	189,542		114.5	850,699	.....	(30 mos.	1,462,770	443,274	—	100	103¾
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....		28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore ¶.....Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....		—	(Leas. & oper. by P. Wil. & B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Creson.....Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....		—	(Leas. & oper. by Pennsylvania.)	.....	.....	—	7	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....		48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....		93.0	(No returns—road incomplete.)	.....	.....	—	5	50
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....		—	(Leas. & oper. by N. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....		—	(Leas. & oper. by N. Central.)	165,800	.....	14	50	...
Sept. 30, 1870	469.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	5,440,588	582,648	.....	83,536,900	23,398,800	.....	.....		845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,001	—	100	64¼
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,690	.....	.....		101.7	(Leas. & oper. by Pennsylvania.)	.....	.....	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	.....	520,700	3,000,000	.....	.....		58.0	98,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,364	522,377		142.0	396,858	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	.....		90.0	(No returns of operat'n.)	.....	.....	—	—	100
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	....	Evansville, Terre Haute & Chi..Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....		31.0	(Con'c'nced oper. in Jan. 1871.)	.....	.....	—	34	50
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	160,000	150,000	20,450	.....		5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	.....	.....	.....	90,000	.....	35,800	.....		—	(Leased & oper. by Pbg. & Connellsv.)	.....	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....		93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	138¼
Dec. 31, 1871	13.0	—	1 0	—	—	—	—	—	Flemington.....New Jersey.	393,781	.....	.....	.....	150,011	100,000	143,720	.....		13.0	(Oper. by Belv. & Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	851,158	202,081		100.0	304,702	.....	.....	502,647	232,010	—	100	...
Dec. 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....		154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,800,000	.....	.....		100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....		109.0	(Opened for traffic in fall of 1870.)	.....	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	.....	.....	.....	80,000	14,000	65,632	.....	"	—	(Oper. by Phila. & Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	.....	99,267	.....		23.0	69,544	.....	.....	62,912	5,664	—	100	...
Apr. 30, 1871	—	—	—	80.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,000	250,000	.....	.....		—	(Rapidly approaching completion.)	.....	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	.....		84.0	(Re-organ. of Buff. Bay., Braz. & Colo.)	.....	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008		52.0	(Oper. by Receiver.)	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156.000	*	1,316,844	246.144	4,200,800	211,236	625,953	.....		232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....		11.7	31,940	51,156	88,264	30,356	10,950	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	*Grand Rapids and Indiana*.....Indiana.	202.0	—	10.1	150.0	...	...	...	....	4,590,525	*	.....	.....	1,590,525	3,000,000	.....	.....	....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	...
May 31, 1871	Grand River Valley.....Michigan.	94.0	—	4.7	—	—	—	—	—	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased and oper. by Mich'gan Central.)	.....	.....	.....	.....	—	100	...
Nov. 30, 1870	Grand Trunk ¶.....Canada.	861.0	516.0	344.3	—	326	219	89	3,773	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	Great Western ¶.....Canada.	229.0	146.0	37.5	105.0	140	129	42	1,846	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	Greenville and Columbia ¶ ...S. Carolina.	143.3	21.0	4.1	—	27	14	2	69	3,060,963	*	.....	.....	1,510,968	1,803,312	250,000	.....	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	Hannibal and Naples.....Illinois.	46.0	6.0	2.0	—	—	—	—	—	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Western	.....	.....	.....	.....	—	100	...
Jun. 30, 1871	Hannibal and Central Missouri.Missouri.	70.0	—	—	—	—	—	—	—	1,550,000	.....	.....	.....	450,000	1,100,000	.....	.....	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	...
Aug. 31, 1870	*Hannibal and St. Joseph* ¶.....Missouri.	207.0	68.0	27.5	—	79	42	7	1,247	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	40½
Sept. 30, 1870	Harlem Extension .....New York.	114.0	2.0	5.2	—	4	—	—	—	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	.....	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	Harrisburg and Lancaster..Pennsylvania.	36.0	18.0	17.0	—	—	—	—	—	1,882,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	104
Nov. 30, 1870	Hartford and New Haven....Connecticut.	62.0	13.5	33.2	—	32	30	18	584	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	Hartford, Prov. and Fishkill ¶.Conn. & R.I.	122.4	0.8	16.9	—	25	35	17	371	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,386	888,755	121,394	—	100	...
Dec. 31, 1870	*Hastings and Dakota*.....Minn.	30.0	—	1.0	270.0	2	1	1	21	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Housatonic .....Connecticut.	74.0	—	10.1	—	12	13	8	285	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	Houston and Texas Central ¶.....Texas.	170.0	50.0	7.2	245.0	30	17	10	700	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	Huntingdon and Broad Top Mt....Penn.	44.0	14.8	12.5	—	17	4	3	48	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	*Illinois Central* .....Illinois.	560.9	146.5	114.6	—	187	103	44	4,224	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	136
Dec. 31, 1870	Indiana and Illinois Central....Ind. & Ill.	—	—	—	151.0	.....	.....	.....	.....	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	.....	(Under construction on at $35,000 p.m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Ind., Bloomington & Western..Ind. & Ill.	202.5	—	14.0	—	26	14	8	500	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	...
Jan. 30, 1870	Indianapolis, Cin. and Lafayette..Indiana.	179.0	—	20.0	—	52	40	12	1,020	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	Indianapolis, Peru and Chicago..Indiana.	75.0	—	4.0	—	12	10	6	280	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Indianapolis and St. Louis.....Indiana.	72.0	—	13.2	—	56	35	15	1,018	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,783,944	647,946	—	100	...
Dec. 31, 1870	Indianapolis and Vincennes.....Indiana.	114.0	—	3.2	—	—	—	—	—	4,600,000	.....	.....	.....	1,450,000	3,150,000	.....	.....	114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	...
Apl. 30, 1871	Ionia and Lawrence.....Michigan.	56.0	—	2.0	—	—	—	—	—	2,070,000	.....	.....	.....	1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	*Iowa Falls and Sioux City*.....Iowa.	183.7	—	3.0	—	—	—	—	—	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	—	(Leased & oper. by Ill. Cen.)	.....	.....	.....	.....	—	100	...
Mar. 31, 1871	Iron .....Ohio.	13.0	—	2.1	—	3	2	1	107	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	....	140,672	49,235	.....	.....	.....	—	100	...
Dec. 31, 1870	Ironton.....Pennsylvania.	11.0	—	2.0	—	2	—	—	—	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	13.0	98,518	9,335	.....	.....	.....	—	100	...
May 31, 1871	Ithaca and Athens .....New York.	—	—	35.0	—	—	—	—	—	268,386	.....	.....	.....	286,730	.....	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
Dec. 31, 1870	Ithaca and Cortland.....New York.	22.0	—	1.1	—	2	2	—	10	330,000	*	.....	.....	330,000	.....	.....	.....	—	(In course of construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	*Jackson, Lansing and Saginaw*..Michigan.	116.0	—	10.0	—	13	12	4	152	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	Jacksonv., Pensacola and Mobile..Florida.	190.0	25.0	3.9	60.0	14	6	4	136	.....	.....	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Jeffersonville, Madison and Ind..Indiana.	110.0	51.0	16.1	—	37	28	15	549	6,027,342	*	751,640	600,008	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Joliet and Chicago.....Illinois.	37.7	—	10.1	—	—	—	—	—	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased & oper. by Chicago & Alton.)	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	Joliet and Northern Indiana....Ill. & Ind.	44.6	—	11.3	—	—	—	—	—	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	7	100	92½
Jun. 30, 1870	Junction (Cinc. and Ind.).....Ohio & Ind.	98.0	25.0	5.6	—	16	12	6	244	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	.....	123.0	.....	.....	.....	.....	.....	8	100	...
Oct. 31, 1870	Junction (Phila.).....Pennsylvania.	4.6	—	1.0	—	—	—	—	—	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	18,020	.....	(14 mos.	261,277	26,713	—	100	...
Mar. 31, 1871	Junction and Breakwater.....Delaware.	42.0	—	2.0	—	...	...	...	....	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	134,035	57,766	.....	.....	.....	—	100	...
Jun. 30, 1871	Kalamazoo, Allegan & G'd Rapids..Mich.	58.0	—	6.3	—	—	—	—	—	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Recently completed.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Kalamazoo and South Haven.....Mich.	32.0	—	1.3	—	—	—	—	—	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	.....	.....	6	100	...
Dec. 31, 1870	Kansas City, St. Joseph & Co. Bluffs. Mich.	203.0	61.0	13.2	—	21	23	5	264	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	...
May 31, 1871	Kansas City and Santa Fe.....Kansas.	32.0	—	—	68.0	...	...	...	....	.....	.....	.....	.....	.....	.....	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	...
Dec. 31, 1870	Kansas Pacific.....Kansas & Col.	638.6	34.0	29.3	—	76	42	15	924	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	.....	551.5	(Under construction.)	.....	.....	.....	.....	—	100	...
May 31, 1870	Kentucky Central.....Kentucky.	90.0	—	11.0	—	17	18	6	300	.....	.....	.....	.....	.....	.....	.....	.....	—	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
Jun. 30, 1871	Keokuk, Iowa City & Minnesota...Iowa.	—	—	—	135.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Knoxville and Charleston ¶...Tennessee.	16.0	—	—	37.0	2	—	—	13	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Knoxville and Kentucky ¶....Tennessee	31.0	—	1.3	34.0	2	2	1	10	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lackawanna and Bloomsburg .....Penn.	80.0	—	27.5	—	25	7	4	1,801	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lafayette, Bloomington & Miss...Illinois.	—	—	—	85.0	.....	.....	.....	.....	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lafayette, Muncie & Bloomington ...Ind.	—	—	—	115.0	.....	.....	.....	.....	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	...
Jan. 30, 1870	Lake Erie and Louisville ....Ohio & Ind.	37.0	—	3.0	138.0	7	2	1	35	1,342,500	31,910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	539.9	473.1	269.8	—	299	178	69	6,007	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13,467,541	5,088,720	8	100	94½
Sept. 30, 1870	Lake Ontario Shore Line.....New York.	—	—	—	148.8	.....	.....	.....	.....	.....	.....	.....	.....	4,000,000	.....	.....	.....	.....	(Under construction on at $33,000 p. m.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lake Superior and Mississippi.....Minn	156.0	12.0	8.3	13.0	11	9	4	359	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lawrence .....Pennsylvania.	17.4	—	1.0	—	—	—	—	—	619,944	.....	.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Pbg. Ft. W. & Chi.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Leavenworth, Lawrence & Galv..Kansas.	109.0	33.0	11.0	25.0	16	12	6	250	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	Lehigh and Lackawanna.....Penn.	15.0	—	1.0	21.0	—	—	—	—	715,100	.....	.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Lehigh and Susquehanna...Pennsylvania.	105.0	61.7	78.5	—	73	15	10	5,800	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)				18,159,400	5,588,000	414,417	.....	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	Lehigh Valley.....Pennsylvania.	101.0	98.5	199.6	—	158	36	16	6,996	18,338,287	*	.....	.....	.....	.....	.....	.....	208.5	.....	13,207,248	39,606,988	5,038,167	2,320,760	10	50	118½
Dec. 31, 1870	Lexington and St. Louis.....Missouri.	—	—	55.2	—	...	...	...	....	.....	.....	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)	.....	.....	1,840,229	549,776	7½	100	100
Jun. 30, 1870	Little Miami and Col. & Xenia .....Ohio	119.5	76.5	63.5	—	47	38	20	710	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	ar complet.	ion.)	—	100	...
Dec. 31, 1870	Little Rock and Ft. Smith.....Arkansas.	80.0	—	....	73.0	10	4	2	150	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is ne	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Little Rock, Pine Bluff & N. O. Arkansas.	18.0	—	....	92.0	...	...	...	....	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	...
Nov. 30, 1870	Little Schuylkill .....Pennsylvania.	28.3	3.0	19.9	—	—	—	—	—	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Read'g.)	Phila. &	.....	271,651	64	50	...	
Dec. 31, 1870	Logans., Crawfordsv. & S.W.Indiana. Ind.	25.0	—	....	67 0	3	3	—	18	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	6	100	95½
Sept. 30, 1870	Long Island.....New York.	94.6	64.0	15.8	....	22	43	9	244	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	100	...
Jnn. 30, 1871	Louisiana and Missouri River.....Mo.	51.0	—	....	200.0	—	—	—	—	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	50	72
Jun. 30, 1870	Louisville, Cincinnati and Lexington. Ky.	93.5	77.6	16.8	—	26	27	14	270	6,820,351	*	154,941	50,719	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	...
Jun. 30, 1870	Louisville and Nashville.....Ky.	185.0	196.6	38.5	72.0	76	45	29	1,177	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,380,615	22,815,518	2,964,659	1,142,133	7	100	74
Dec. 31, 1870	Louisville, New Albany & Chicago...Ind.	289.0	—	9.0	—	34	15	8	372	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	Louisville New Albany & St. L. Ind. & Ill.	10.0	—	—	102.0	—	—	—	—	364,170	.....	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	...
Sept. 30, 1870	Lowell and Lawrence.....Massachusetts.	12.4	—	2.4	—	2	3	1	20	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	18	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,858	222,040	—	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	217	Macon and Western	Georgia.	.....	.....	.....	.....	—	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	261,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	—	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	—	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	—	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	—	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	—	—	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	—	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	—	—	—	—	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	—	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	—	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	—	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	—	—	—	41,048	880,000	.....	.....	56.5	Commenced operations Aug 29, 1870.)			.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	—	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	806,044	265,091	—	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	57½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	—	3,856,456	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	.....	7½	50	107
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	—	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	—	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	—	—	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.	Kansas.	10,400,000	*	—	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	—	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	—	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	—	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	94½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68,675	—	720,000	—	—	144,453	43.2	224,938	7,499,849	8,191,427	411,980	83,472	10	100	141
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	—	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	—	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	—	.....	.....	.....	—	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	67.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	—	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	—	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	—	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	—	850,000	2,200,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	196	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	38.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	—	7,295,200	850,000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	125½
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	9	181	New Jersey Southern	New Jersey.	5,600,000	*	967,000	.....	—	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	27
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	—	—	—	3,000,000	3,000,000	.....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	—	1,003,500	651,500	72,500	—	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	—	4,200,000	4,500,000	1,000,000	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	—	—	—	—	—	—	—	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	—	—	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	460	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,322	.....	.....	—	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	96½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	—	8,500,000	6,072,840	645,500	.....	132.9	887,941	25,532,866	19,602,827	2,709,077	997,389	8	100	124½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	—	221,700	141,500	33,400	—	5.1	10,800	88,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	—	7,500,000	1,061,500	229,665	1,037,018	62.3	.....	.....	.....	2,318,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	—	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	899,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	—	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	—	—	—	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	—	4,000,000	553,418	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	—	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	—	—	—	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	—	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	—	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	102
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	—	5,000,000	8,217,000	2,036,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	77
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	—	3,068,400	115,000	138,426	268,792	82.6	444,771	6,485,927	21,357,261	689,628	256,272	8	100	111
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	350,000	—	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	1732.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	—	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	—	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	89
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,607	2,064,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	46½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,166	.....	.....	4,259,450	3,170,000	.....	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	73½
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	263,660	4,959,020	2,879,000	107,600	418,269	—	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	118
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	—	292.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,312	—	—	—	—	793,400	201,000	—	—	43.9	130,139	3,709,850	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,764,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	114
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leased	and oper.b	y Erie.)	.....	26,500	5	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'ltn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by C	m.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,631,707	6,271,222	10	50	116½
Nov. 30, 1870	105.0	1.6	21.6	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	.....	.....	1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581			.....	2,00,000	2,000,000			90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*	.....	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	.....	62,590	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †....Pennsylvania.	21,601,865	*	.....	.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	8.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	†1369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	172½
Dec. 31, 1870	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	.....	.....	.....	1,259,100	.....	.....	.....	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	120½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	126½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	—	5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,588		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	.....	.....	19,714,286	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505 000	76,319		—	(Leas.&	oper.by Bo	s.& Alb'y.)	.....	27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	.....	.....	993,100	1,222,848	268,519		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250.000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,369,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500.000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	134
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	.....	.....	170 000	200,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	.....	.....	483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	94
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*	.....	.....	437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*	.....	.....	600,000	800,000	.....		—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,163,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600.87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285.392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina	1,440,321	*	.....	.....	650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,016	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	482,612	*	.....	.....	427,402	.....	.....		22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	656,026	*	.....	.....	557,560	70,000	.....		—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	235,235	*	.....	.....	250,844	.....	.....		20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	125,304	52,801	20	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	1,106,473	*	.....	.....	1,256,936	12,000	7,602		.....	8,314	246,724	123,606	1,324,943	475,270	10	100	95
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....		239.0	.....	10,016,552	19,603,470	20,662	17,378	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	1,189,969	297,492	—	100	15
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	.....	.....	.....	.....	10,000,000	6,000,000	.....		112.0	(Under	constructi	on.)	83,429	35,530	4	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....		209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....		—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	10,000,000	4,000,000	.....		201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....		—	(Leas.&	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	.....	.....	.....	.....	7,250,000	3,250,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....		—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....		—	(Leas. &	oper.by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....		—	(Leas.&	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas.&	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	910,350	2,307,000	.....		116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	300,000	40,000	.....		(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	—	25,479	65,882	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	140,901	.....		—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
														576,050				—	(Leas.&	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	93
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	....
Erie, preferred	8,536,910	7	7	84
Evansville and Crawfordsville pref.	100,000	...	...	83½
Hannibal and St. Joseph, pref.	5,078,224	....	....	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	61
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	....	27
" " 2d pref.	4,051,744	6	....	14½
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	....	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	78½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	64
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,596	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	124½
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	...	6	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	6,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	47 50 @ 53	—
Pig, American, No. 1		50 — @ 52	—
Pig, American, No. 2		49 — @ 50	—
Pig, American, Forge		47 — @ 48	—
Bar, Refined, English and American		— — @105	—
Bar, Swedes, assorted sizes	(gold).	85 — @100	—
		Store Prices.	
Bar, Swedes		125 — @135	—
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in.		110 — @ —	—
Bar, Refined, 1¼ to 6 by ¼ & 5-16 & 2½ to 2¾ rnd. & sq.		115 — @ —	—
Bar, Refined, 1 & 1¼ by ¼ & 5-16		117 50 @ —	—
Large Round		122 50 @127 50	
Scroll		122 50 @152 50	
Ovals and Half-round		127 50 @137 50	
Rand		— — @122 50	
Horse Shoe		120 — @130	—
Rods, ⅜@3-16 inch		115 — @155	—
Hoop		135 — @177 50	
Nail Rod	per lb.	— — @ —	8
Sheet, Russia, as to assortment	(gold)	— — @ —	19
Sheet, Single D. and T. Common		— 6¾@ —	7¾
Sheet, Doubles and Trebles, Charcoal		— 7¾@ —	9
Sheet, Galtanized		List. 15 per ct.disc.	
Rails, English	(gold) per ton.	72 — @ 73	—
Rails, American, at Works in Penna.	c'y.	82 50 @ 85	—
Anvils, (Eagle)	per lb currency.	— 9 @ —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).	per lb.	— 16½@ — 18½
English Spring (2d and 1st quality)		— 7½@ — 10½
English Blister (2d and 1st quality)		— 10½@ — 17½
English Machinery		— 11½@ — 13½
English German (2d and 1st quality)		— 10½@ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11½
American Machinery		— 10 @ — 10
American German		— — @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @	5 75
Cut, 8d. and 9d.	— — @	6 —
Cut, 6d. and 7d.	— — @	6 25
Cut, 4d. and 5d.	— — @	6 50
Cut, 3d.	— — @	7 25
Cut, 2d and 3d. Fine	— — @	8 —
Cut Spikes, all sizes	— — @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @	7 75
Clinch, Kegs	7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21 @	— 33
Copper	— — @	— 45
Yellow Metal	— 30 @	— 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb. — 50 @	— 51
Straits	(gold). — 38 @	— 39
English	(gold). — 38 @	— 39

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 13 50 @14 —	15 25 @ 16 50
I. C. Coke	12 25 @13 25	14 — @ 15 —
Coke Terne	10 50 @10 75	12 — @ 12 50
Charcoal Terne	12 25 @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13 @	— —
Crude, 40 @ 47 gravity (in shipping order)	— 17 @	— 17½
Refined, Standard White (in ship'g order)	— — @	— 23
Refined, S. W. (in jobbing lots)	— — @	— 24
Refined, S. W. (in tin)	— 28½@	— 29
Naptha, Refined, (65 @ 73 gravity)	— — @	— 18
Residuum	per bbl. 4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 29 @	— 30
Copper, Chile Pig	— 32½@	— 33
Copper, American Ingot	— 33 @	— 33½
Yellow Metal, New Sheathing and Bronze	— — @	— 30
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails	— 30 @	— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb. 6 50 @	6 62½
German	(gold) 6 50 @	6 62½
English	(gold) 6 62½@	7 12½
Bar	— — @	8 75
Pipe	— — @	10 50
Sheet	— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. —	@ 8 —
Liverpool Gas Cannel	— —	@12 —
Liverpool House Cannel	— —	@17 —
Anthracite	per ton of 2,000 lb. 4 —	@ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Canton Co.	93	....	93	....	....	....
Central Pacific 6s.	103½	...	....	103½	104	
Central of N. Jersey.	109	....	109	108½	....	108½
Chicago & Alton	....	....	116½	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	107
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	75¾	75¾	74¾	74¾	74	72½
" pref.	....	94	....	94	....	93
" 1st M.	101	....	....	101	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	97	97¼	....	....	98
Chic., Rock Isl. & Pac.	111¾	111½	110¾	110¾	110¾	109¾
Chi., R. I. & Pa. 7s, 1896	....	....	104½	104½	....	....
Clev., Col., C. and Ind.	....	92½	....	92½	93	92
Clev & Pittsburg guar.	91	91	91½	91½	91	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	97½	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	103½	....	....	....
Col., Chi., & Ind. C.	42	41	40¾	40	39¾	37½
" 1 M.	90½	90¾	....	90½	....	90½
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	120	119½	120	....	....	120
Del. Lack. & Western	107½	107	107½	....	....	105½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	70¾	69½	69	68¾	66¾	64½
" pref.	84	....	84	83¾	83¾	
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	100	....	....	....	....	100
" 4 M. 7s, 1880	....	....	95	95¾	94¾	
" 5 M. 7s, 1888	....	96	....	95¼	....	....
Great Western 2d mort.	89½	....	....	....	....	....
Hannibal & St. Joseph.	42½	42½	41¾	41¾	41½	40½
" pref.	62	62	....	....	....	61
" 8s, conv.	92	....	....	....	92	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	137	136	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95¼	95¾	95	95	95¾	94½
Lake Shore Div. bonds.	95¾	....	....	....	96¼	95½
Marietta & Cin. 1st pref.	27½	....	....	....	....	27
" 2d pref.	....	....	....	....	....	....
Michigan Central	116¾	117	117¼	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	97½	97¾	....	97¾
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	3	....	2½	....
Milw. and St. Paul.	58	57½	57½	57½	57½	57¾
" pref.	....	....	78½	79	78½	
" 1st mort.	96	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	107	....	....	....	....
" 7 3-10s con.	....	....	....	98	....	....
Missouri 6s.	96½	96½	....	96½	....	....
" H. & St. J. 8s	93½	....	....	....	....	....
Morris and Essex	94¾	94¾	94½	....	....	94¾
" 1st mort.	....	....	....	105	....	....
" 2d mort.	....	....	99½	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	92½	....	92½	....	....	....
" 6s, S.F. 1887	94	94	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98¾	97¾	97¾	97½	96½
" certificates.	93½	93½	....	93	93½	92½
N. York and Harlem	128	125½	....	127	124¾	...
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old.	....	....	....	32½	....	....
" new	....	....	20	20½	....	20½
Ohio and Miss.	47½	48½	48¼	47¾	47½	46½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	78¾	77½	77¾	73	75¾	73½
Panama	118½	114	116	116	....	114
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	97	97	....	96½	....	....
" 1 M.	106	....	....	....	....	....
" 2 M.	102	....	102	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	35¾	30	30½	31	34½	35½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	99½	....	....	....	....	....
" 2 M. pref.	....	....	....	91	....	....
" Income bds.	81½	82	....	....	....	....
Tennessee 6s, old.	73½	73	73	73½	73½	73
" new.	73	73	73	73½	....	....
Tol., Wab. & Western.	75¾	75¾	75¾	....	....	75¾
" pref.	....	....	....	....	....	....
" 1 M.	....	98	....	98	....	....
" 2 M.	....	....	....	93½	....	....
" Equipment.	....	....	....	....	....	86
" St. Lou. Div.	92	92	....	....	92	....
Union Pacific.	39½	40¾	40¾	39½	39½	38½
" 1st mort.	92½	92½	92½	92½	93	93
" L. Gt. 7s.	81¾	81¾	81¾	81¾	81¾	81
" Inc. 10s.	87	87	....	87	....	86½
Virginia 6s, old.	....	....	....	....	....	....
" new.	....	....	....	....	....	....
" consol.	56½	56¾	....	56	....	
" def. cert.	....	17	17	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS :—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	111	111¼	111⅜	111⅜	....	....
U. S. 5s, 10-40s, coup.	111¼	....	112¼	112½	112½	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	112¼	....	112⅞	112⅝	113	....
U. S. 6s, 1881, reg.	117	116½	117¼	117¼	....	....
U. S. 6s, 1881, coup.	118⅜	....	119¼	119¼	119⅜	....
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113⅜	....	113⅞	....	114	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	. ..	113⅜	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114⅛	....	....	....	115	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	115½	116	116½	116½	....	....
U. S. 6s, 5-20s, reg. '67	115½	116	....	116¼	....	....
U. S. 6s, 5-20s, c. 1867	116⅛	116⅜	116⅜	117⅛	117⅜	117⅜
U. S. 6s, 5-20s, reg. '68	116⅜	....	....	....	....	117½
U. S. 6s, 5-20s, c. '68	116½	116⅜	116⅜	....	117⅛	117⅛
U. S. 6s, Pac.RR.issue	117	....	117½	117½	117⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Catawissa preferred	....	45½	....	....	45⅝	....
Camden and Amboy	126⅜	126⅜	....	....	....	126⅜
" 6s, 1875	....	98	98	....	98	....
" 6s, 1883	....	....	91	....	91½	....
" 6s, 1889	....	....	....	....	91½	....
" mort. 6s, '80	....	93½	93⅜	....	93⅝	91½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	44½	44½	43⅝	43¾	....
" 6s, 1884	....	90½	....	90¼	....	....
" Gold L.	....	95	95	....	93½	95¼
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	....	59½	59½	59½	59¾	59½
" 6s new coup.	....	....	....	99	....	99
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	47	47½	....	47⅝	....
" 7s	....	....	....	....	....	....
Minehill	....	....	53½	53½	53¾	....
Morris Canal	....	....	50	50	....	....
" pref.	....	....	124½	....	....	....
North Pennsylvania	....	50½	....	50¾	51	....
" 6s, 1880	....	102	102	....	....	....
" 7s	....	....	95½	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	38⅜	38½
Oil Creek & Alleg. Riv.	39½	39½	39½	38	38¼	38½
" 7s	....	79	....	79	....	....
Pennsylvania R. R.	57⅞	58	58	57⅞	58	58⅛
" 1st M.	....	....	101½	....	....	....
" 2d M.	97⅛	....	....	....	....	....
" Gen. mort.	94½	....	....	95	....	....
" " reg.	93½	....	93½	....	93¾	....
Penn. State. 6s, 1st series	102	....	....	....	....	....
" 6s, 2d series	....	....	....	....	105½	105¼
" 6s, 3d series	....	....	....	107	....	....
Philadelphia City, 6s	97	97½	98	98¼	....	98½
" new	101⅜	101⅞	101⅝	101⅞	101⅝	102
Philad., Germ. & Nor.	....	....	....	....	86½	....
Phila. & Reading	59⅜	60	60	60	60	60
Philadelphia and Erie	....	....	....	....	28⅛	28½
" 6s	....	....	....	....	....	....
" 7s	92⅜	....	....	92⅜	....	92¼
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	79¾	79¾	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	20½	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	47	....	....	....	....	....
2d and 3d streets	....	63½	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875.	99½	....	99¾	....	....	100
" 1886	....	....	101	....	....	....
" 1890	100½	100½	....	....	100¾	....
" 1884	....	....	....	....	....	100½
" 1900	....	....	....	....	....	100½
Balt and Ohio	....	151	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	..
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	98½	....	....	98½	98⅜	....
" 2d M.	89	89½	....	....	....	....
" 3d M. 8s	....	....	84½	84½	84	....
Northern Central	38¾	....	....	38¾	39	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	87	87½	....	....	....
Pittsb. & Connellsv. 7s	95½	....	95½	95⅝	95½	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	57	....	56¾	....	....	....
" Defer. Certif.	....	....	....	....	17½	17
City Passenger R R.	25½	25	....	....	....	25

Boston Stock Exchange.

Actual Sale Prices for the week ending May 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
Boston and Albany	148½	....	148¾	148¾	148¾	149
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	141	140¾	....	140¾	140¾	
Boston and Providence	....	....	....	....	151	
Boston, Hartford & Erie 8	8	8	....	....	....	....
" 7s, new	46½	46	44½	44½	44½	
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	....	133	....	....	132¼	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	142	
Eastern	105⅜	103½	104½	103¾	103¼	
Fitchburg	....	138⅜	138½	....	138⅜	
Manchester & Lawr'ce	....	....	....	....	150½	
Michigan Central	117½	....	117⅜	116½	117⅛	117⅜
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	89	89	....	....	89	
" pref.	....	....	104⅜	....	104¼	
Old Colony & Newport	....	113	....	113	113	
Ph., Wil. & Baltimore	57⅜	....	57½	....	57½	56⅞
Portl'd, Saco & Ports.	....	134	....	....	....	....
Union Pacific	39½	41	....	....	....	....
" 6s	....	90½	90⅜	....	90⅜	
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	84⅜	84½	84⅜	....	84	
Vermont & Canada	....	95½	....	....	95½	
Vermont & Mass.	....	83	....	....	....	....
South Boston (Horse)	....	....	....	....	71¾	
Cambridge	103½	....	....	....	103¼	
Metropolitan	71	....	71	....	72	74⅜
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	15	....	....	....	14½	
Franklin	....	....	....	....	....	....
National	7½	....	....	....	....	....
Pewabic	....	....	....	11½	....	....
Quincy	56½	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 10.	May 17.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	73 — 76	74 — 77
Do. do., 2d mort., 1881	60 — 65	62 — 65
Do. Penn., 1st mort., 1877	38½ — 39½	40 — 41
Do. do., 2d mort., 1882	98 —100	98 —101
Do. Consol. 7 per cent. mort. 1890	6 — 7p	88½ — 89¼
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	54½ — 55	54 — 54½
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— — —	54 — 55
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109 —110
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 51	— — —
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, June 1, 1872.

Stock Exchange and Money Market.

Money has been more urgently sought after, especially by speculative borrowers, and call loan rates were quoted firmer, ranging from 5@7; while in the discount line, a fair inquiry has been noted for accommodation, with strictly choice to good commercial paper quoted at from 7@9 per cent. per annum. Toward the close, the offerings of funds were again quite liberal, and the advantage was in favor of responsible borrowers. The city banks further strengthened their reserves, while diminishing their liabilities during the week. The U. S. Sub-Treasury reduced both its coin and currency balances materially, particularly its coin reserves.. The U. S. Sub-Treasury office reduced its coin balance about 3⅛ millions and its currency reserve nearly half a million. The city banks contracted their loan and discount average nearly 2⅛ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $4,869,824, and a coin reserve, of $53,892,821.

The city banks, in their latest return, show an increase of $2,801,300 of legal tender notes, $398,800 of specie, and $3,187,200 of deposits, with a reduction of $2,112,500 to their loan and discount averages, of $93,100 in their item of circulation. The city bank exchanges, last week, averaged 117⅜, and thus far, this week, about 121 millions daily. The banks now hold $9,815,675 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,708,600, against $15,380,114 same time last year. The city bank deposits are now $222,454,800 against $238,490,760, week ending May 28, 1871. The legal tender reserve amounts to $51,607,100, against $68,280,418 same time last year. The circulation now stands at $27,545,300 against $31,071,244 same time last year. The loans are now $283,601,100 against $291,441,638 at this date last year.

The coin reserve of the city banks is now about 20¾ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 51⅝ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $493,505, and its coin reserve $3,172,571 as the result of the week's business. The receipts of the office were $4,153,255 in coin, and $4,308,360 in currency; payments, $7,325,826 in coin, and $4,801,865 in currency. The office received $2,571,000 in coin or its equivalent, from customs; and disbursed $2,362,075, of coin interest.

Government revenues have shown a moderate yield, during the week. The excises yielded within the week about 2¼ millions, and thus far since July 1, 1871, $116,098,283. The customs at the port of New York last week were $2,573,954; at the outports, equal to about $825,000 all in coin, or coin certificates.

Gold has been fairly active, and generally quoted stronger as to price, during the week. The speculative and customs demand was good, and the export drain unusually heavy, placing the May export about $4,500,000 ahead of last year, while the April export was $5,000,000 less than last Spring. A considerable part of the May outflow of specie has grown out of the reimbursement of the principal of the public debt of 1862, called in for redemption some months ago, and of which the sum of $16,000,000 was outstanding on the first of the month. This operation, as well as the collection of May interest for foreign account, is now closed up. The specie export on Wednesday was $787,000.

The range of the price during the week has been from 113½@114¼ and the closing quotation on Wednesday was 114⅛ against 113⅞ the preceding Wednesday. The specie outflow, last week, was $4,378,679. The Gold Exchange Bank clearances have averaged about 31½ millions per day during the week.

The cash balances of the Treasury Department on Monday were: Currency, $6,644,270; coin $97,157,152. Certificates were outstanding for $25,510,700.

The customs demand for Gold last week, averaged $423,824 a day; thus far, this week, it has averaged $385,000 a day, or equal to a weekly aggregate of $2,310,000. The arrivals of specie from Europe, Havana and other foreign ports

last week were $43,457, and since Jan. 1, 1872, $684,169, against $3,025,208 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $144,670,479 against $135,585,438 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 25, 1872, $74,668,343, against $82,833,144 same time in 1870-'71.

The export drain of specie was $4,378,679 last week, against $1,913,071 same week preceding year. The shipments since July 1, 1871, have been $45,482,732 against $73,653,173 same time in 1870-'71.

Foreign Exchange has been in moderate demand and less buoyant as to price. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with May 28, were to the currency value of $3,702,647.

Government securities have been offering with unusual reserve and have been in more active request, mainly on investment account, at decidedly firmer prices, closing buoyantly.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119¾@119⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114@114⅛; U. S. Five-Twenties of 1864 at 114@114⅛; U. S. Five-Twenties of 1865, 115⅛@115¼; U. S. Five-Twenties of 1865 consolidated, 116¼@116⅜; U. S. Five Twenties of 1867, 117⅜@117½; U. S. Five-Twenties of 1868, 117¼@117½ U. S. Ten-forties at 111¼@111½; U. S. Fives of 1881 (Funding Loan) 112⅞@113⅛; Six per cent. currency bonds, 117¼@117⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 15.	May 22.	May 29.
Consols	93⅛	93¼	93⅝
U. S. 5-20's of 1862..	——	90¼	90½
U. S. 5-20s, 1865....	91¼	91¼	91¾
" 1867	93¼	93¼	93¾
" 10-40s	89	89½	89¾
New Fives of 1881...	89½	89⅞	——
Erie.	55¼	——	——

State bonds have been in moderate demand closing irregularly as to price.

A more active investment business has been reported in the better class of Railway Bonds. Few round lots of the older issues have been available to buyers. Prices have been strong and buoyant. The investment inquiry for Central Pacific Sixes has been good at 104⅛@104⅜. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

The Northern Pacific Railroad 7-30 Gold bonds are selling readily at par and accured interest in currency. They are issued in denominations of $100 to $1,000 coupon, and $100 to $10,000 registered. They are secured by a first mortgage upon the road and its appurtenances, and also on a land grant which will exceed 23,000 acres to each mile of track, upon the completion of the road—or 500 acres to secure each $1,000 bond—and are receivable at all times at ten per cent. premium, in payment of any lands purchased from the company; the proceeds of the sale of the lands constituting a sinking fund for the redemption of the bonds. By the conversion of U. S. 5-20s into these bonds, holders can realize not only a handsome profit at once, but add about one-third to their annual income.

Railway and Miscellaneous share property, has been quite active, but prices have been unsettled, and toward the close, depressed on the speculative favorites. Pacific Mail, and Erie Railroad Shares fluctuated most widely, under the manipulations of operators for lower values, at the Stock Exchange.

In the Metal line, Ingot Copper has been moderately dealt in on the reduced basis of 33c.@34c. per lb., with sales of 100,000 lbs.; also 500,000 lbs for forward delivery, on private terms. Scotch Pig Iron has been heavy and irregular, influenced by the free arrivals and a moderate demand; sales 600 tons Glengarnock, reported at about $48, with $48@$50 given as the current quotations, and for Eglinton, $47@$47 50; American Pig quiet, but quoted about as before. Of English Rails, 5,000 tons were sold on private terms, and 75 tons old Rails also on private terms. Lead and Spelter dull but steady. Of Zinc, 25 casks Ahasselman sold at 8¼c. per lb. Tin dull, weak and irregular in view of the pending tariff legislation; no dealings of moment reported. Straits quoted nominal at 38¼c.@38c., gold.

General business has been fairly active, with Cotton quoted decidedly stronger, and most kinds of Breadstuffs, Provisions, Wool, Petroleum, Hayseed, Naval Stores and Tobacco closing less buoyantly. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,616,087 bales, against 3,761,108 bales same time in the preceding year; exports 1,841,411 bales against 2,892,482 bales in the previous year; stock at the ports at latest dates, 230,109 bales against 324,853 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at 10@13 cts.; Veals at 5¾@8¾ cts.; Sheep in less request at 6@8¼; Lambs 11@14 cts.; Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 7,573 Beeves, 4,830 Veal Calves, 16,970 Sheep and Lambs; and 31,067 Swine.

Foreign goods, have been less freely dealt in, and prices have shown rather less firmness. The week's imports of foreign goods reached the amount of $9,859,023 including $1,916,107 of dry goods

Ocean freights have been more active, and quoted stronger, for Grain, and Provisions, and about steady for most other kinds of produce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 32; Georgia 7s, 89; New York State 7s, B. L. coupon, 109⅛; Texas 10s, 1876, 84; Louisiana 8s, 1910, 81½; Arkansas 7s, issued to L. R. and Ft. S. R. R., 55; North Carolina 6s, special tax, 14⅛; Central of New Jersey 1st mort., new, 105; New Jersey Southern R. R., 27; do. 1st mort., 81½; Ohio and Miss. consol., 97⅛; do. 2d mort., 87; Milwaukee and St. Paul 1st mort. Iowa div., 91¼; St. Louis and Iron Mt. R. R., 100; do. 1st mort., 98; Buffalo and Erie, new; 97½; Cedar Falls and Minnesota 1st mort., 85: East Tenn., Va. and Ga. 1st mort., 94¼; Albany and Susq. R. R., 94; do. 2d mort., 98; Cleveland, Col., Cin. and Ind. 1st mort., 101; Toledo, Wabash and Western consol., 90¾; Gt. Western 1st mort. 1888, 96¾; Galena and Chicago 2d mort., 98; Boston, Hartford and Erie, R. R, 7¾; do. 1st mort., 44⅝; do. guar. bonds, 52; Long Island R. R. 1st mort., 93; Cleveland and Pittsburg consol., 95; New York and New Haven 6s, 99; L., C. and M. 8s, 1st mort., 94; Rensselaer and Saratoga R. R., 107; Adams Exp., 96½; Am. Mer. Union Exp., 78; Wells Fargo Exp., 95; U. S. Exp., 82¾; Western Union Tel., 74⅜; Quicksilver pref., 44½; Consol. Coal of Md., 45⅝; Maryland Coal, 22; Pennsylvania Coal, 217; Brooklyn 6s, W. L., 98; Atlantic Mail S. S. Co., 26; Brunswick City Land, 6⅛.

Philadelphia.—CatawissaR. R., 18⅛; do. 7s, new, 99; Allegheny Valley 7 3-10s, 96; Lehigh Valley 7s, new, 105½; do. 1st mort. 6s, 99½; Wilmington and Reading 7s, 98⅛; Sunbury and Lewis. 7s, 94¾; Warren and Franklin 1st mort., 91; Pennsylvania and New York Canal 7s, 98¼; Susquehanna Canal 6s, 77½; Pennsylvania Canal, 20; do. 6s, 77½; Morris Canal Boat Loan, 93; Pennsylvania allotments, 57½; Philadelphia and Trenton R. R. 126¾; Nequehoning R. R. 56; Huntingdon and Broad Top Mt. pref., 13; do. 1st mort., 101½; Camden and Atlantic pref., 40; Delaware 6s, 99¾. The latest quotations are: City 6s, 98@98½; do. free of tax, 101⅞@102; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102@102; do. 2d series, 105⅜@105½; do. 3d series, 107@107; Philadelphia and Reading, 60⅜@60⅜; do. mort. 7s, 1893, 104@—; do. mort. 6s, 1880, 96½@96; Camden and Amboy, 126¾@127; do. mort. 6s, 1889, 93¾@94; do. 1883, 91½@92; do. 1889, 91½@91½; Pennsylvania R. R., 58¼@58⅜; do., allotments, 57¼@57½; do. 1st mort., 101⅜@102; do. 2d mort., 97⅛@98⅛; do. General mort. coupon, 94¼@95⅛; do. reg., 93½@94½; Little Schuylkill R. R., 47⅜@48; Morris Canal, 50@51; do. pref., 124½@125; do. 6s, 94@95; Susquehanna Canal, 7⅛@—; do. 6s, 77¼@80; Schuylkill Nav., 7½@8; do. pref., 15⅛@15½; do. 6s 1882, 79¾@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 95@—; do. 5s, 58@60; Lehigh Coal and Navigation, 43¼@43⅜; do. 6s, 1884, 91@91; do. R. R. Loan, 93½@94¼; do. Gold Loan, 94¼@95½; North Pennsylvania 50@51; do. 6s, 101¾@102; do., 7s, 95¾@97; do. Chattle 10s, 110@116; Philadelphia and Erie, 28@28½; do. 6s, 89@89½; Minehill, 53¾@54; Catawissa, 17½@18½; do. pref., 45¼@45½; Lehigh Valley, 59¼@59½; do. 6s, new coupon, 98¾@99; do. reg., 96@—; do. 7s, 105@—; Fifth and Sixth streets, (horse,) 45@47; Second and Third, 63¾@64; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, 20@22½; Union, 76@—; Germantown, 35@38.

Boston.—Vermont Central 1st mort., 81¾; do. 2d mort., 31; Boston and Albany 7s, 1892, 106½; Boston, Clinton and Fitchburg 7s, 1890, 90¼; Eastern R. R. 6s, 1874, 99; Atchison, Topeka and Santa Fe 1st mort. 7s. gold, 81¼; do. Land Grant 7s, 81¼; Connecticut Western 7s, 1900, 88; Chicago, Iowa and Nebraska 7s, 1880, 98: Chicago and Michigan Lake Shore R. R. 8s, 86¼; Burlington and Missouri River R. R., 113; do. Land Grant 7s, 94½; Michigan Central R. R. 8s, 1890,

109; Connecticut and Passumpsic Rivers R. R. pref., 90; do. 6s, 1876, 94; Chicago, Burlington and Quincy 1st mort. 7s, 1890, 100¾; Stanstead, Shefford and Chambly 7s, 82; Ottawa, Oswego and Fox River Valley R. R. 8s, 96½; Rutland pref., 64; do. scrip, 80; Cincinnati, Sandusky and Cleveland, R. R., 23¾; do. 7s, 84; Nashua and Lowell R. R, 141; Eastern (N. H.) R. R., 99¾; Portsmouth, Gt. Falls and Conway R. R., 94; Chelsea Horse R. R., 34½; Little Miami R. R., 50; Cape Cod R. R., 81½; Cary Imp., 12⅞; Waverly Land, 8¾; Boston Water Power Co., 54¼; Brookline Land, 7⅜; Maine 6s, 100; New Hampshire 6s, 1884, 99¼; Cincinnati 7s, 1886, 103¾; Louisville 6s, 1884, 82½; St. Louis 6s, 1887, 89½; Lowell 6s, 1890, 98¾; Albany 6s, 1891, 93; Boston 6s, 1877, currency, 101; Bath 6s, 1891@1892, 88⅞; Brooklyn 7s, W. L., 98; Cambridge 6s, 1876, 99; Fall River 6s, 100; Chicago 7s, W. L., 98; Hartford 6s, 1879, 96½; Charlestown 6s, 1892, 99¾; do. 1891, 98⅞; Portland 6s, 1887, 96½; Allouez Mining Co., 10; Calumet and Hecla, 158; Dawson, Silver, 8¾; International, Silver, 5⅝; Minnesota, 7½; Petherick, 3⅞; Pontiac, 1⅛; Ridge, 11¼; Shuniah, Silver, 9⅝; St. Clair, 1¼.

Baltimore.—Western Maryland 3d mort., guar., reg., 96; Orange, Alexandria and Manassas 7s, 85; Eastern Shore R. R. 1st mort., 55; Richmond and Danville 1st mort., 79; Virginia and Tennessee 1st mort., 95; Northern Central 6s, 1900, gold, 95½; Orange and Alex. 3d mort. 8s, 91; Central Ohio 1st mort., 87; Marietta and Cincinnati R. R. 4; Virginia 6s, old, reg., 40; do. consol. 6s, reg., 51; do coupon, 59⅛; St. Louis 6s, W. L., 102¼; Atlantic Coal, 1; George's Creek Coal, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95⅞@96; Baltimore and Ohio, 149@—; do., pref., 100⅛@—; do., 6s, 1875, 98@—; do., 1880, 96½@—; do., 1885, 96⅛@—; Northern Central 38½@38¾; do. 6s, 1885, 94¼@96; do., 1900, 87½@88½; do., 6s, 1900, gold, 95¼@96; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99⅛; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 98⅜@98½; do., 2d mort., 7s, 89½@89⅝; do., 3d mort., 8s, 83⅝@84; Central Ohio, 33½@35; do., 1st mort., 86½@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 96½@97; do., 2d mort. guar., 95@—; do., 3d mort., guar., 96@96½; do. 2d mort. pref., —@77; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@79½; Orange and Alexandria 1st mort. 6s, 91@94; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84⅞@85; Virginia and Tennessee 6s, 1st mort., 95@96; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 91@91; Baltimore 6s, 1875, 99¾@100; do., 1884, 99¾@99⅞; do. 1886, 100⅛@100½; do., 1890, 100¼@100¾; do., 1893, exempt, 99½@—; do., 1900, exempt, 99¾@100¼; Memphis City 6s, 55¼@56⅛; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104½; City Passenger R. R., 24½@25¼; George's Creek Coal, 85@95.

☞ The Baltimore and Potomac railroad will be completed its entire length and be turned over to the officers of the road by Seabrook, contractor, on the 1st of June.

☞ The first rail on the Lake Ontario Shore Railroad was laid at Oswego on the 28th ult.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH, Bankers,
No. 5 Nassau st., New York.

The **CHESAPEAKE AND OHIO RAILROAD,** connecting tide-water ports with the principal cities of the Western States, is now nearly completed and will soon be in thorough operation as one of the great Trunk lines of the country.

Among the *New York Directors of the Company* are

A. A. Low, Wm. H. Aspinwall,
David Stewart, Jonas G. Clark.
President, C. P. HUNTINGTON.

Trustees for the Bondholders,
Wm. Butler Duncan,
Philo C. Calhoun.

We have for sale on behalf of the Company, the remainder of their **SIX PER CENT. BONDS,** secured by mortgage on the whole railroad line, equipment, franchises, &c., worth $30,000,000. Principal redeemable, in coin, 1899; interest payable also in Gold, May and November. Denominations $1,000, $500, and $100, Coupon or Registered. Price, 94 and accrued interest. Full information furnished on application.

We buy and sell Government Bonds and the Bonds of the Central Pacific Railroad Company, receive deposits, and allow interest on balances, make collections, issue certificates of deposit, and do a general banking business.

FISK & HATCH.

Steeled Wheels.

This novel title is given to railway wheels made by a process which must rank among the great improvements recently made in the working of metals, by W. G. Hamilton, Engineer of the "Ramapo Wheel and Foundry Company," which, after four years of experimental trials, is now brought prominently before the public.

Mr. Hamilton, who is well known to the railway profession through his *Manual of Useful Information to Railway Men*, has worked out the problem of making chilled car-wheels out of non-chilling irons, and at the same time increasing the strength of the mixture above that of the most expensive charcoal irons.

The process consists in part in melting scrap-steel with the ordinary charge of pig-metal in the cupola, by which an increase of strength of from 20 to 50 per cent. is given to the metal.

A. Whitney & Sons the extensive wheel-founders of Philadelphia, have been testing the practical utility and value of the process; they have made some 15,000 wheels during a continuous working in the last three months, and report it a most complete success.

That this process will enable them, by adding to their usual chilling charcoal irons a portion of non-chilling soft charcoal irons or anthracite metal, to produce a car-wheel of greater strength, and at a much less cost than with high-priced chilling charcoal irons alone.

To the railway community the value of this improvement will be understood when it is known that the supply of charcoal irons is yearly diminishing and the cost increasing, and that the steeled metal gives greater security to their rolling stock.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

The Duanesburg Railroad.

The Schenectady *Union*, of 22d ult., says: "The track of this road is now laid through the city. That across State street will be laid to-day or to-morrow. The road has been completed a distance of nine miles out from the sand bank, and eighty men are now employed just this side of Duanesburgh Corners, leveling up the track and putting the road in running order. The track will be completed through the city in about two weeks, when it will be ready for the running of trains. Two tracks will be laid through the city as far as the Troy road. A committee of the directors of the road, among whom is Col. Campbell, are now in New York to lease the road to the Delaware and Hudson Canal Company. That company are no doubt anxious to obtain the road and the committee will doubtless complete the transfer of the road to said company before they return."

☞ The directors of the Duanesburg Railroad have leased their road to the Delaware and Hudson Canal Company. The lessees are to supply the motive power and rolling stock, and to receive sixty per cent of the net proceeds of the road.

Journal of Railroad Law.

RAILROAD COMPANIES—AGENCY—RESPONSIBILITY FOR EXTRA SERVICES.

The facts in the recent case of Nichol *vs.* The Grand Trunk Railway, (18 Mich., 170,) are fully and clearly stated in the following opinion by—

GRAVES, J.—In the fall of 1861, Nichol, the defendant in error, was in the service of the company as station agent at Port Huron, and was receiving $60 per month.

While thus engaged, he was requested by two agents of the company, Bailey and Christie, to take charge of the Sarnia station also, and complied.

Neither Bailey nor Christie had or pretended to possess any authority to fix or change the salaries of station agents, and their want of power in this respect was well known to Nichol.

When it was proposed to him to act at Sarnia as well as Port Huron, some conversation took place respcting an enlargement of his salary, but nothing definite was said about it, nor did any one assume to guarantee any change in his compensation.

Under these circumstances, Nichol proceeded to act as agent for Sarnia as well as Port Huron, without any stipulation beforehand for an increase of pay. He continued, however, to agitate the subject of enlarging his salary, and obtained the intercession of Bailey and Christie; and finally the company, in January, 1862, raised his wages $6.66 per month.

After this change of wages and for about ten months, at the end of which time he was discharged by the company, the defendant in error regularly made out and receipted his monthly pay roll, in which he charged the company $66 66 for his months' services at both stations, one half for each, and receipted the same.

After his discharge he sued the company to recover an additional compensation for his ten months' service, and obtained judgment for $596 62, and the company now seek a reversal of that judgment. There are but two points in the case. On the trial, the counsel for Nichol asked the latter, while testifying in his own behalf, what the agent, Christie, said to him about taking the Sarnia Station, which was objected to as calling for hearsay testimony, but the objection was overruled, and this presents the first question.

When this ruling was made, Nichol had testified that Christie, at the time of the conversation referred to, was an officer of the road, but it had not been shown in any way that his agency extended to those affairs to which the talk inquired about, related. Subsequently, it was conclusively established by the testimony of Nichol and Jamison, that Christie had nothing to do with the adjustment of the salaries of station agents. It seems, therefore, that the question was open to the objection made to it, and should have been disallowed.

After the evidence had been given, the Court was requested, by the counsel for the company, to instruct the jury that the testimony failed to make a case of liability against the defendants within the issue, and that the verdict must be for the defendants.

The refusal to give this instruction present the second, and only remaining question in the case.

It appears by the record that all the evidence given on the trial is embodied in the bill of exceptions, and an inspection of that evidence is sufficient to show that there was nothing whatever to prove that an express contract was made with the company for any greater compensation than Nichol received. While there was no testimony tending to prove an express engagement, the evidence it so far from justifying an inference that the company were to pay anything beyond $66 66 per month, actually repels such an inference, and emphatically excludes the idea of an implied contract for additional wages. Being in the service of the company for a fixed compensation, his duties were enlarged and he asked for an increase of pay and obtained it.

He continued at work thereafter until dismissed by the company, and every month stated his demand according to the increased rate, and, on getting the money, receipted the claim.

He may have beguiled himself with an expec tation of further compensation, but there was no ground for anything more substantial than an expectation according to this evidence. As there seems to have been no conflicting evidence, nor any dispute as to what actually occurred, and no view which the jury were at liberty to take, could have supported the case of the plaintiff, I think there was error in refusing to charge as requested, and that the judgment should be reversed, with costs.

The other justices concurred.

Augusta and Hartwell Railroad.

At the Annual Meeting of the Stockholders of this Company held at Augusta, Ga., on the 21st ult., the Secretary read the Annual Report of the Directors, as follows:

To the Stockholders of the Augusta and Hartwell Railroad Company.

GENTLEMEN—The Directors respectfully submit their third annual report:

At the time of holding your last annual meeting you were led to believe that negotiations had been successfully closed with an English party to build and equip your road; these hopes, through some reason, failed to be realized. In August last the Board of Directors were called together to act upon a contract made by the Building Committee of this body, with E. Hanford, of New York, for building and equipping this road; and from the recommendations and endorsements of the contractor, we thought by this time at least fifty miles of your road would be in running order. This our last hope has failed, and our enter prise to day is no nearer a success than it was two years ago.

The company at this time is sadly in debt, and which debt is owing almost entirely to its employees, who have suffered during the past eight months from the want of the money justly due them, and it becomes necessary that measures be at once adopted by the stockholders by which their just demands can be settled and the company placed once more in a position to make an effort for its completion.

The people of that portion of the State interested in the success of this enterprise are the proper ones to step forward at this time and make it a success. No railroad enterprise can enlist capitalists unless it presents some basis of its own by which the capitalist can see a return for the money advanced. Your company, unfortunately, has had no such basis to work upon; consequently your directors, in their endeavor to make it a success, have unfortunately been delayed by men whom they were led to believe were capitalists, but were not.

It is often urged as a reason why men could be induced to embark their capital in building this road, that the charter gives the State authority to endorse the bonds of the company to the extent of $15,000 per mile. This is true; but this endorsement can only be had after ten miles of road is completed. The question then to be answered is, where is the money to build that first ten miles to come from? It seems as if such a question should be useless—that the people to be benefited and whose property will be increased in value by its construction should, or rather, ought to be willing to come forward at once, and pledge themselves for its success.

While adjoining States, like Tennessee, Kentucky, Alabama and North Carolina are alive to the great advantage of railroads, it seems that the people of that portion of our State requiring this road are supine and indifferent.

The money required to build the road can readily be furnished by the people upon its proposed route, and with a systematic and proper appeal, we feel they will respond.

Most all the money expended has been furnished by outside parties, who, however anxious for the success of the road, as a means to remunerate them for their advances, have failed to furnish sufficient to pay what work was done under their direction, and the company to-day presents itself to its proprietors as a bankrupt.

Is there any way to remedy this? We answer, yes. And will endeavor to show that by the hearty co-operation of every stockholder it can be made a success, and by the time of your next annual meeting present to the world an enterprise in successful operation, and on the road to an early completion.

From the report of the Chief Engineer and his estimate, we have for data, that the cost of building and equipping 120 miles of the road will not exceed, say $17,500 per mile, amounting to $2,100,000

For which the endorsed bonds for $15,000 per mile will give $1,800,000, which will produce, at 70 per cent... 1,260,000

Leaving for stock subscriptions..... $340,000

This sum is so insignificant in comparison to the benefit to be derived from the success of the road that it seems almost superfluous to add a word.

With that length of road in operation, its earnings will not only meet expenses, but will pay the interest upon its bonds, and contribute towards the completion of the road to Rabun Gap, when it will be the shortest and nearest to an air-line that can be built between the Great Northwest and Atlantic coast. In making these estimates your Directors have endeavored to be safe, rather exceeding what they believe will be its cost than under-estimating.

As was stated in the outset of our report, that if we can present a basis of local subscriptions sufficient to make the building of the road a success, no trouble will be experienced in having the aid of first-class railroad men to assist in its completion.

We, therefore, recommend that a strong local board of directors be selected—men who will be willing to give time and energy to the enterprise and road at once. Not to-morrow, but to-day, put it before the public in a such position that its success will be secured.

The following gentlemen were then elected directors for the ensuing year: John Thompson, John L. Wilkes, John D. Butt, James Hope, Robt. H. May, E. Lockhart, James A. Clarke, Thos. A. Barksdale, N. A. Crawford, Nathan Bussey, James A. Edwards. Subsequently the Board organized by the election of John L. Wilkes, President; James Hope, Treasurer; and Charles R. Abbott, Secretary. The following resolutions were adopted:

WHEREAS, E. Hanford, to whom was awarded a contract for building the Augusta and Hartwell Railroad, having failed to carry out many of the

provisions of said contract, and has signally failed to commence the work as required; therefore,

Resolved, That the stockholders, in their annual meeting convened, do hereby solemnly declare said contract violated, and therefore abrogated.

Resolved, That the Board deem it unnecessary, at this time, to require the services of a financial agent, and that the services of such an officer be discontinued. That the Secretary notify the parties heretofore acting in that capacity of this resolution.

Resolved, That the Secretary be instructed at once to make demand on H. A. Underwood, the late President of the Augusta and Hartwell Rail road, for the immediate return to the company of all papers and other property in his possession.

Resolved, That the Secretary be instructed at once to make demand on E. Wilson, Esq., Cashier American Exchange National Bank of New York, trustee under the contract with E. Hanford, for the return to the company of all papers and other property of the company in his possession.

Louisville, New Albany and Chicago R. R.

To the Bondholders and Stockholders of the Louisville, New Albany and Chicago Railroad Company:

On the first day of December, 1870, the Circuit Court of the United States for the District of Indiana, appointed me "receiver of the property, franchises, rights and credits of the Louisville, New Albany and Chicago Railroad Co." On the day following I took possession of the railroad and other property belonging to said corporation, by virtue of a delivery and surrender made to me by George L. Schuyler, Esq., president of an organization at that time holding control of said railroad and other property.

During the month of December such legal complications and misunderstandings arose as resulted in a disturbance of the possession of the receiver, which continued until the last day of the month, when the receiver was again put in possession of the railroad and other property, by the United States Marshal, under a "writ of assistance," as directed by the court. The undisturbed possession of the receiver dates from this last day.

This report of the operations of the railroad for the year ending December 31, 1871, is submitted to those having an interest in the property.

The annexed statement will show the earnings and the expenditures made in connection with the operation and management of the road during the period named:

Earnings from passenger traffic.....		$288,271 41
" freight traffic		439 569 87
" mails, express, etc....		59,470 31
Total earnings		$787,311 59
Amount of operating expenses.....		639,140 80
Net earnings for 1871		$148,170 79
From which deduct—		
Amount expended in new work or permanent betterment of the road....	$101,477 72	
Amount paid in settlement of old claims and judgments, by order of Court, and for stock killed prior to 1st January, 1871...	9,148 91	
		110,626 63
Balance unexpended.....		$37,544 16

At the close of the year 1870, that portion of the road between Juliett and Lafayette, 130 miles, was in bad condition, and many of the bridges and culverts on the entire length of the road, but more especially on the north division (Maple Grove to Michigan City), were absolutely unsafe to run over.

During the year 67,367 new ties were put into the road at a cost of $19,000, exclusive of cost of labor in putting them in. Twelve hundred tons of new iron (paid for during the year, except about $12,000), have been laid; and one hundred and ten tons of iron were repaired at forges at Michigan City, and relaid upon the road.

Fifteen new bridges were built at a cost of $19,974, and, in addition thereto, $10,650 were expended in the betterment and repairs of other bridge structures.

Two new locomotives for freight service were purchased at a total cost of $21,743 00; and $47,-212 79 were expended in rebuilding and repairing locomotives.

Two first-class passenger coaches were built in the company's shops, at a cost of $12,000, and three baggage and mail cars at a cost of $9.000; and $39,269 52 were expended in car repairs and renewals.

A remarkably dry summer and autumn, and a winter which has been without precedent in many years for severity and duration, have contributed, in no small degree, towards making the operating expenses much in excess of what they would have been, had the seasons proved more favorable. Wells and streams that never failed before, failed this year, leaving us short of water at almost every point on the road, while during the cold weather, which came on late in November, wheels and axles have given way in large numbers. But the repairs of cars and locomotives having been prosecuted throughout the year with the utmost energy and thoroughness, we enter upon the present year with our equipment in a far superior condition to what it was in at the opening of the year 1871.

In considering the figures submitted, and judging of the success which has attended the management of the road, it should be borne in mind that more than two hundred miles, out of the two hundred and eighty-eight which constitute its entire length, is ironed with iron which has been long in use, and is badly broken down. How badly, it may be just as well not to particularize. It will be easily understood that the expense of operating is necessarily largely increased in almost every department, by reason of bad iron. I think it is manifest that it would have been wise policy to have put into new iron all the net earnings of the road during the year or two prior to the receivership, instead of dividing the same as dividends. Any management which should withdraw any portion of the earnings of the road, and dispose of the same as dividends, might, in so doing, consult the present advantage of the shareholders, but would certainly disregard the future value of the property.

The present prospects of the road for business are very flattering. The freight receipts for the month of February (just closed), are considerably in excess of those for the same period of last year, with every indication of a continued increase of traffic. It has been the policy of the present management to foster and increase the coal carrying, and with the limited transportation belonging to the company, much success has attended the effort. Fifty new cars for this branch of trade have been purchased and delivered this year, and are about paid for out of the earnings of the road. At this time, when the coal measures of Indiana, by reason of their extent and their peculiar value, are attracting the public attention in so large a degree, and the market for the coal is so rapidly increasing throughout Indiana, Illinois, and Michigan, it is manifestly the true interest of the road to develop and secure as much of the traffic as possible, by giving, as rapidly as needed, the increased facilities required, and by forming with such connecting roads (built or projected), as traverse the coal fields, such traffic contracts as shall secure the desired result. I have traveled in this direction as rapidly as the revenues of the road would permit me to go.

GEO. H. CHAPMAN, *Receiver*.

Indianapolis, March 5, 1872.

☞ The estimated earnings of the Erie Railway for the week ending May 23, 1872, were $439,-720; against $374,207 for the corresponding period of 1871—an increase of $65,513. Total earnings since April 1, 1872, $2,889,710—an increase over the same time in 1871 of $566,591.

THE

CANADA SOUTHERN

RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure*. The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER

No. 10 Wall-St.

Northern Pacific Railroad.

The St. Paul *Pioneer* gives particulars of the negotiations on the part of the Northern Pacific Railroad Company, whereby work on the State Line railroad from Superior ity has been stopped. It says:

The principal features of the pending negotiations are the suspension of the work on the State Line Road, that has been actively progressing during the past winter, under a contract with Capt. J. Starkey, of this city, the Northern Pacific agreeing to build a road from their main line along Rifle's Point, across the entry to St. Louis Bay, thence along the Bay Shore of Superior to the Nemadgi River, the whole to be completed by the 1st day of January, 1873, and locomotives, cars, &c., running thereon: rates of fares and freight to be equal to the same from Duluth, for which the Superior people are to donate to the Northern Pacific an equal amount of lots and lands in and around Superior to the amount of 3,000 acres—turn over the $350,000 of Douglas county bonds to the Northern Pacific, but no interest to be paid on them until eighteen months from the 1st of August next, but to aid in the construction of what may be justly called the Rice's Point and Bay Shore line, they may use some of the bonds not to exceed the rate of $14,000 per mile. The Northern Pacific further agree to finish the State Line Road during the year 1875, and as a part of the above named arrangements the charter of the St. Croix and Superior Railroad is turned over to the Northern Pacific Railroad Company.

Lehigh Coal and Navigation Co.

We gave in our issue of May 18th an abstract of the Report of the President of this Company for the year ending December 31, 1871. The Balance Sheet of the Company in detail, January 1, 1872, is as follows:

Lehigh and Susquehanna R. R. Planes and Branches		$11,988,888 45
Lehigh Navigation and Shipping Pockets		3,000,000 00
Shipping Improvements— Hazardville		27,411 35
Coal Lands— Lehigh Region	$5,000,000 00	
Wyoming Region	3,000,000 00	
		8,000,000 00
Coal Improvements— Lehigh Region	1,026,750 48	
Newport Region	148,174 78	
Sugar Notch	196,666 67	
		1,371,591 93
Landed property and improvem'ts.		968,206 16
Canal equipment		217,211 06
Mining Equipment— Lehigh	$224,440 23	
Newport	74,571 95	
		299,012 18
Supplies on hand		57,529 66
Tools and stock in mines— Lehigh	$151,055 02	
Newport	44,752 19	
		195,807 21
Coal on hand		206,535 21
Contingent fund		949,873 58
Bills receivable	$161,130 93	
Bonds and mortgages	88,593 81	
Ground & water rents	175,202 54	
		424,927 28
Cash on hand		235,003 28
Balances due by agents, and rents due the company		21,227 78
Sinking fund under mortgage, 25-year gold loan		547 68
Gold loan of 1897, assumed by C. R. R. Co		2,310,000 00
Debit balances, individual ledger		740,264 77
Suspended debts		5 000 00
Gold loan of 1894 on hand		1 020,000 00
		$32,040,037 58

Capital stock		$8,739,850 00
Loan of 1877 (convertible)	$1,496,879 18	
Loan of 1884	5,566,276 70	
Loan of 1884 (convertible gold)	1,942,000 00	
Loan of 1897 (gold)	4,944,500 00	
Loan of 1897 (railr'd)	2,000,000 00	
Loan of 1881 (Nanticoke)	9,000 00	
Loan of 1911 (consolidated mortg'ge)	100,000 00	
		16,058,655 88
Bills payable	1,911,283 33	
Mauch Chunk drafts unpaid	127,732 34	
		2,039,015 67
Due to individuals		1,172,761 61
Pay rolls for labor in December, charged to the various accounts in 1871, but not payable until January, 1872		89,476 88
Vouchers for supplies purchased in 1871, charged in the various accounts in 1871, but not payable until January, 1872		66,711 26
Unclaimed wages		6,155 26
Dividends, due and unpaid		719 20
Profit and loss		3,755,341 97
Interest due January 1, 1872, and arrears		111,349 85
		$32,040,037 58

At an election held May 7, 1872, the following persons were chosen officers of the company for the ensuing year:

President.—E. W. Clark.

Managers.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Philip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

General Agent.—J. P. Ilsley.

Treasurer.—Solomon Shepherd.

Secretary.—F. Mitchell.

Erie and Niagara Railway.

Last week we announced the re-opening of the Erie and Niagara Railway on the 18th instant, from Fort Erie to Niagara, but from information received to day we are inclined to doubt the correctness of the assertion, so far as that end of the road is concerned running from Clifton westward. It is generally known that quite a contest has been going on between two rival corporations for the possession of this line of road, which resulted in favor of the Canada Southern. But there is yet a bone of contention between it and the Great Western, and that is the branch running from the junction to the depot at Clifton. To make eastern connections the Southern must use this branch, which it finds a difficult matter to accomplish. The claims of the Western, we understand, have been pronounced valid, so that in order to run between Clifton and Niagara, with reasonable claims for patronage, the Southern has yet to make terms with the former, or open a new cut for a mile and a-half. The authorities of the two roads met at Clifton this week to remove the "little unpleasantness," if possible, but it is quite probable that in order to connect with the Erie, which the Southern is very anxious to do, it will be obliged to do that which will involve no small expense and the loss of considerable time, and thus lose the greater part of the summer travel.

At Suspension Bridge the Erie is making extensive improvements. Grounds have been recently purchased, and will be put into immediate use. The new passenger depot will be located on the south side of the road. The cattle yards, which are already commenced, will be contiguous to the offices of the railroad and custom-house officials, which will be a good feature in the estimation of drovers. A building formerly occupied as a schoolhouse is entirely remodelled in offices, in keeping with the other equipments. The Bridge people are not quite so hard on the Erie as they were a year ago; but time and facts usually dispel prejudices.—*Buffalo Commercial.*

Port Royal Railroad.

Our readers will recollect that at the convention of the stockholders of the Georgia Railroad, held last week, the Port Royal Railroad endorsement question was referred back to the Board of Directors with power to act. The first meeting of the Directory since the convention was held in this city yesterday. There was a very full attendance, and great interest felt in the result. The endorsement came up, and a long and elaborate discussion upon it ensued. It finally terminated in the Board passing a resolution to endorse the bonds of the company to the amount of half a million of dollars. When finished, the Georgia Railroad is to control and operate it, and is also to have a controlling interest in the Savannah and Charleston Railroad. This settles the question. The endorsement is all that the Port Royal Company desires; and—knowing now, as they do, that they will have the hearty co-operation of the Georgia Railroad—the success of their line is assured. A large force of hands is now employed on both ends of the line, and additional labor is being rapidly secured. President Millette stated yesterday that forty-eight miles of track have been laid and the cars running that distance. The cars now run to a point twenty-two miles this side of Yemmassee. Ten miles of track have been laid since April 24th, which will give some idea of the rapidity with which operations are being pushed. Passenger trains are running every day and doing a good business. Seven saw mills have been erected on the line, and over 5,000,000 feet of lumber carried to Port Royal since August. It is believed that the road will be open by the 15th of next October.—*Augusta Chronicle, May 22.*

Belvidere Delaware Railroad.

The Norristown (Pa.) *Herald* says that the Pennsylvania Railroad Company having leased the Belvidere Delaware Railroad, extending from Manunka Chunk, N. J., to Trenton, N. J., a distance of 67 miles, have made arrangements for through trains and established a through line between the North and South and West, connecting at Philadelphia for Washington without change of cars, and at the same depot for Pittsburg and the great West, while at Easton connecting with the Morris and Essex, Central of New Jersey, Lehigh Valley, Lehigh and Susquehanna, and at Manunka Chunk with the Delaware, Lackawanna and Western Railroad. Very valuable passenger connections were thus established. But the great value of the Belvidere road is in its coal connections, which enable the Pennsylvania Railroad to tap the Wilkesbarre district. For the last few days the coal shipments of the Lehigh and Susquehanna and Lehigh Valley Railroads have been together about 3,000 cars, and of this nearly one-third goes to the Pennsylvania Railroad at Easton, whence it goes to Philadelphia. These large shipments of coal give the Pennsylvania Railroad an immense advantage, since it can thus drain two districts without suffering from competition. The Belvidere Delaware Railroad also operates, under lease, the Flemington Branch, extending from Lambertville to Flemington, 13 miles—making the whole length of line operated 79 miles. The share capital of the company is $995,800; funded debt, $2,214,500; special loans about $182,338; and floating debt about $1,030,287. No dividends have ever been paid. The cost of road and equipment has been about $3,784,387. The gross earnings in 1871 were $887,

537, and the net $200,414—out of which $140,341 were paid for interest. The net loss in operating the Flemington Branch in that year was $29,111.

Transportation of Goods in Bond.

AN ACT to amend section second, act of August thirtieth, eighteen hundred and fifty-two, in relation to the transportation and exportation of imported goods, wares, and merchandise in bond through certain ports in the State of Texas.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section second of the act of August thirtieth, eighteen hundred and fifty-two, entitled "An act authorizing imported goods, wares, and merchandise, entered and bonded for warehousing in pursuance of law, to be exported by certain routes to ports and places in Mexico," be so amended that imported merchandise, duly entered and bonded at a port of the United States, and withdrawn from warehouse in accordance with existing law, for exportation for San Fernando, Paso del Norte, and Chihuahua, in Mexico, shall pass through Indianola, the port of entry for the district of Saluria, in the State of Texas, under such regulations as the Secretary of the Treasury shall prescribe, as well as through the port of Lavacca, in said district, as required by said section.

Approved April 30, 1872.

☞ The Atchison, Topeka and Santa Fe Railroad is now in operation for 180 miles of main line and 26 miles of branch. It has been built for cash and owes no floating debt. The charter under which it acquires its land grant does not expire until March, 1873, and the Company having decided to complete the road before that time, in order to avoid any question of its rights, have raised by subscription to the stock $3,000,000, bought the iron for the whole line, and will finish the road probably before winter. The earnings of that portion already built, with the sales of the lands, more than meet the interest upon the whole bonded debt, and the road is regarded in Kansas as a strong and popular enterprise, well calculated for success.

☞ The London *Railway Times* of 18th ult. says that according to statements from Wolverhampton the dearth is fast approaching a famine of all iron-making materials, and complaints of non-deliveries were made upon every hand. Even when the highest quotations had been given, the materials could not be got; hence mills are standing for puddled iron, and forges cannot be kept going for want of pig-iron. Even founders are impeded by the scarcity. Excessive prices could not secure in the stipulated time what is wanted. Extensive foreign demands and the short time worked by the men are the causes.

☞ A continuance of the St. Joseph Valley Railroad from South Bend to Plymouth, Ind., has been surveyed. This is the only link wanting to complete a chain of railroad communication leading from the Michigan pineries to Indianapolis, thence to Louisville, Ky., and Nashville, Tenn.

☞ The Pennsylvania Railroad Company has purchased the Western North Carolina Railroad. This purchase gives to the Pennsylvania Railroad the important lines in North Carolina, and the control of all the connecting lines north and south of that State. The Western road extends from Salisbury to Old Fort, 125 miles. This road has cost the State $6,000,000.

☞ The annual meeting of the stockholders of the Peterboro Railroad (otherwise known as the Wilton extension) was held at Nashua, N. H., on the 27th ult., and the following board of directors elected: James Scott, P. Felt, George A. Ramsdell, Solomon Spalding, Gilman Scripture, Josiah C. Graves, and Albert McKean. Albert Smith of Peterboro,' was chosen clerk. The lease of the road to the Nashua and Lowell, executed on the sixth ult., by the directors was ratified. The contract for building the road has been awarded David Cram of Boston.

☞ The Knox and Lincoln Railroad has been graded to the water in Rockland, Me., and proposals are invited for grading, and also the building of a wharf 615 feet long.

☞ The President has signed the bill giving the assent of Congress to the subscription of the District of Columbia to the stock of the Piedmont and Potomac Railroad Company.

☞ Whitehall has completed the contract to bond for the New York and Montreal Railroad from Whitehall to Ticonderoga, running on the west side of the lake.

☞ The railroad from May's Landing to Egg Harbor City, on the Camden and Atlantic railroad, will be completed and the cars running by the first of June.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

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SECOND EDITION REVISED.

THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEYING, HYDRAULICS, HYDROSTATICS, INSTRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY, PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUSPENSION BRIDGES, DAMS, RAILROADS, TURNOUTS, TURNING-PLATFORMS, WATER STATIONS, COST OF EARTHWORK, FOUNDATIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

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[From the London Builder, Feb. 10, 1872.]

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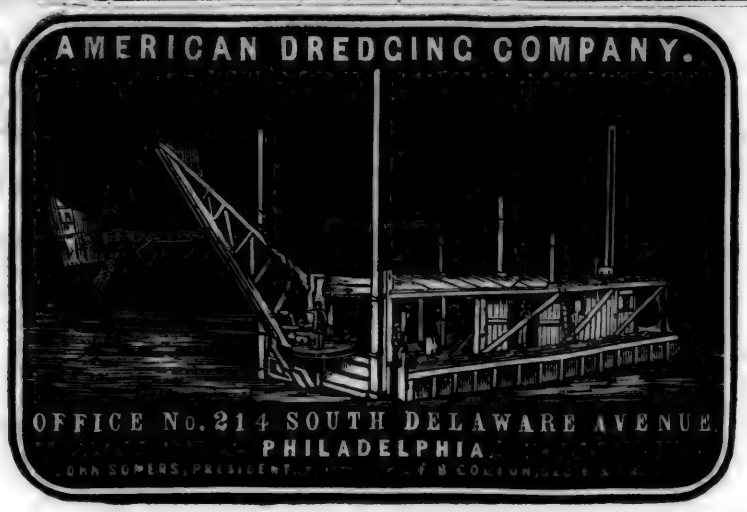
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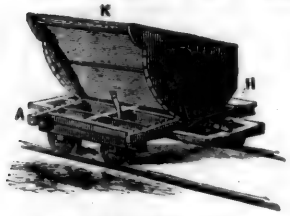
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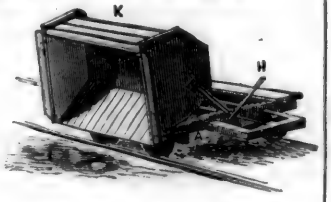


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Freight for last-named ports received until 4 P. M. of May 28.

Steamer JAPAM will leave San Francisco, June 1, 1872, for Japan and China.

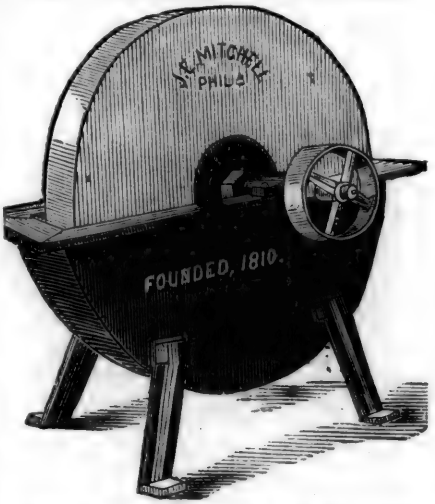
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SECOND QUARTO SERIES, VOL. XXVIII., No. 23.] SATURDAY, JUNE 8, 1872. [WHOLE No. 1,885. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 8, 1872.

The Northern Pacific Trade.

The great prize of the world's commerce in future is the control of the Northern Pacific trade and that of its dependencies on both continents. By a glance at a map of Mercator's projection, it will be seen that the continents of Asia and America converge towards the north, till at Behring's Straits they are only forty miles asunder; and as the bulk of the population of both continents is projected far to the north, it is obvious to the most casual observer that in the not remote future the commerce of the Northern Pacific Ocean is to overshadow in its extent and importance all others. The impulse that has been given to the public mind is this direction is chiefly due to the construction of the Union Pacific road, happily for the whole country already completed; and to the Northern Pacific road, now in rapid process of construction, under auspices that will ensure like, if not surpassingly, auspicious results. Few, however, comprehend in the remotest degree even the results that are to flow from the completion of the Northern Pacific road. By this route the two continents are brought about sixteen hundred miles nearer to each other than at any Southern point, and, considering the relative centres of population in each, it is clear to the dullest apprehension that the northerly route is in the end to be the controlling one.

SEVEN-THIRTY GOLD BONDS.

THE NORTHERN PACIFIC 7-30 GOLD BONDS are issued in denominations from $100 to $1,000 Coupon, and $100 to $10,000 Registered, have 30 years to run, bear interest 7.30 per cent. in gold, and are exempt from United States tax to the holder.

They are secured by a First and only Mortgage upon the Railroad, its franchises, earnings, and all the lands and property possessed by the company.

These Bonds are now selling at par and accrued interest in currency, and, with their ample security and high rate of interest, we believe there is no investment accessible to the people which is more profitable or safe. They furnish to the public an investment security which combines the ready negotiability, the convenience and high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on land worth at least twice the amount loaned.

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☞ JOSEPH U. ORVIS, Esq., formerly President of the Ninth National Bank, and late of the Security Bank of this city, respectfully announces to his friends and the public that, associated with his son HENRY P. ORVIS, he has opened an office at 96 Broadway, under the name of JOSEPH U. ORVIS & Co., for the transaction of a General Banking Business. Stocks, Bonds, Gold, Foreign Money and Exchange bought and sold. Deposits received subject to check. Four per cent. interest paid on balances. Collections made on any part of the United States and Canadas. Prompt attention and quick returns. Commercial paper negotiated accounts solicited, correspondence answered promptly, and personal attention given to business entrusted to them. They are also special agents for 7-30 Northern Pacific Railroad Bonds, and can furnish all other Railroad Bonds at the lowest market price.

Railways in Upper Egypt.

Herapath's Railway Journal, of May 25th, says that a survey for a railway of about 600 miles in length has just been completed, under the direction of Mr. John Fowler, C. E., acting on the directions of the Khedive; the line is to commence at Essouan on the first cataract, and to terminate at Khartoom near the sixth cataract; the junction of the Blue and the White Nile being also in that locality. At Edab, in 18° north latitude the Nile commences a long detour, enclosing a desert. The proposed line will leave the valley near Edab and cross the desert, keeping pretty closely to the camel track. From Khartoom there will probably be extensions hereafter, forking from that point, one line taking Sonaar and the rich valley of the Blue Nile and its tributaries, and the other proceeding to the north-west to Cordogan and Darfur. The portion of the line across the desert will be about 150 miles in length; and other portions of the proposed line will be at distances varying from half a mile to a mile from the river. Mr. Fowler's staff have completed their survey, and are now on their way home. There is no doubt, we hear, that this great project will be executed, to the great advantage of Egypt in the development of its resources and increase of its rapidly-extending commerce.

New Railroads in Massachusetts.

Middlesex county has several railroad projects on the tapis. The railroad from Lowell to Ballardvale is under consideration, the corporation having been organized. The Acton and Nashua road is being built to our State line and perhaps beyond, commencing on the Framingham and Lowell Railroad in Concord. There is a movement to build a new railroad from Boston, through Somerville to Woburn or Stoneham, or perhaps more easterly to Reading. The project is under consideration for extending the Arlington branch through Bedford to Concord and thence to Groton, and perhaps to Ashburnham, there connecting with the Vermont and Massachusetts Railroad, and the Cheshire Railroad. It is reported, also, that our neighbors in Lawrence are about to have a new route to Boston, by building about two miles of new road from just below Tewksbury station to the Lowell and Lawrence Railroad. It will be singular if at the same time Lowell gets a new route to Boston over the Boston and Maine, Lawrence should also get a new route to Boston over the Boston and Lowell Railroad. Both of these projects are said to be

possible, and supported by friends in each city, who will carry out their plans when they have made up their minds to do so.—*Lowell Courier.*

Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
Freight	$8,658,661 81	$10,151,352 93
Passengers	4,153,512 11	3,949,873 83
Express	282,088 87	285,460 59
Mails	142,190 67	169,983 74
Rents	47,657 67	40,686 56
Interest and divid'ds	56,096 92	
Sixty per cent. earnings J. & F. Railroad	77,542 00	150,711 48
All other sources	39,799 81	49,905 94
	$13,457,540 86	$14,797,975 07
Expenses, viz:		
Repairs of road	$1,315,188 64	$1,506,143 37
" engines	543 973 74	618,908 04
" cars	659,987 46	878,431 14
" bridges	128,899 07	84,342 79
" fences	79,074 26	95,204 96
" build'gs.	290,157 49	326,399 29
General office exp	193,783 16	182,196 29
Conductors, etc	438,659 16	556,987 08
Engine and firemen	468,619 28	617,785 55
Agents and station labor	1,200,194 51	1,451,000 02
Telegraph repairs & supplies	17,162 61	27,503 54
Gas light account	17,187 51	22,016 23
New and re-rolled rails	701,149 71	731,908 62
Fuel consumed	968 434 25	1,169,072 64
Oil, waste, etc	151,969 16	178,914 95
Office, train and station supplies	154,655 07	160 971 22
Loss and damage	106,383 36	147,208 66
Law expenses	23,479 98	35,544 99
New York office	10 866 39	13,803 61
Rents payable	54,706 14	56,853 22
Outside agencies and advertising	191,417 51	225,533 48
Contingencies	12,527 49	22,142 13
Insurance	4,518 05	185 40
Hire of cars	204,003 25	331,152 21
Taxes, State, county and town	335 227 05	344 358 41
Taxes, National	96,596 78	2,152 39
	$8,368,821 08	$9,779,806 23
Net earnings	$5,088,719 78	$5,018,168 84
From which deduct—		
Interest on funded debt	$1,814,267 82	
Int. on floating debt	11,441 06	
Rental Erie and Kalamazoo Railroad	30,000 00	
Rental Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00	
Ten per cent. dividend on guaranteed stock	53,350 00	
Eight per ct. dividend on common stock	2,757,320 00	
First two installments of scrip	45,177 00	
Government tax on dividends	71,858 63	
		4,887,214 51
Surplus for the year 1871		$130,954 33
To this surplus add—		
Proceeds sale new bonds ($4,150,000)		3,857,610 51
First and second installments new stock		2,537,830 00
Increase of floating debt in 1781		70,579 91
Sale sundry assets		8,472 90
Total to be accounted for		$6,605,447 6

Disposed of as follows—	
Construction	$3,343,383 70
Equipment	1,301,402 50
Advances to connecting lines	467,518 33
Pacific Hotel, Chicago	87,500 00
Merchants Despatch stock	50,000 00
D., M. & T. R. R. stock (10 shares).	1,000 00
Settlement back dividend, guaranteed stock	3,000 00
P. H. Watson—sundry advances for right of way	20,767 66
Balance on hand (being increase of assets over previous year)	1,330,875 46
Total, as above	$6,605,447 65

The company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State line of Pennsylvania.....68 miles.

The Erie and North East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvania .....20 miles.

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville & Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland in the State of Ohio..... 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio..... 113 miles.

With a branch (or Northern Division,) extending from Elyria, twenty six miles west of Cleveland, *via* the city of Sandusky, in the State of Ohio, to Millbury, (Junction with Main Line near Toledo)..... 74¼ miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois .....244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

The company owns branches as follows:

Ashtabula, Ohio, to Jamestown, Pa	36 miles.
Elyria, Ohio, *via* Sandusky, to Millbury, (Junction with Main Line,)	74¼ miles.
Toledo, Ohio, to Elkhart, Indiana, (Air Line,)	133 miles.
Adrian, Michigan, to Jackson, Michigan	46 miles.
Adrian, Michigan, to Monroe, Michigan	33 miles.

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan..... 65 miles.

The Kalamazoo and White Pigeon Railroad—extending from White Pigeon, Michigan, to Kalamazoo, Michigan...37 miles.

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects with the Ashtabula Branch,) to Oil City, Pennsylvania.51 miles.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent. of the earnings.

The Kalamazoo, Allegan & Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan.68 miles.

The terms of this lease are, the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of our Main Line, from Toledo, Ohio, to Adrian, Michigan, thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

The whole number of miles of Railroad owned and leased by this company is one thousand and seventy-four.

The company also has ninety-two miles of double track, between Buffalo and Toledo, and two hundred and fifty nine miles of side tracks.

During the year 1871 the equipment was increased to the extent of forty seven new engines and eleven hundred and fifty-one new cars, of various classes, at a cost of $1,203,747 87.

The authorized capital stock is $50,000,000. Of this sum there was issued to the stockholders of the various companies entering into the consolidation, $35,000 000. Under the provisions of the consolidation agreement, (printed in connection with the Annual Report of 1870, page 41,) a previous vote of the stockholders was necessary to authorize the issue of the remaining $15,000 000.

A meeting of the stockholders was held at the city of Cleveland, Ohio, July 27, 1871, at which, by a vote nearly unanimous, the issue of the $15,000,000 of stock was authorized, and the Board of Directors were empowered to sell and dispose thereof in such manner as they should deem most conducive to the interests of the company.

In pursuance of this authority, the Board of Directors sold to the holders of the common stock, as of October 7, 1871, $14,000,000 at thirty three and one-third per cent. This allowed each common stockholder to purchase forty per cent. of the amount of stock held by him. The terms of the sale were ten per cent. payable November 1, 1871; ten per cent. payable December 1, 1871; the remainder being thirteen and one-third per cent. to be called on thirty days previous notice on or before August 1, 1872. The two called installments amounted to the sum of $2,757,320, of which but $25,582 remains unpaid.

Upon the payment of the thirteen and one-third per cent., not yet called, the capital stock of the company will stand as follows:

Common stock	$49,466,500
Guaranteed (ten per cent.) stock	533,500
Total	$50,000,000

Of the $50,000,000 of stock issued, the sum of $533,500 is claimed to have been guaranteed by the late the Michigan Southern and Northern Indiana Railroad Company, as entitled to dividends at the rate of ten per cent. per annum. A claim is being preferred by holders of a portion of the guaranteed stock for dividends from 1857 to 1868, when the regular payment of dividends was commenced, which claim is controverted.

The claim for back dividends has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

The bonded debt of the company (not including the debt of the Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of

which roads is owned by this company) amounts to $24,909,000.

The annual charge for interest on this debt is $1,743,630.

Of this debt fourteen classes of bonds are secured by mortgages on distinct portions of the several roads entering into the consolidation.

On July 1, 7871, the company executed a consolidated mortgage, (a copy of which is hereto appended,) with a provision for a sinking fund to secure the payment of bonds registered and coupon, to the amount of $25,000 000, bearing interest at the rate of seven per cent. per annum.

The interest on the registered bonds is payable quarterly (January, April, July and October), and on the coupon bonds semi-annually (January and July), both at the office of the Union Trust Company of New York.

Of the bonds secured by this mortgage, a sufficient amount has been set apart to secure the payment of the bonded debt at maturity, and the proceeds of the residue have been appropriated to the double tracking of the Main Line, and to the procurement of additional equipment.

The earnings from freight, compared with 1870, show an increase of $1,492,691 12, or, seventeen and one-fourth per cent.; but we moved an increased tonnage of twenty-six and one-half per cent., or seven hundred and seventy nine thousand six hundred and fifty-one tons.

During the last six months of 1871 a ruinous competition existed on westward bound freights between the Trunk Lines, (the Pennsylvania Railroad, the Erie Railway and the New York Central and Hudson River Railroad), in the course of which the prices of freight transportation were reduced to a point almost without precedent.

By the arrangements between this company and the seaboard Trunk Lines, the rates on westward bound freights are made by the latter.

This company, from its relation to the several Trunk Lines, was compelled either to submit to a most extraordinary reduction of rates or to abandon the traffic. The first alternative was accepted, as a matter of sound policy in the interests of the stockholders of this company.

It may be well in this connection to state that, while we moved an increased westward bound tonnage of twenty-nine per cent., (equal to two hundred and seventy thousand and ninety-five tons, and equivalent to twenty-seven thousand car loads, or one thousand entire freight trains), in 1871 over 1870, the gross earnings therefrom exhibit a decrease of $60,503 90.

On eastward bound freights, on this road, the rates were maintained in 1871 at the figures of 1870.

We carried an increased tonnage in 1871 over 1870 of five hundred and nine thousand five hundred and fifty six tons, being twenty-five and one-half per cent., and we received an increased earning from that source of $1,529,566 19, being twenty-seven and one-half per cent.

The average rate per ton per mile on all freights carried was:

In 1871	1.39 Cents.
In 1870	1.50 "
Decrease	.11 "

This fraction of eleven one-hundreths of one cent per ton per mile caused a diminished earning of $800 000, or over two per cent. upon our capital stock in 1871. This $800,000, being a loss of net earnings, carried the per centage of operating expenses from sixty-three to sixty-six per cent.

We congratulate the stockholders upon the fact that reasonable rates are now being maintained on westward bound freights, and that our earnings for the months of January, February and March, 1872, show an increase of gross receipts of $635,000.

We have reason to hope that better counsels will prevail, and that our eastward Trunk Line connections will hereafter be slow to renew the warfare which worked such disastrous results, to them as well as to ourselves, in 1871.

Our passenger traffic for 1871 as compared with 1870 shows a diminution of $203,638 28. This diminution is about equal on local and through business. The rates for passenger transportation have been maintained, but the movement of passengers has been diminished, and the fact is believed to be the same as to all the great Railroad lines of the country.

This diminution of passenger earnings, there being none in the expense of train service, further explains the increased per centage of operating expenses in 1871 over 1870.

The earnings from other sources than freight and passenger transportation show an increase in 1871 over 1870 of $51,381 37.

Great progress was made in 1871 in the work of constructing the double track between Buffalo and Toledo. The reconstruction of the Northern Division of the late Cleveland and Toledo Railroad (from Elyria, Ohio, to the Junction with the Main Line at Millbury, near Toledo, via the city of Sandusky,) has also been vigorously prosecuted.

On the first of January, 1872, we had in operation ninety two miles of double track, exclusive of the Northern Division. For account of this construction there was expended in 1871 the sum of $828,319 19. It is expected that the entire double track between Buffalo and Toledo will be fully completed in 1872. The Northern Division, seventy-four and one half miles, is now completed and in operation. The unusual severity of the winter has, in some measure, delayed this work. There was expended in reconstruction of the Northern Division in 1871 the sum of $632,734 22. But little remains to be done on that Division beyond the construction of several station houses between Sandusky and Toledo, and the requisite fencing.

In the years 1865-6, the Cleveland, Painesville and Ashtabula Railroad Company commenced the construction of a branch Railroad, extending from Ashtabula, Ohio, to Jamestown, Pennsylvania—thirty-six miles. Upon this work the sum of $364,000 had been expended prior to 1869, and for some reasons, not now essential to be stated, the further prosecution of the work was suspended. During the year 1871 the work was resumed and the line is just completed and ready for operation. This secures, in connection with the Jamestown and Franklin branch, a direct line of our own, extending from our main line at Ashtabula, Ohio, eighty-seven miles, to Oil City, Pennsylvania.

There was expended on the Ashtabula branch in 1871 the sum of $573,097 18. A new and large traffic will be secured to this Company by the completion of this line.

During the year 1871 very considerable additions have been made to the machine shops at Elkhart, Indiana. There was expended, in 1871, in new construction in connection with these shops, and in the erection of other new structures on the line, the sum of $269,387 05.

The Elkhart shops are now complete and are acknowledged to be equal to the best establishments of their description in the country. A great saving of expenditure and largely increased facilities for the transaction of the business has resulted from their construction.

In addition to the items of construction, previously mentioned, there has been expended on construction account, in 1871, as follows, viz;

Substituting stone structures for wooden bridges and culverts	$651,833 36
For additional side tracks, 23 miles	233,795 91
Real estate purchased, iron bridges and other miscellaneous construction	154,216 79

It is the policy of the Company, as far as practicable, as rapidly as the track requires renewal, to substitute steel rails on those portions of the road carrying a heavy traffic. Four thousand tons of steel rail were used in repairs in 1871.

We have now in operation eighty miles of track laid with steel rail, and have contracted for the purchase of a sufficient amount of steel rail to lay two hundred miles in addition, in 1872.

The steel rail used in repairs in 1871 has been charged to operating expenses, and has contributed to their increased per centage.

The great fire at Chicago, in October, 1871, resulted in considerable interference with our business, and subjected us to losses and expenses which have also largely contributed to the increased per centage of operating expenses. In addition it destroyed the valuable Passenger Depot at Chicago, owned conjointly by this Company and the Chicago, Rock Island and Pacific Railroad Company, and the Pacific Hotel, in which we had an interest amounting to $125,000. The losses resulting from the derangement of our business, from the destruction of baggage and freight, and from the aid which the circumstances required us to render in transportation of sufferers, and of supplies for the relief of the thousand rendered homeless and helpless by that extraordinary catastrophe, have been charged to operating expenses, and, in conjunction with other facts herein before referred to, have contributed to the increase of their per centage.

Aside from this class of losses, which cannot be conveniently specified, we estimate our actual and ascertained pecuniary loss directly resulting from the Chicago fire at $325,000.

The plans for the reconstruction of the Passenger Depot have been completed and the work will be immediately commenced. The foundations, filling, sewerage, &c., of the depot are unharmed, and it is believed that the building can be replaced in better state than before for about $350,000. The Chicago, Rock Island and Pacific Railroad Company contribute one half of the cost of this reconstruction.

The Cincinnati and Springfield Railway Company have completed the construction of their Railroad from the city of Dayton to the city of Cincinnati, and it is expected that it will be ready for operation in the month of May next.

In conjunction with the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company we rendered the aid to that enterprise authorized by the vote of the stockholders of this Company. We have no doubt that the advantages to this Company and its business, which the construction of that Road promised, will be fully realized.

The construction of the Lake Shore and Tuscarawas Valley Railway, extending from Elyria southwardly through the Tuscarawas coal fields towards the Ohio river, was commenced during the year 1871, and is now in operation forty miles south of Grafton.

Favorable traffic arrangements have been made with that Company which cannot fail to result in a large increase of business, and in reducing the cost of our coal supply.

The construction of the Mahoning Coal Railroad, extending from Andover, on our Ashtabula branch, to Youngstown, Ohio, has also been commenced, and a new and large traffic will flow from that Road upon our Ashtabula Branch and upon our main line. Satisfactory arrangements for the interchange of business have also been made with this Company.

The Dunkirk, Warren and Pittsburgh Railroad, extending from Dunkirk, N. Y., to Warren, Pa., was completed and opened for traffic in 1871, and it has become a valuable and friendly connection.

Several other railroad enterprises connected with our system are fast approaching consummation, and give assurance of a large increase of business for our line.

The increased facilities afforded by the double track, and by the additional equipment already secured, are contributing to an increase of earnings unexpectedly large. We have no reason to doubt that the year 1872 will witness the further development of the great resources of our Line, and give renewed assurance of the permanent and substantial value of the property.

The number of engines on the road December 31, 1871, was 346. Miles run by engines, 10,178,603. Cost per mile run, 6.08 cents. The cars are classified as follows: first-class passenger 118,

second class and smoking 14, emigrant 29, railroad postal 7, baggage and postal 10, baggage 47, directors' 2, paymsters' 2, box freight 4,042, stock and oil 1,115, platform 1,466, coal 436, caboose, derrick and dumper 262.

Tons of through and way eastward bound freight, 2,516,827; do., westward, 1,208,598—total freight movement, 3,725,425. Tons carried one mile eastward, 524,143,071; do., westward, 196,515,742—total, 720,658,813.

Number of through passengers carried, (between Buffalo and Chicago only)1st class, 54,259; 2d class, 9,094; 3d class, 4,550—total, 67,883. Way passengers, 1st class, 1,832,256; 2d class, 24,212; 3d class, 18,811—total, 1,875,279. Total through and way, 1,943,162. Passengers carried westward, 1,004,700; do., eastward, 938,462. Miles traveled by through passengers, 36,656,820; do., way passengers, 104,918,246—total mileage of passengers, 141,575,066.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 63,874; do. westward, 247,274—total, 311,148. Tons carried one mile, 13,011,883. Through passengers carried, 6,280; way do., 96,896—total, 103,266. Total mileage of passengers, 1,629,841.

CONDENSED BALANCE SHEET, Dec. 31, 1871.

ASSETS.

Railroads as consolidated		$45,472,182 55
Detroit, Monroe and Toledo R. R.		1,291,968 18
White Pigeon and Kalamazoo R.R.		610,000 00
Ashtabula Branch		937,102 77
Total railroads		$48,311,208 45
Equipment		10,430,333 90
Jamestown and Franklin R. R.—		
Advances to date	$927,822 59	
First mort. bonds	279,300 00	
Second mort. bonds	255,000 00	
Stock	400,000 00	
		1,781,622 59
Detroit, Monroe and Toledo Railroad stock		413,600 00
General office building, Cleveland, (40 per cent.)		11,612 14
Supplies, fuel, etc		2,207,738 19
Cash		1,422,737 79
Uncollected earnings		616,289 79
Advances to Northern Central (Mich.) R. R		242,466 43
Advances to Grand Rapids and Newaygo R. R		15,335 01
Advances to P. H. Watson		20,767 66
Sunbury and Erie R. R. stock		500,000 00
Toledo, Wabash and Western Railroad stock		1,877,896 11
Union stock yard stock		100,000 00
Empire Transp. Company stock		60,750 00
Buffalo, Corry and Pittsburg R. R.—First mort. bonds		100,000 00
Do.—Advances		55,398 11
Erie and Pittsburg R. R. bonds		14,000 00
Dunkirk, Warren and Pittsburg R. R.—First mort. bonds		45,000 00
Do.—Loan		30,000 00
Leavenworth Co. bonds		49,500 00
Oil Creek and Allegheny River Railroad stock		300 00
Toledo and Wabash S. F. bonds		4,695 00
White Pigeon and Kalamazoo Railroad bonds		52,200 00
Michigan Lake Shore R. R. bonds		6,000 00
Buffalo and Erie R. R. bond scrip		270 00
Pacific Hotel Company, Chicago		106,250 00
Bills receivable		37,761 19
Do. (Lockwood)		322,000 00
Merchants Despatch Transp. Co.		50,000 00
		$68,885,727 86

LIABILITIES.

Capital Stock:		
344,665 shares, ($100 each,)		$34,466,500 00
Less 620 shares owned by this company		62,000 00
		$34,404,500 00
5,335 shares 10 per cent. guaranteed stock		533,500 00
		$34,938,000 00
First and second installments new stock		2,537,830 00
Funded Debt:		
L. S. & M. S. Railway (See Bond List, page 725)		24,909,000 00
Detroit, Monroe and Toledo R. R.		924,000 00
Kalamazoo and White Pigeon R.R.		600,000 00
Bills payable	$602,460 11	
December liabilities, Dipayable in Jan.	1,451,101 40	
vidend of February 1, 1872, on stock and scrip	1,450,512 00	
Tax on same	36,508 38	
Due commissioners sinking fund	51,201 88	
Unclaimed dividends and coupons	15,186 26	
		3,606,970 06
Income account, or profit and loss.		1,369,927 33
		$68,885,727 86

President.—HORACE F. CLARK.

Vice President.—AUGUSTUS SCHELL.

Directors.—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Milton Courtright, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

Gen'l Superintendent.—CHARLES PAINE.

☞ The Philadelphia *Ledger* of 3d inst., reports the net anthracite coal tonnage for the week ending on the 25th ult., from all sources, at 420,009 tons, and for the year 6,691,828 tons, against 2,351,485 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,340,343 tons. The production of bituminous coal for the week was 61,905 tons, and for the year 854,254 tons, against 772,912 tons to the corresponding time last year—an increase of 81,342 tons. The total production of all kinds of coal for the week was 490,014 tons, and for the year 7,546,082 tons, against 3,124,397 tons to corresponding time last year, showing an increase of 4,421,685 tons.

☞ The Georgia Western Railroad Company have contracted with Messrs. Grant, Alexander & Co., for the graduation, clearing and grubbing of the entire track from Atlanta to the Alabama Line—a distance of about 70 miles. The work will be commenced without delay, and will be continued without cessation until the road bed is ready for the cross ties and rails.

☞ President S. G. Boyd, of the Peach Bottom Railway Company, advertises for proposals for the graduation and masonry of the western division of the road, extending from the Northern Central Railway to the Susquehanna river.

The St. Joseph Bridge.

AN ACT to amend an act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the first section of the act entitled "An act to authorize the construction of a bridge across the Missouri river at or near St. Joseph, Missouri," approved March fifth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: Section 1. That it shall be lawful for the St. Joseph Bridge Building Company, a corporation organized for that purpose under the general corporation laws of the State of Missouri, or its assigns, to construct a bridge across the Missouri river at or near St. Joseph, Missouri, and to lay on and over said bridge railway tracks for the more perfect connection of any and all railways that are now, or which may hereafter be, constructed to the Missouri river at or near St. Joseph, or to the river on the opposite side of the same, near St. Joseph, and build, erect, and lay on and over said bridge ways for wagons, vehicles of all kinds, and for the transit of animals, and to provide ways for foot passengers, and to keep up, maintain, and operate said bridge for the purposes aforesaid; and that when said bridge is constructed, all trains of all railroads terminating at said river, and on the opposite side thereof, at or near St. Joseph, Missouri, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of the same, under the limitations and conditions hereafter named. The owners of said bridge may also charge and receive reasonable compensation or tolls for the transit over the said bridge of all wagons, carriages, vehicles, animals, and foot passengers.

Section 2. That the fifth section of the act of which this is amendatory be and the same is hereby amended so as to read as follows: Section 5. That the St. Joseph Bridge Building Company, after the passage of this act, shall not have the right to assign the charter which said company now holds by assignment from the St. Louis and Denver City Railroad Company, and which was granted to said last named company by virtue of an act of Congress, approved July fourteenth, eighteen hundred and seventy, to any other company, person or persons; nor shall said bridge building company be permitted, under the said charter so obtained as aforesaid from the St. Joseph and Denver City Railroad Company to construct any other bridge than the one now being constructed at St. Joseph, Missouri: *Provided however,* That nothing in this section contained shall prevent the said bridge building company from mortgaging said charter and franchises held by it by assignment from the said railroad company, with the bridge constructed or to be constructed thereunder, in the manner and for the purposes to and for which the said bridge building company is or may be authorized by or under the laws of the State of Missouri to mortgage its property.

Approved May 1, 1872.

☞ The citizens of Wheeling, W. Va., have voted, by large majorities, to authorize: first, a subscription by the city of $300,000 to the capital stock of the Wheeling and Lake Erie Railway Company; second, a subscription by the city of $300,000 to the capital stock of the Wheeling and Ohio Union Railway Company (Bridge); third, a subscription by the county of $100,000 to the capital stock of the latter company.

☞ The Utah Southern Railroad is designed to reach the south end of Great Salt Lake, 75 miles from Salt Lake City. The portion already in operation is doing a good business especially in freight.

Horse or Street Railroads of the State of New York.

A tabular statement of their length and Cost, Stocks, Bonds, and Debts, and Earnings, Expenses and Dividends for the year ending September 30, 1871.

Compiled from the Annual Reports of Companies made to the State Engineer and Surveyor.

Railroads.	General Accounts. Stocks.	Bonds.	Debt.	Total.	L'gth of Track. Line.	Sidings,&c.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Other.	Total.	Operating Expenses.	Net Earnings.	Divid'ds. Am'nt	Rate.
	$	$	$	$	M.	M.	$	M.	$	$	$	$	$	$	p.c.
Albany Railway	111,400	40,000	.....	151,400	5.75	1.50	157,800	5.75	65,530	14,559	80,089	63,640	16,449	12,443	10
Avenue C	500,000	681,000	168,841	1,344,841	7.63	4.20	513,286	7.63	154,657	6,767	161,424	149,671	11,753	.....	....
Babylon	5,525	.....	1,253	6,778	1.50	....	6,142	1.50	1,141	.....	1,141	980	161	.....	....
Bleecker Street & Fulton Ferry	900,000	694,000	11,282	1,605,282	9.00	13.00	1,775,049	9.00	299,176	3,217	302,393	232,968	69,430	.....	....
Broadway (Brooklyn)	200,000	100,000	9,859	309,859	5.38	5.38	319,000	5 38	138,258	5,536	143,794	118,359	25,445	18,000	9
Broadway and Seventh Avenue	2,100,000	1,600,000	13,559	3,713,559	4.00	6.33	3,682,053	4.00	760,092	25,068	775,160	539,247	235,915	63,000	3
Brooklyn, Bath & Coney Island	.....	80,000	.....	80,000	7.00	....	212,379	7.00	39,827	1,889	41,716	33,216	8,500	.....	....
Brooklyn City	1,500,000	300,000	123,000	1,923,000	36.00	36.00	2,082,804	36.00	1,302,864	36,377	1,339,241	1,045,967	293,274	180,000	12
Brooklyn City, Hunter's Point and Prospect Park	300,000	300,000	29,197	629,197	13.22	6.61	636,730	13.22	159,747	5,040	164,787	130,587	34,200	.....	....
Brooklyn City and Newtown	400,000	200,000	8,829	608,829	9.50	6.00	621,576	9.50	147,743	7,025	154,768	114,083	40,685	.....	....
Buffalo Street	78,000	352,314	19,257	444,571	8.81	6.40	439,557	8.81	172,159	11,773	183,932	160,414	23,518	.....	....
Bushwick (Brooklyn)	302,000	52,000	2,018	356,018	3.50	7.50	324,012	3.50	80,774	740	81,514	73,422	8,092	.....	....
Central City (Syracuse)	21,130	6,000	.....	27,130	1.63	0.11	29,066	1.63	19,256	268	19,524	12,049	7,475	4,000	....
Central Park, North and East River	1,068,400	626,000	88,746	1,783,146	22.00	24.00	1,629,175	22.00	574,813	15,432	590,245	577,092	13,153	.....	....
Coney Island and Brooklyn	500,000	213,000	49,593	762,593	10.20	4.63	647,363	10.20	152,094	8,084	160,178	144,517	15,661	.....	....
Dry Dock, East Broadway and Battery	1,200,000	700,000	.....	1,900,000	10.63	....	937,943	10.63	692,933	5,308	698,241	518,691	179,551	.....	....
Dunkirk, and Fredonia	34,825	.....	.....	34,825	3.50	....	43,220	3.50	9,034	1,077	10,111	7,052	3,059	1,053	3
East New York and Jamaica	175,800	82,700	1,682	260,182	9.50	2.25	259,668	9.50	25,672	882	26,554	21,094	5,460	.....	....
Eighth Avenue	1,000,000	203,000	35,000	1,238,000	9.00	9.00	1,560,184	9.00	764,057	28,615	792,672	638,010	154,662	120,000	12
Elmira and Horseheads	22,500	.....	3,200	25,700	5.25	....	43,000		Road not in operation.			.....	.....	.....	....
Fifth Ward (Syracuse)	29,285	10,000	2,800	42,085	2 60	0.10	44,767	2.60	12,564	48	12 612	11,449	1,163	.....	....
Frankfort and Ilion	13,208	.....	5,592	18,800	2.50	....	16,799	2.50	Road opened July 4th, 1871.				.....	.....	....
Forty-second Street and Grand Street Ferry	748,000	215,000	.....	963,000	5.13	4.50	1,054,679	5.13	354,509	8,110	362,619	274,921	97,698	48,620	6½
Genesee and Water Street (Syracuse)	42,500	12,700	.....	55,200	3.00	0.25	59,926	3.00	13,389	535	13,924	11,698	2,226	.....	....
Grand Street and Newtown	170,000	90,000	20,000	280,000	6.00	3.00	304,532	6.00	92,053	2,443	94,496	86,725	7,771	.....	....
Grand Street, Prospect Park and Flatbush	200,000	200,000	14,000	414,000	4.00	4.00	400,000	4.00	Road opened July 1st, 1871.				.....	.....	....
Herkimer and Mohawk	16,100	.....	.....	16,100	1.55	....	15,121	1.55	Road opened in Dec. 1871.				.....	.....	....
Harlem Bridge, Morrisania and Fordham	123.540	137,000	.....	260,540	5.00	5.00	254,295	5 00	83.867	1,687	85,554	57,885	27,669	.....	....
Kingston and Rondout	75,000	.....	.....	75,000	3.35	0.21	80,291	3.35	18,591	4,218	22.809	17,385	5,424	5,000	....
Mohawk and Ilion	15,000	.....	.....	15.000	1.75	....	15.000	1.75	7,436	137	7,573	3,726	3,847	2,361	16
New Brighton & Onondaga Val.	8,000	.....	.....	8,000	1.88	....	8,050	1.87	2,305	25	2,330	1,444	886	.....	....
New York City Central Underground	8,200	190.500	100,000	298,700	....	....	.....	....	.....	.....	.....	.....	.....	.....	....
Ninth Avenue	797,320	167,000	.....	964,320	6.10	6.10	.....	6.10	103,909	13,422	117,331	111,545	5,786	.....	....
North Second Street and Middle Village	133,600	.....	15,350	148,950	5.00	3.00	154,343	5.00	40,962	989	41,951	35,970	5,981	.....	....
Park Avenue (Brooklyn)	118,500	188,000	.....	306,500	9.40	5.00	281.268	9.40	26.589	3,462	30,051	29,153	898	.....	....
Poughkeepsie City	31,370	14,000	12,044	57,414	2.00	0.50	57,414	2.00	16 506	310	16,816	17,255	Loss.	.....	....
Rochester City and Brighton	60,000	20,000	.....	80.000	9.00	1.00	94,153	9.00	65 673	1,437	67,110	50,008	17,102	.....	....
Second Avenue	888,100	1,163,500	.....	2,051,600	8.00	8.00	2,089,523	8.00	568 845	2,109	565,954	428,550	137,404	.....	....
Sixth Avenue	750,000	250,000	80,000	1,080,000	4.00	4.38	1.775,892	4.00	696,594	39 386	735,980	635,871	100,109	52,000	....
South Brooklyn and Park	150,000	50,000	40,422	240,422	3.75	5.75	240.222	3.75	43 677	8,244	51.921	43 359	8,562	.....	....
Syracuse and Geddes	25,000	25,000	.....	50.000	2.00	0.07	26,910	2 00	14,007	2,200	16,207	9,721	6,486	3,750	7½
Syracuse and Onondaga	37,000	.....	.....	37,000	2.60	....	38 295	2.60	12,353	1,772	14,125	9,064	5,061	2,240	4
Third Avenue	1,170,000	1,916,000	.....	3,086 090	8.00	10.00	3,061,241	8.00	1,429 088	21,107	1,450 195	1,234,295	215,900	140,400	12
Troy and Albia	44,700	35,550	1,400	81,650	3.17	3.33	68,929	3.17	16 165	583	16,748	11,756	4,992	.....	....
Troy and Lansingburg	250,000	75,000	83,673	408,673	9.36	3.08	269,815	9.36	158,761	2 038	160.799	131,779	29,020	.....	....
Utica, Clinton and Binghamton	121,400	200,000	1,500	322 900	13.00	2.50	312,251	13.00	88,209	34,027	117.236	103,194	14.042	.....	....
Van Brunt Street & Erie Basin	75,000	18,000	.....	93,000	1.35	1.25	97,000	1.25	19,267	78	19,345	14,878	4,467	2,625	....
Watervliet Turnpike and R. R.	240,000	130,000	.....	370,000	7.25	8.25	326,289	7.25	108,134	3,004	111 138	81,522	29,616	18,000	7½
Williamsburg and Flatbush	300,000	125,000	3,600	428,600	6.50	3.25	428,600	6.50	17,032	38	17,070	16,468	602	.....	....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,333	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746.800	612,805	7.983,513
1871	536,498	485,490	614,446	756 250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	316,099	388,727	328,390	345,833	402,854	551.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,057	1,107,084	1,001,987	13,387,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,017	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104.866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95.924	108,413	126.556	121.519	125,065	119.109	121,408	1,294,095
1869	98,517	91,666	103.558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	178,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,408	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,787	366,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 0 3
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5 683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586.531	525,547	724.732	1,040,102	801 195	498,566	7,250 069
1870	396,171	382,823	377,571	443,132	740,700	755,737	636,434	661,020	808,318	908,313	731,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,959	240,135	254,633	322.521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287.557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350.613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	280,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	264,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436.990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	166,086	172,933	230,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,038	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309.591	364,724	382,906	406,766	331,780	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,262,343
1870	312,183	293,645	295,278	318,099	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365.174	328,791	393.455	444,210	463,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528.529	503 189	539,238	706,603	802,586	746.450	643.058	664 051	728.521	719,698	570.168	506.053	7,654,094
1871	479.573	373,925	499,899	584,540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	531,115	565,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track	Horses and Dummies	Cars	Companies	Cost of Road and Equipment	Share Capital	Indebtedness: Bonded Debt	Indebtedness: Floating Debt	Earnings: Gross	Earnings: Net	Dividends on paid Capital	Value of Shares: Par	Value of Shares: Paid	Value of Shares: Market
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany.....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31,'70	3.41	11	4	Allentown.....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	....
Dec. 31,'68	31.00	479	73	Baltimore City.....Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	25
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,856	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	1115.653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn).....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston).....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	628,000	60,199	618,136	56,485	—	100	100	....
Oct. 31,'70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31,'70	9.06	152	34	Citizens' (Pittsburg).....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn)..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia.....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31,'70	1.63	12	3	Easton and S. Easton.....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31,'70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31,'70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31,'70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,005	36,039	6.0	50	49½	45½
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31,'70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31,'70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31,'70	7.25	200	42	Green and Coates st. (Phila.)Pa.	243,616	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	280,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31,'70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31,'70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31,'70	5.20	116	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston.....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston).....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	72½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31,'70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	16,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31,'70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31,'70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31,'68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31,'70	9.66	30	15	Peoples' street (Scranton)...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31,'70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,836	52,994	21.8	50	15	58½
Dec. 31,'70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31,'70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31,'70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31,'70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31,'68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,800	7.	100	100	....
Oct. 31,'70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31,'70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31,'70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	66½
Dec. 31,'70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston.....Mass.	418,891	400,000	—	13,283	200,996	36,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31,'69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N.Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31,'70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	—	215,078	62,061	5.5	50	50	20
Dec. 31,'70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	86,000	72,100	154,495	16,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31,'70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston).....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31,'70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31,'70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	735	—	50	50	....
Oct. 31,'70	2.40	13	8	Williamsport .....Pa.	38,580	15,800	5,000	41,489	9,530	—	—	25	25	....
Oct 31,'70	2.25	—	—	Winnisimmet (Boston).....Mass.	62,152	52,900	—	—	3 800	3,010	4	100	100	....
Oct. 31,'70	3.55	40	10	Worcester .....Mass.	48,205	40,000	20,000	5,096	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies	Amount outstanding	Interest: Rate	Interest: Payable	Principal Payable	Market Price
	$	pc			
Albany: 1st Mortgage	40,000	7	J. & J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J. & J.	1872	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J. & J.	18—	....
Brooklyn City: 1st Mortgage	300,000	7	J. & J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage	379,000	7	M. & N	1878	....
Brooklyn and Jamaica: 1st Mortgage	800,000	7	J. & J.	1890	....
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage	84,500	7	J. & J.	18—	....
Buffalo street: 1st Mortgage	341,500	7	J. & D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J & J.	1883	....
Central Park, N. & E.River: 1st Mortgage	626,000	7	J. & J.	1874	....
Citizens' (Pittsburg): 1st Mortgage	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn: 1st Mortgage	214,000	7	J. & J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage	700,000	7	J. & J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J. & J.	18—	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	160,000	7	J. & J.	1873	....
Real Estate	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage	187,500	7	J. & J.	1877	....
Germantown: 1st Mortgage	250,000	7	J. & J.	1877	....
2d mortgage	250,000	7	J. & J.	1884	....
Green and Coates (Phila.): 1st Mortgage	100,000	7	J. & J.	1878	....
Grand st. and Newtown: 1st Mortgage	90,000	7	J. & J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	136,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	25,000	7	J. & J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J. & J	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed	45,872	6	A. & O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J. & D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mort. Broad street	100,000	6	J. & J.	1890	....
1st Mort. O. & N. R. R.	100,000	6	J. & J.	1891	....
2d Mort. O. & N. R. R.	300,000	6	J. & J.	1883	....
Philadelphia City: 1st Mortgage	200,000	6	J. & J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M. & N	1887	....
Pittsb., Alleghy & Manch.: 1st Mortgage	23,000	7	A. & O	1874	....
Quincy: Plain bonds	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage	48,300	7	J. & J.	1880	....
1st Mortgage	15,000	6	J. & J.	1880	....
Salem: 1st Mortgage	35,600	6	J. & J.	18—	....
Second Avenue (N. Y.). 1st Mortgage	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J. & J.	1878	....
2d Mortgage	15,000	7	A. & O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J. & D.	1877	....
Syracuse and Geddes: 1st Mortgage	25,000	7	J. & J.	18—	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J. & J.	1875	....
Real estate	500,000	7	J. & J.	—	....
Troy and Lansingburg: 1st Mortgage	85,000	7	A. & O	1879	....
Union (Boston): Real estate mortgages	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage	300,000	7	J. & J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J. & J.	1887	....
Watervliet. 1st Mortgage	130,000	7	J. & J.	1882	....
West Hoboken: 1st Mortgage	61,000	7	M. & N	1878	....
West Philadelphia: 1st Mortgage	100,000	7	J. & D.	1878	103½
Worcester: 1st Mortgage	20,000	6	A. & O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '71 3
" pref.....50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	880,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 6
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June'71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	423,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...50	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,788,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,961	— & —	.....
Concord.....50	1,600,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 4½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.....0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J.A.O.J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '68 4
" pref.....100	8,536,910	J.& J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,387,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug.'70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 5
Illinois Central.....100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North.Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,150,400	J.A. J.O.	Apl. '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*.....50	2,644,100	J. & J.	Jan. '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 5
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 5s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 5s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Senuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 380	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular	July'72 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 160,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*. 100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt.*.. 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Apl. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 3½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,888,150	J. & J	Jan. '72 6
Tol.,Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '73 4
Vermont and Mass.....100	2,000,000	M. & N.	May '73 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb.'72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	304,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2 888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq*.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 3
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Mereh. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	6,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. 695
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1872.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,737,000	6	Jan. & July.	1880	114¾
.. ..coupon	4,678,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861....registered	125,263,000	6	Jan. & July	1881	114½
.. ..coupon	64,067,950	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s)....registered	34,184,200	6	May & Nov.	1882	115
.. .. .. (5-20s)....coupon	242,509,300	6	" "	1882	116
Loan of March 3, 1863....registered	53,414,050	6	Jan. & July.	1881	114¾
.. ..coupon	21,585,950	6	" "	1881	120½
Loan of March 3, 1864 (5-20s)....registered	2 379,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s)....registered	34,791,400	6	May & Nov.	1884	113½
.. .. .. (5-20s)....coupon	39,012,250	6	" "	1884	116
Loan of March 3, 1865 (5-20s)....registered	39,629,000	6	May & Nov.	1885	113½
.. .. .. (5-20s)....coupon	120,103,850	6	" "	1885	116½
.. .. 2d series (5-20s)....registered	62,622,000	6	Jan. & July.	1885	113½
.. .. .. (5-20s)....coupon	161,869,450	6	" "	1885	117½
.. .. 3d series (5-20s)....registered	92,461,900	6	Jan. & July.	1887	113½
.. .. .. (5-20s)....coupon	228,309,700	6	" "	1887	117½
.. .. 4th series (5-20s)....registered	13,305,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s)....coupon	25,958,750	6	" "	1888	114¾
Loan of March 3, 1864, (10-40s)....registered	138,435,350	6	Mar. & Sept.	1904	111½
.. .. .. (10-40s)....coupon	56,131,950	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	123,404,050	5	F. M. A. & N.	1881	111½
.. .. coupon	76,595,950	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68..(cur.)	12 085,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency.....	392,901,064	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1566.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	61½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar., & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	449,500	6	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	6	" "	1890	....
.. — .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,833	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	100
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	329,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,580	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	6	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	6	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	96½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	93½
Nebraska—(No Debt).....	.....				
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- 74	99
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	104
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108½
.. — .. Bonds.....	21,089,000	7	" "	1877	109½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106½
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	104½
.. —	5,150,100	6	" "	1873	105
.. —	2,099,000	6	" "	1874	105½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	30½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'96	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	20½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	25
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	14½
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (")....	1,600,000	6	" "	1875	101
.. — .. (")....	4,095,399	6	" "	1881	101½
.. — .. (")....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	95
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97
.. —	4,731,300	6	" "	1872	102
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	106
.. —	726,950	6	" "	1882	96
.. —	9,257,050	6	" "	1882	107
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	101½
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	6	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100½
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	52
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	32
.. —Convereicn Bonds of 1869....	1,265,800	6	J. A. J. & O.	1868	....
.. —Funding & Special Bonds '68	1,892,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	72
.. —*Railroad Endorsements	2,172,000	6	" "	"	....
.. —*Funding Bonds	4,069,502	6	" "	"	72½
Texas—No legal debt.....	.....				
Vermont—War Loan Bonds.....	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'78	....
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	56
.. — .. Bonds .....coupon	11,103,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	56½
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....				....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	71-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	96
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,679,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1890	579,300	6	" "	"	1890	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	45
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,666 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	89
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	90
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	15,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	105
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	105½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	....	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1909	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage sk g fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, sk g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (75 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	132,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	98
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	86½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250.000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	82
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.)	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.& I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
2d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104.000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1863	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta (C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund	15,000,000	7	April & Oct.	New York.	1908	90⅞
2d Mortgage Consol. sk'g fund	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen. (C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept	Boston	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	87
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	87½
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J. (K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770.000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis (T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	...
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1853, (secd.)	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Ont. & Ottawa R. R.)	150.867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han. (C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000;000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July	New York.	1900	94¾
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98¾
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94¼
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100¼
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95¼
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1398	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,000,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1862	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210	27,885,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	97
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	89

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Con. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	93½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	784,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hemphield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N. Y. Cen. & H. R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	100½
3d Mortgage	180,000	7	May & Nov.	" "	1875	107½
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N. Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....guld	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,530,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	65½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Cinwfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	106½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 3 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1890	....
2d Mort. (" " ").	159,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96
S. Fund Bonds(LS& MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	100
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1388	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ati.& Gr.R. R.R.)	840,000	8	" "	" "	1888	85½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.R.R.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (I. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1886	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	99
1st Mort.of '70(reg.)to #6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105?
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	...
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	...
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1899	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al).						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1882	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	80-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,900	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	454,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	98½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware;						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 650,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	109
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	109
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	104½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	..
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91½
1st Mortgage (Minn. Cent.).....	207,000	7	" "	" "	....	..
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	91
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,854,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage.....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan.....	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds.....	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage*.....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,800	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1891	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1880	81½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1883	....
New O., Baton-Rouge & Vicksb'g.						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S'k.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E...	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	96
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	96
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	80
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (OB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	95
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1883	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg.):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'95	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	92½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1903	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49.	1,521,000	6	" "	"	1880	99
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	101½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,800	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1880	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1878	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W.& O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.) assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G. F. Br.) assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	168,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	78½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.C.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac.						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv. S. F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, (general) Stg Fund	632,500	7	June & Dec	New York.	1891	....
1st Mort. (W. & R.) Stg Fund	790,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Roudout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B. (K.C. St.J. & C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C. (E.D. 112m.):						
1st Mort. of Aug. 14, 1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv. C (W.D. 160m):						
1st M. R.R. lands of M'y 14, '79, free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) stg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) stg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	98½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv. (Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. stg fund conv. ...gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van. & T. H. (T.H. & I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M. & St. P.):						
1st Mort. of 1870...gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR. & L. $2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R. R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M. (W. Line & L.) for $3,000,000	.....	7	— & —	New York.	....	....
2d M. (W. Line & L.) for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	95¾
Sand., Mansfield & Newark (M. & O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.		....
Savannah and Charleston:						
1st Mortgage (Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C. & S.R.R.) gar. by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M. & C.):						
1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	300,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special) Sep. '66	70,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,735	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M. & O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, stg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000..gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, stg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L. & W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	94
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Tittusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	81½
2d Mortgage	1,500,000	7	" "	"	1891	31
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	81
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mortgage preferred	600,000	6	" "	"	1890	77
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	95½
Convertible Loan	1,496,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80½
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	77
Boat and Car Loan 1864	633,650	7	— & —	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	77½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	98
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	95
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,796,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	151
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	168	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,209	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	78
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,216,000	265,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	141
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Leased	& operated by	Erie.)	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTrunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	—	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	112½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated	by Burlington &	Mo.River.)	.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated	by Chicago, Burl	ington &	Quincy.	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	10	100	127
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	80,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	—	—	(Leased	and oper. by	West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,167	*	.....	.....	426,900	—	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	36½
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. by	Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. by	Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	—	—	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,956,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	29.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hud.	Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,986,664	.....	.....	4,849,405	2,063,299	10	100	116½
Apr 30, 1871	400.0	—	167.0	—	175	64	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	58,320,468	206,949,525	7,207,685	2,779,011	10	100	130½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,690,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,778	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,363	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	41
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	9,000	4,000,000	4,000,000	40,509	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	18	584	Hartford and New Haven...Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	234,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	136
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....		.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,668	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	35.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	95½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Phg, Ft. W. & Chi.)			49.507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Gal...Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,998	5,938,167	2,320,760	10	50	119
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	79.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m.			.....	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	95½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,380,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	5	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	.....	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)				—	100	.....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	3,500,230	945,380	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	117
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600				(Leased	and oper. by	Erie.)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000				(Leased	and oper. by	Erie)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000				(Leased	and oper. by	Erie.)	.....	26,500	5½	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542			(Leas. by	Tol. Wa	b.&W'tn.)	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000				(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y.& Penn.	5,811,700	*			1,811,700	3,000,000	.....		106.9	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000				(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	.....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,0000	2,000,000			90.0	(Recentl	y completed.)		.....	.....	—	100	.....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	108,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	185,390	.....	.....	251,576	6,001	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	866,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900	.....		33.6	406,605	.....	.....	700,465	303,186	10	50	176
Nov. 30, 1870	98.4	85.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	120
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	128½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,788,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000					(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*			1,500,000					.....	.....	.....	.....	.....	—	100	.....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	585.069	79,576	3,000,000	2,500,000	.....			(Leased	& oper. by	Eastern.)	.....	.....	10	100	135
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	4,300,000	*	4,300,000		170,000	200,000	.....			(Under	constructi	on.)			—	100	.....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	94
Nov. 30, 1870	15.0	—	0.6	—	4	6	—	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,615,575	509,711	114.275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 moe.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000				(Leas. &	oper. by	Ch., Burl.	&Quinc.)			—	100	.....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,163,379	5,929,904	313,113	80,370	5	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,863			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	.....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	2,035,072	181.0	600,87	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	80,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,910	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000				(Leased	& oper. by	Erie.)			6	100	.....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	28	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	583,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*		.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*		.....	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	constructi	on—80 m.i	1,890,376	580,474	—	100	25
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	n oper.Ju	n. 1, '71.)		—	100	.....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....		(Leas. &	oper. by Ch	icago & Al	ton.)	1,372,236	385,803	—	100	102½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....		(Under	constructi	on.)	.....	240,000	—	100	.....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	*			1,000,000	1,000,000	.....	.....		(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	.....
Dec. 31, 1870	158.0	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....		(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	.....	—	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....		(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....			(Leas. &	oper.by W	est Jer.)			—	100	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,287	82,596		(Leas. &	oper.by B.	&Lowell.)			6	50	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,000	.....		116.3	433,006	.....	.....	.....	.....	1.4	108	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684		.....	.....	300,000	40,000	.....			(Leas.&	oper.by Re	nsselaer &	Saratog.)	480,173	130,245	—	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,682	104.0	.....	.....	.....	.....	.....	8	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901			(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	.....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....			(Under	constructi	on.)	.....	.....	—	100	.....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576,050	—	—			(Leas. &	oper.by Ph	lla.& Read	ing.)	28,803	5	50	.....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988		54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000						800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,959	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	187.0	106.0	10.7	—	43	47	*	464	South Carolina [1]	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910					2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,131	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.		....				2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,	....				20,000p m			100.0				287,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,535		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union [1]	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W. N. Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N. Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,235	400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific [1]	Tennessee.	1,117,617	*		1,267,239	944	635,079	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,466	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,396			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	358,744	631.0	3,473,960			4,544,641	1,308,376	—	100	77
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N. Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	39½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,000				....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	94½
May 31, 1870	158.0	27.0	36.0	—	77	40	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,661	loss.	—	100	81½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,468					499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	183.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at $25,000 monthly.)			3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland [1]	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	307,160	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	cons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	306	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	cons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N. C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon [1]	N. Carolina.	3,083,066	*		35,154	114,711	1,463,775	1,484,668	130,021	154,570	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	18	11	5	292	Worcester and Nashua	N. Hampshire.	1,606,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,225	452,547	156,860	10	100	136½
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5							25	
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N. Y.	7,066,899			13,245,880		15,000,000	5,000,000			108.0				107,947		10	100	120
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353					5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,662,000					64,000	836,759	689,446		161.0	(Leased	1870 by Pennsylvania		67,252	loss.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003,500	110,000			83.0				220,216	130,187	10	100	88½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214				110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,550	183,076	—	100	50
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,336,716		284,140		4,797,186	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000	—	50	15
Dec. 31, 1870	77.6	10.0	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873		45.0				135,162	61,602	—	50	20
Oct. 31, 1870	123.0	—	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000		87.6				50,963	4,203	—	50	1
									West Branch and Susquehanna	Penn.	1,911 300					1,100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,088,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	83½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	61
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	....	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champiain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	68
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,598	6	6	36½
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol., Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	..
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	..
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	124½
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

	Store Prices.
Pig, Scotch, No. 1 per ton	48 — @ 51 —
Pig, American, No. 1	50 — @ 52 —
Pig, American, No. 2	48 — @ 50 —
Pig, American, Forge	47 — @ 48 —
Bar, Refined, English and American	— — @105 —
Bar, Swedes, assorted sizes (gold)	85 — @100 —
Bar, Swedes	125 — @135 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in	110 — @ — —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 & 2¼ to 2¾ rnd. & sq	115 — @ — —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16	117 50 @ — —
Large Round	122 50 @127 50
Scroll	122 50 @152 50
Ovals and Half-round	127 50 @137 50
Rand	— — @122 50
Horse Shoe	120 — @130 —
Rods, ⅜@3-16 inch	115 — @155 —
Hoop	135 — @177 50
Nail Rod per lb.	— — @ — 8
Sheet, Russia, as to assortment (gold)	— — @ — 19
Sheet, Single D. and T. Common	— 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7½@ — 9
Sheet, Galtanized	List. 15 per ct.disc.
Rails, English (gold) per ton.	72 50 @ 75 —
Rails, American, at Works in Penna. c'y.	82 — @ 87 50
Anvils, (Eagle) per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 2¼ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 16½@ — 18½
English Spring (2d and 1st quality)	— 7½@ — 10½
English Blister (2d and 1st quality)	— 10½@ — 17½
English Machinery	— 11½@ — 13½
English German (2d and 1st quality)	— 10½@ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— — @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @ 5 75
Cut, 8d. and 9d	— — @ 6 —
Cut, 6d. and 7d	— — @ 6 25
Cut, 4d. and 5d	— — @ 6 50
Cut, 3d	— — @ 7 25
Cut, 2d and 3d. Fine	— — @ 8 —
Cut Spikes, all sizes	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, Kegs	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5) per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca (gold). per lb.	— — @ — 50
Straits (gold).	— 38 @ — 39
English (gold).	— 38 @ — 38½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box.	13 37½@13 50	15 — @ 15 50
I. C. Coke	12 75 @12 50	13 75 @ 14 75
Coke Terne	10 50 @10 75	12 — @ 12 50
Charcoal Terne	12 — @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½ @ — 13½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 17½
Refined, Standard White (in ship'g order)	— — @ — 23½
Refined, S. W. (in jobbing lots)	— — @ — 24½
Refined, S. W. (in tin)	— 28½@ — 29
Naptha, Refined, (65 @ 73 gravity)	— — @ — 18
Residuum per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 42
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, Chile Pig	— — @— 33
Copper, American Ingot	— 33 @— 33½
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish (gold) per 100 lb.	6 50 @ 6 62½
German (gold)	6 50 @ 6 62½
English (gold)	6 62½@ 7 12½
Bar	— — @ 8 75
Pipe	— — @11 —
Sheet	— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel	— — @12 —
Liverpool House Cannel	— — @17 —
Anthracite per ton of 2,000 lb.	4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Canton Co.	....	93½	94	96	97	97½
Central Pacific 6s.	104½	....	104½	104½	104	104
Central of N. Jersey.	108	108½	....	110½	....	110
Chicago & Alton.	116½	....	117	....	116½	116½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	106½	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	97	....	....	....
Chicago, Burl. & Q.	131	132½	130	....	....	130½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	73⅜	74⅜	74⅛	75	74⅜	74⅛
" pref.	93¼	....	94½	94½	....	94⅜
" 1st M.	101	101	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110⅜	110½	111⅜	111½	111	111
Chi., R. I. & Pa. 7s, 1896	....	104½	104½	104½	....	104½
Clev., Col., C. and Ind.	....	....	92½	92⅜	....	93
Clev. & Pittsburg guar.	91	90⅜	91½	91½	91	
" 2 M.	....	....	....	....	....	....
" 3 M.	98	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	37⅜	37⅜	38⅜	38⅜	38⅜	38⅜
" 1 M.	90½	90⅜	....	....	....	90⅜
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	120	....	120	120	
Del. Lack. & Western.	105⅛	106⅛	107	107⅜	107⅜	107½
" 1 M. 7s.	101	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	65⅛	63	63⅛	65⅛	65⅛	62⅛
" pref.	....	....	84	84⅛	....	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	100	....	100	....	....	....
" 4 M. 7s, 1880 95	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	89	....	....	....
Hannibal & St. Joseph.	41	39⅛	41	41⅛	....	41
" pref.	....	....	....	....	....	....
" 8s, conv.	....	....	....	....	....	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	106⅛
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95⅛	95½	96⅛	96⅜	96⅛	96
Lake Shore Div. bonds.	96	....	....	....	....	....
Marietta & Cin. 1st pref.	....	27⅛	27⅛	28	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	118	119	....	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I, 1 M. S. F.	102⅛	102	....	....	....	....
" 2 M.	....	....	98	....	98⅛	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul.	57⅜	57⅜	57⅛	....	....	56⅛
" pref.	....	....	....	....	....	78½
" 1st mort.	95	95	95	95	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	108½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	98	....
Missouri 6s.	96⅛	96⅛	....	....	....	97
" H. & St. J. iss	93⅛	....	....	....	....	....
Morris and Essex	94⅜	....	95	....	95	
" 1st mort.	103⅛	....	....	....	....	104
" 2d mort.	....	....	....	....	99⅜	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	....	....	....	....	....
" 6s, S.F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96⅜	97	97⅜	97⅜	97⅜	97⅜
" certificates.	....	93⅛	94⅛	95	94⅛	95⅛
N. York and Harlem.	123	122	122	120½	121½	122
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	....	30⅛	30⅛	30⅛	....	....
" new	....	....	....	....	20⅛	....
Ohio and Miss.	46⅛	47	47⅛	47⅛	47⅛	47⅛
" pref.	....	....	....	74⅛	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	74⅛	75⅛	75⅛	75⅜	75⅛	75⅛
Panama	115	118⅛	114	118	....	118
Phila. and Reading.	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	98	98⅛	98	....	....	....
" 1 M.	....	....	....	106	106	....
" 2 M.	....	....	101⅛	....	101⅛	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	34	33⅜	34⅛	36⅛	36⅛	36⅛
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	82	....	....
Tennessee 6s, old.	72⅛	72⅛	72⅛	....	72⅛	72
" new.	72⅛	72⅛	72⅛	....	....	....
Tol., Wab. & Western.	75⅛	75⅛	75⅛	76⅛	76⅛	77
" pref.	....	....	....	....	....	....
" 1 M.	....	....	98	....	....	....
" 2 M.	93⅛	....	....	93	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	92⅛	92⅛	....	94	93⅛	
Union Pacific.	39⅛	39	39	39⅛	39⅛	39⅛
" 1st mort.	93	93⅛	93⅛	93⅛	93⅛	94
" L. Gt. 7s.	80⅛	80⅛	....	....	81⅛	81⅛
" Inc. 10s.	86⅛	86⅛	....	....	86⅛	86
Virginia 6s, old.	....	....	....	....	....	....
" new.	....	....	....	....	....	....
" consol.	56	....	....	....	....	54
" def. cert.	....	....	....	....	....	16

New York Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	111¾	111¾	111¾	
U. S. 5s, 10-40s, coup.	112	112½	112¾	112¾	112¾	
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	112¾	....	113	113¾	....	
U. S. 6s, 1881, reg.	117¾	....	....	115	114¾	
U. S. 6s, 1881, coup.	119¾	....	120¾	120¾	120¾	
U. S. 6s, '81, O.W.L.	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	113¾	....	....	114¾	115	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	113¾	114	. ..	115	....	
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	115¾	115¾	115¾	
U. S. 6s, 5-20s, r. n. '65.	....	....	113¾	....	....	....
U. S. 6s, 5-20s, c. n '65.114¾	116¾	116¾	116¾	117¾	117¾	
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	113¾	
U. S. 6s, 5-20s, c. 1867.	117¾	....	117¾	118	118	
U. S. 6s, 5-20s, reg. '68.117	....	113¾	....	....	....	
U. S. 6s, 5-20s, c. '68...117	....	....	117¾	....	114¾	
U. S. 6s, Pac.R.R.issue.	....	....	....	115	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa preferred	....	45¾	45¾	....	....	....
Camden and Amboy...128	127	126¾	....	126¾	126¾	
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	92	....	....	....	92	
" 6s, 1889	....	....	....	89	....	
" mort. 6s, '89.	94	94	94	94¾	91	
Elmira & Williamsport.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	....	....	....	....	95¾	
Lehigh Navigation.	43¾	44¼	44¼	44	43¾	44¼
" 6s, 1884	....	....	91	....	....	....
" Gold L.	96	....	95	96	95¾	
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59¾	59¾	59¾	59¾	59¾	59¼
" 6s new coup.	99	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	47¾	....	47¾	....	....	47¾
" 7s.	....	....	....	....	....	....
Minehill	54	....	....	54	54	
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	51	51¼	....	....	51	
" 6s, 1880	102¾	....	....	102	....	
" 7s.	....	95¾	....	....	....	
" 10s, 1887	....	....	....	....	....	....
Northern Central	38¾	....	38¾	....	....	....
Oil Creek & Alleg. Riv.	36¾	38	....	38¾	38¾	38¾
" 7s.	....	....	....	79	79	....
Pennsylvania R. R.	58¾	58¾	58¾	58¾	58¾	58¾
" 1st M.	101¾	....	....	101¾	....	....
" 2d M.	97¾	....	....	....	....	97¾
" Gen. mort.	....	....	....	....	95	....
" " reg.	....	....	....	....	....	....
Penn. State, 6s.1st series102	....	....	....	102	102	....
" 6s, 2d series.105¼	....	106	....	....	....	....
" 6s, 3d series.107	107	....	....	....	....	107
Philadelphia City, 6s.	....	....	....	....	....	....
" new 101¾	102	102	....	99¾=	....	99¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading 60¼	60¼	60¼	60¼	60	60¼	
Philadelphia and Erie.	28¼	28¼	28¼	....	....	
" 6s. 89	....	89¼	....	....	90	
" 7s. 92¾	....	92¾	92¾	....	92¾	
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation.	....	7¾	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882 80	....	....	....	....	80¾	
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	66¾
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875.	100	....	....	....	100	
" 1886	....	....	....	....	....	....
" 1890	100¾	....	....	100¾	100¾	
" 1884	....	....	....	....	100	
" 1900	....	....	100	....	....	
Balt and Ohio.	....	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	97¼	....	
Marietta & Cin. 1st M.	98¼	98¼	....	98¼	98¼	98¼
" 2d M.	89¼	89¼	89¼	....	....	....
" 3d M. 8s.	84	84	....	....	84¾	84¼
Northern Central.	38¾	38¼	38¾	....	....	38¼
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	87¾	....	....	....	....	....
Pittsb. & Connellsv. 7s.	95¾	96	....	96¾	....	96¾
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55	54¾	....	54¾	....	
" Defer. Certif.	....	....	....	....	16¼	....
City Passenger R. R.	25	....	....	....	....	25

Boston Stock Exchange.

Actual Sale Prices for the week ending June 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5.
Boston and Albany	149	149	....	149	149¼	
Boston and Lowell	....	144	....	....	....	
Boston and Maine.	140¾	140¾	140¾	....	141	
Boston and Providence.	152	....	152¼	....	151¾	
Boston, Hartford & Erie.	....	....	....	67	....	
" 7s, new	44	....	44¾	45¾	44¾	
Cheshire, pref.	....	....	....	84	....	
Chi., Burl. & Quincy.	....	130¾	....	....	132	
Concord.	....	....	....	....	....	
Connecticut River.	....	141¼	....	....	....	
Eastern.	103	....	103¼	104	104	
Fitchburg.	....	138¾	....	....	138	
Manchester & Lawr'ce.	....	....	....	....	....	
Michigan Central.	119	119	119¼	119¼	119¾	
Northern, N. H.	....	....	....	....	....	
Ogdens. & Lake Champ.	....	89	89	88¾	....	
" pref.	....	....	....	....	104¼	
Old Colony & Newport.	....	112¾	112¼	....	112¾	
Ph., Wil. & Baltimore.	....	57¼	....	56¼	56¾	
Portl'd, Saco & Ports.	....	....	....	....	135	
Union Pacific	....	....	....	....	....	
" 6s.	90¼	....	90¼	91	....	
" Land Grant 7s.	....	79	80	....	....	
" Income 10s.	83¾	....	....	83¼	....	
Vermont & Canada.	....	94¾	94¼	96	94¾	
Vermont & Mass.	....	81¼	....	....	....	
South Boston (Horse)	....	71¾	....	....	....	
Cambridge ..	....	....	....	104	....	
Metropolitan ..	....	73	....	72¾	72¾	
Middlesex ..	....	....	....	....	....	
Central Mining Co.	....	....	37	....	....	
Copper Falls ..	....	14	....	....	13¼	
Franklin ..	....	9¾	9¾	....	....	
National ..	....	....	....	....	....	
Pewabic ..	11¼	....	....	....	....	
Quincy ..	....	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— May 24.	May 17.
Atl. & Gt. West. N. Y. sec. 7 per ct 1st mort., 1880.	74 — 77	74 — 77
Do. do., 2d mort., 1881.	62 — 65	62 — 65
Do. Penn., 1st mort., 1877.	39½ — 40½	40 — 41
Do. do., 2d mort., 1882.	99 —102	99 —101
Do. Consol. 7 per cent. mort. 1890.	88¾ — 89¼	88¼ — 89¼
Detroit and Milwaukee 1st mort. 7s.	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid.	54¾ — 55½	54 — 54½
Do. sterig. 6 p. c. convertible bonds	90 — 92	88 — 92
Illinois Central, 6 per cent., 1875.	54½ — 55½	54 — 55
Do. Redemption mort. bonds 6 p. c.	110 —102	99 —101
Do. 100 dol. shares, all paid.	110 —111	109 —110
Marietta and Cincinnati 7s.	82 — 85	82 — 86
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872.	— —	— —
Panama General mort. 7s, 1897.	89 — 91	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910.	96 — 97	96 — 97
Do. $50 shares.	46 — 48	— —
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, June 8, 1872.

Stock Exchange and Money Market.

The offerings of Money have been gaining on the demand for accommodation, giving borrowers the advantage as to rates, which have been quoted at from 5@7, generally 6@7 per cent. on call, and 6@8 per cent. per annum, in the discount line. The inquiry for aid, from speculative sources, has been less urgent, especially in view of the tamer movement at the Stock and Gold Boards. There has been a freer currency for strictly prime to good commercial paper within our quoted range. The city banks have added largely to the reserve of legal tender notes, and have also enlarged their specie average. Their deposit line has been materially increased. The loan and discount item shows a considerable addition. The U. S. Sub-Treasury office reduced its coin balance nearly 3½ millions and enlarged its currency nearly a fourth of a million. The city banks added to their loan and discount average nearly 1⅛ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $4,749,301, and a coin reserve of $51,786,365.

The city banks, in their latest return, show an increase of $2,173,400 of legal tender notes, $560,200 of specie, and $3,616,100 of deposits, with an addition of $1,073,700 to their loan and discount averages, and a reduction of $23,300 in their item of circulation. The city bank exchanges, last week, averaged 104½, and thus far, this week, about 123½ millions daily. The banks now hold $11,650,525 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $21,268,800, against $13,789,880 same time last year. The city bank deposits are now $226,070,900 against $241,383,519, week ending June 3, 1871. The legal tender reserve amounts to $53,780,500, against $70,900,838 same time last year. The circulation now stands at $27,522,000 against $30,968,723 same time last year. The loans are now $284,674,800 against $291,802,148 at this date last year.

The coin reserve of the city banks is now about 21¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 53¾ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury added to its currency balance $246,287, and reduced its coin reserve $3,453,515 as the result of the week's business. The receipts of the office were $2,295,768 in coin, and $7,013,731 in currency; payments, $5,749,283 in coin, and $6,767,444 in currency. The office received $1,739,000 in coin or its equivalent, from customs; and disbursed $260,112, of coin interest. The receipts of the office in May were $64,117,619, including $11,436,504 from customs; the payments were $80,252,413, including $12,077,882 of coin interest on the public debt.

Government revenues yielded moderately in the line of excises, during the week, but were much lighter, in the customs form. The excises yielded within the week about 2¾ millions, and thus far since July 1, 1871, $118,899,678. The customs at the port of New York last week were $1,562,427; at the outports, equal to about $550,000 all in coin, or coin certificates.

The Secretary of the Treasury has directed the assistant treasurer at New York to withdraw $1,300 000 of three per cents, being those of the denomination of $5,000, numbering from 3,811 to 3,856, inclusive, and those of $10,000, numbering from 3,952 to 4,150, inclusive, dated from August 1, 1864, to August 15, 1868. The interest is to cease July 31, 1872. Assistant Treasurer Hillhouse has accordingly given formal public notice that the notes will be paid on presentation at his office.

Under the June programme of the Treasury Department, Government proposes to sell at New York eight millions of Gold, as follows: Thursday, June 6—Two Millions. Thursday, June 13—Two Millions. Thursday, June 20—Two Millions. Thursday, June 27—Two Millions. And to buy in at least eight millions of bonds as follows: Wednesday, June 5—Two Millions. Wednesday, June 12—Two Millions. Wednesday, June 19—Two Millions. Wednesday, June 26—Two Millions.

The specie export on Tuesday of this week was $312,000; and on Wednesday $1,497,891.

Gold has been in fairly active demand, chiefly

on speculative account and for export purposes, at firmer prices. The customs drain has been quite moderate.

The range of the price during the week has been from 113¾@111⅝ and the closing quotation on Wednesday was 114⅝ against 114⅛ the preceding Wednesday. The specie outflow, last week, was $4,243,064. The Gold Exchange Bank clearances have averaged about 31⅜ millions per day during the week.

The customs demand for Gold last week, averaged $289,834 a day; thus far, this week, it has averaged $297,500 a day, or equal to a weekly aggregate of $1,785,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $21,957, and since Jan. 1, 1872, $706,126, against $3,048,880 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $146,414,424 against $137,779,659 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 1, 1872, $74,938,455, against $84,014,789 same time in 1870-'71.

The export drain of specie was $4,243,064 last week, against $2,038,500 same week preceding year. The shipments since July 1, 1871, have been $49,725,796 against $75,691,673 same time in 1870-'71.

Foreign Exchange has been quoted stronger, on a moderate offering and fair inquiry for prime bills. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞; sight bills on London, 110½@110⅝.

The produce exports from this port, week ending with June 4, were to the currency value of $3,831,742.

The outstanding circulation of United States currency on the 1st inst. was $400,725,816 in all forms.

Government securities have been decidedly stronger in price, on limited offerings of bonds of the favorite issues, and a more confident investment inquiry. The public debt statement for June 1, shows a further liquidation of $4,226,062 in May. On Wednesday, Government bought in $825,950 of Five-Twenties at 114 30@114 49 out of an aggregate offering of only $1,360,450.

U. S. sixes of 1881 closed here on Wednesday of the current week at 120¼@120½; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114⅞@115; U. S. Five-Twenties of 1864 at 114⅞@115; U. S. Five-Twenties of 1865, 115⅝@115⅞; U. S. Five-Twenties of 1865 consolidated, 117¼@117⅜; U. S. Five Twenties of 1867, 117⅞@118; U. S. Five-Twenties of 1868, 117¾@118 U. S. Ten-forties at 112⅝@112⅞; U. S. Fives of 1881 (Funding Loan) 113¼@113½; six per cent. currency bonds, 114⅝@117⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 22.	May 29.	June 5.
Consols	93¼	93⅝	92½
U. S. 5-20's of 1862..	90¼	90½	90½
U. S. 5-20s, 1865....	91¼	91¾	91½
" 1867	93¼	93¾	93½
" 10-40s	89½	89¾	89½
New Fives of 1881...	89⅞	——	89¾
Erie.	——	——	50⅛

State bonds have been in less confident demand closing heavily as to price, particularly in the instances of Southern State obligations.

The better class of Railway mortgages have been in good request for investment purposes at rising prices for the older issues, which have been quite scarce. The inquiry for Central Pacific Sixes has been moderate at the advanced figure of 105@105¼; The very favorable exhibit for May of the earnings of the road tended to stimulate purchase of the bonds. Chesapeake and Ohio have been more sought after at 94 per cent. and accrued interest.

The Central Pacific Railroad earned $1,221,625 in May, against $892,341 in May 1871, showing an increase of $329,284 in May this year. The earnings of the road for the first five months of the current year were $4,212,647 against $3,249,706 same time last year, and $2,698,090, in the corresponding period of 1870.

Railway and Miscellaneous share property, has been moderately active, with prices quoted irregular, closing less buoyantly.

In the Metal line, there has been a moderate business reported in Ingot Copper at easier prices; sales 600,000 lbs. at 33c., cash, and 33c.@33½c. for forward delivery. Pig Iron has been held with more firmness, but has been quiet, with Glengarnock, quoted at $50, here, and $48@49, to arrive, and American as before. Iron Rails steady, but not active. Lead, Spelter and Zinc, dull at old quotations. Pig-Tin dull, and weak at 37½c. @38c., gold, for Straits, on increasing offerings. Tin Plates very quiet, and tending downward: sales, 500 boxes Charcoal Plates at $13 25, gold, and 500 boxes Charcoal Terne at $11 75, gold, per box.

General business has been on a restricted scale in most kinds of domestic produce. Breadstuffs, and Provisions favored buyers. Naval Stores, lower. Middling upland cotton closed on Wednesday at 27¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,626,211 bales, against 3,792,230 bales same time in the preceding year; exports 1,864,418 bales against 2,945,476 bales in the previous year; stock at the ports at latest dates, 206,869 bales against 392,717 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 10@13½ cts.; Veals at 5¾@8¾ cts.; Sheep in less request at 6@8¼; Lambs 10@14 cts.; Swine, at 4⅝@4⅞ cts. per lb., all live weight. The week's receipts were 8,033 Beeves, 2,074 Veal Calves, 19,740 Sheep and Lambs; and 48,936 Swine.

Trade in foreign goods, has been quite tame, with values quoted less firm. The week's imports of foreign goods reached the amount of $12,235,782 including $2,423,108 of dry goods.

Ocean freights have been quite active, and rates have been quoted higher, especially for Grain, and Provisions on a restricted supply for room.

At the meeting of the directors of the Baltimore and Ohio Railroad Company, held on the 18th ultimo, it was resolved, upon authority granted by Acts of the Legislatures of Maryland, West Virginia and Pennsylvania, to issue bonds, negotiable in Great Britain, for a loan amounting to two million pounds sterling, or nearly $10,000,000 United States money. The bonds are to be in sums of $100 each, and to bear 6 per cent. interest from March 1st, 1872, and are payable in twenty years after that date, the interests to be paid semi-annually. The entire line of road of the Baltimore and Ohio Company, from Baltimore to Wheeling, including branches, is mortgaged for payment of the bonds, and Messrs. John W. Garrett and Johns Hopkins, of Baltimore, and James Tinker, of New York, are named as trustees.

A similar mortgage, for one million pounds sterling, or nearly $5,000,000 United States money, is given by the Pittsburg and Connellsville Railroad Company, and names Messrs. Robert T. Baldwin, Charles J. Baker and William Keyser, trustees. This loan is to be in 5,000 bonds, of $1,000 each, payable in thirty years, from the 13th day of April, 1872, with 6 per cent. interest, payable semi-annually, same as above. The amount of $5,000,000 hereby provided for is made up of $2,000,000 due the city of Baltimore, $1,000,000 due the Baltimore and Ohio Railroad Company, while the remaining $2,000,000, which is the only really new loan, is to be used in laying double track, extending the equip-ment, etc., on the road.

The National Gold Bank and Trust Company of San Francisco has been authorized to commence business with a capital of one million dollars.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 35⅜; Boston, Hartford and Erie, R. R., 7¾; do. 1st mort., 45; Cedar Falls and Minnesota 1st mort., 86; Ohio and Miss. 2d mort., 89; do. consol., 98; Gt. Western 1st mort. 1888, 97; Albany and Susq. R. R., 95; do. 1st mort., 103; do. 2d mort., 97½; Cincinnati, Lafayette and Chicago 1st mort., 82; North Missouri 1st mort., 96; East Tenn., Va. and Ga. 1st mort., 94¾; Milwaukee and St. Paul 1st mort. Iowa div., 91; New Jersey Southern R. R., 30; do. 1st mort., 81½; St. Louis, Kansas City and Northern pref., 77¼; New York and New Haven R. R. 147; do. 6s, 98; Central of New Jersey 1st mort., new, 105; do. scrip, 105⅞; St. Louis, Jacksonville and Chicago 1st mort., 94; Cleveland, Painesv. and Ash. old, 99½; St. Louis and Iron Mt. R. R., 102½; do. 1st mort., 98½; Toledo, Peoria and Warsaw 2d mort., 84¾; Toledo, Wabash and Western consol., 92; Brooklyn 6s, W. L., 97; Jersey City W. L., 92¼; Western Union Tel., 75½; Quicksilver pref., 45; U. S. Exp., 85½; Am. Mer. Union Exp., 79¼; Wells Fargo Exp., 92; Adams Exp., 96; Lake Shore and Michigan Southern scrip, 92⅞; New York State 7s, B. L. reg., 109; do. 6s, 1872, 104½; Atlantic Mail S. S. Co., 29; Georgia 7s, 89; Arkansas 6s, Fund Act, 57; do. 7s, issued to L. R. and Ft. S. R. R., 55; do. issued to M., O. and R. R. R. R., 43; South Carolina 6s, new, Jan. and July, 84⅝; do. Apl. and Oct., 82; do. 7s, 1888, 38½; North Carolina 6s, old, issued to N. C. R. R., 42; Texas 10s, 1876, 85½; Consol. Coal of Md., 45½; Cumberland Coal and Iron, 73; Mariposa Tr. Cer., 15; N. J. Central Land and Imp. Co., 76.

Philadelphia.—Schuylkill Nav. 6s, 1895, 79¾; do. 6s, Boat Loan, 77; do. 7s, Boat Loan, 85; Lehigh Valley 7s, new, 105¾; Philadelphia and Reading 7s, 1893, 101½; do. 6s, 1880, 98; Pennsylvania Canal 6s, 77; Allegheny Valley 7 3-10s, 96; Perkiomen R. R. bonds, 85; Catawissa 7s, new, 99; Danville, Hazleton and Wilkesbarre 7s,

85½; Morris Canal 1st mort., 95; Sunbury and Lewis. 7s, 95; Wilmington and Reading 7s, 99; Belvidere Delaware 3d mort., 83; Connecting R. R. bonds, 87¾.; Pennsylvania and New York Canal 7s, 96; Nequehoning R. R. 56; Camden and Atlantic R. R., 30; do. pref., 40: Huntingdon and Broad Top Mt. pref., 13; Pittsburg 5s, 76¼; Allegheny Co. 5s, 78½. The latest quotations are; City 6s, 95@96; do. free of tax, 99½@100¼: Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@—; do. 2d series, 105@106; do. 3d series, 108@—; Philadelphia and Reading, 60@60⅛; do. mort. 7s, 1893, 101⅜@101¾; do. mort. 6s, 1880, 97@—; Camden and Amboy, 126¾@127; do. mort. 6s, 1889, 94¼@—; do. 1883, 91¾@92; do. 1889, 88@90; Pennsylvania R.R., 59@59⅛; do. 1st mort., 101½@101⅝; do. 2d mort., 97½@98; do. General mort. coupon, 94¾@95¼; do. reg., 94@94¼; Little Schuylkill R.R., 47½@47¾; Morris Canal, 50@51; do. pref., 125@125; do. 6s, 94@96; Susquehanna Canal, 8@—; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s 1882, 80@80; Elmira and Williamsport pref., 42@42; do. 7s, 1878, 95½@—; do. 5s, 58@60; Lehigh Coal and Navigation, 44@44¼; do. 6s, 1884, 91@91; do. R. R. Loan, 93½@94¼; do. Gold Loan, 95½@96; North Pennsylvania 50½@51; do. 6s, 102@102½; do., 7s, 96¾@97: do. Chattle 10s, 110@116; Philadelphia and Erie, 28@28¼; do. 6s, 89¾@90; Minehill, 54@54; Catawissa, 17@18¼; do. pref., 45@45½; Lehigh Valley, 59⅜@59½; do. 6s, new coupon, 96@—; do. reg., 96@—; do. 7s, 105½@105¾; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 64@67; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, —@19; Union, 75@—; Germantown, 35@37.

Boston.—Stanstead, Shefford and Chambly 7s, 81; Cincinnati, Sandusky and Cleveland R. R., 23¼; do. 7s, 84¾; Boston and Lowell 6s, 1879. 97; Boston and Albany 7s, 1892, 106¾; Michigan Central 7s, 1892, 101¼; Atchison, Topeka and Santa Fe 1st mort. 7s, 1900, gold, 81½; Agricultural Branch 6s, 1884, 85¼; Cheshire R. R. 6s, 1875, 94¾; do. 1877, 93; do. 1880, 91½; Vermont Central 2d mort., 31; Eastern R. R. 7s, new, 104½; do. 6s, 1874, 98¾; Connecticut Western 7s, 1900, 87; Missouri River, Fort Scott and Gulf 1st mort. 10s, 1899, 93¾; Omaha and Southwestern R. R. 8s, 92½; Portsmouth, Gt. Falls and Conway R. R., 94; Rutland scrip, 80; Burlington and Missouri River R. R., 112½; Rutland pref., 63; Waverly Land, 8⅛; Boston Water Power Co., 53; Cary Imp., 13; Brookline Land, 7; New Hampshire 6s, 1894, 100; Boston 5s, 1878, gold, 97¼; do. 1886, ind., 97¼; Louisville 6s, 1884, 82; Lynn 6s, 1891, 98¾; Bath 6s, 1891, 90¼; Springfield, Ills., 10s, 1881, 107; St. Louis 6s, 1887, 90⅜; Chicago 7s, school loan, 98¾; Charlestown 6s, 1892, 99¾; Lowell 6s, 1890, 98¾; Portland 6s, 1887, 95⅝; Cincinnati 7s, 1892, 103⅝; Fall River 6s, 100; Albany 6s, 1891, 93¾; Allouez Mining Co., 10⅛; Calumet and Hecla, 158; International, Silver, 5¼; Pontiac, 1; Ridge, 11; Shuniah, Silver, 9⅛.

Baltimore.—Atlantic and Gulf 7s, 77; Orange, Alexandria and Manassas 7s, 84¾; Northern Central 6s, 1900, gold, 96; Western Maryland 3d mort. guar., 90½; do. 2d mort. pref., 77; do. 1st mort. unindorsed 89; Central Ohio 1st mort., 87; Richmond and Danville 1st mort., 78⅞; Wilmington and Weldon 7s, 95; Wilmington, Col. and Aug. 7s, 81; Virginia consol. 6s, reg., 50; Memphis City 6s, 56; Maryland Defense 6s, 106; George's Creek Coal, 90; Atlantic Coal 1.20. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96½@96⅞; Baltimore and Ohio, 150⅜@152; do., pref., 100⅛@—; do., 6s, 1875, 98⅛@—; do., 1880, 97@—; do., 1885, 97@—; Parkersburg Branch, 12@15; Northern Central 38½@38⅞; do. 6s, 1885, 94½@96; do., 1900, 87½@88½; do., 6s, 1900, gold, 95¾@96¼; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 98⅞@98⅞; do., 2d mort., 7s, 89⅛@89⅝; do., 3d mort., 8s, 83⅜@84½; Central Ohio, 33½@35½; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 96@97; do., 2d mort. guar., 95@—; do., 3d mort., guar., 96⅛@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 91@94; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84⅞@85; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@95; Baltimore 6s, 1875, 99¾@100; do., 1884, 99¾@100; do. 1886, 100⅛@100½; do., 1890, 100@100½; do., 1893, exempt, 99½@—; do., 1900, exempt, 99¾@100; Memphis City 6s, 55⅜@56¼; Maryland 6s, 1890, 98@100; do. Defense Loan, 1883, 105@106½; City Passenger R. R., 24½@25; George's Creek Coal, 85@90; Atlantic Coal, 1.10@1.25.

HARVEY FISK. A. S. HATCH.

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The **CHESAPEAKE AND OHIO RAILROAD,** connecting tide-water ports with the principal cities of the Western States, is now nearly completed and will soon be in thorough operation as one of the great Trunk lines of the country.

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We have for sale on behalf of the Company, the remainder of their **SIX PER CENT. BONDS,** secured by mortgage on the whole railroad line, equipment, franchises, &c, worth $30,000,000. Principal redeemable, in coin, 1899; interest payable also in Gold, May and November. Denominations $1,000, $500, and $100, Coupon or Registered. Price, 94 and accrued interest. Full information furnished on application.

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A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

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Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

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BANKERS,
NO. 11 WALL STREET.

☞ The estimated earnings of the Erie Railway for the week ending May 31, 1872, were $436,099; against $374,208 for the corresponding period of 1871—an increase of $61,891. Total earnings since April 1, 1872, $3,325,809—an increase over the same time in 1871 of $628,482.

☞ Geo. W. Cram, of Norwalk, Conn., has taken the contract for building the Peterboro' Railroad of New Hampshire, and will receive proposals at Wilton, N. H., for the graduation, rock work, etc., on the same.

☞ The Erie Railway Company has declared a dividend from the earnings of the road for the current six months of 3½ per cent on the preferred stock, payable July 15.

☞ W. Bailey Lang & Co., 54 Cliff St., this city, have for sale Rails of superior quality made by the Park Gate Iron Co., of Rotherham, Eng.

☞ The Panama Railroad Company will pay a dividend of 2½ per cent. July 1, out of the earnings of the past three months.

☞ D. W. Parker has been elected Superintendent of the Iowa Division of the Illinois Central railroad, in place of J. P. Farley, resigned.

The Coal and Iron Resources of Virginia.

The great Alleghany coal field is beyond all comparison the richest in the world. It consists of the mountain range between the Mississippi Valley and the Atlantic coast, and following the configuration of our continent almost due north and south. It comprises an area of 55,000 square miles, equal to the entire territorial extent of the States of New York and New Jersey. It extends along the Alleghany mountains, through the States of Pennsylvania, Ohio, Maryland, Virginia, West Virginia, Kentucky, Tennessee, Georgia and Alabama. The coal seams are of varying richness and extent in these States, but those included in Virginia and West Virginia, though only one third of the whole, surpass all the others in value and importance. Scientific research shows that the coal supply of England is limited, and that at the ratio of consumption of the last fifty years, they must be exhausted within a couple of hundred years. But it is calculated that the coal and iron fields of the Virginias alone can supply all the demands of our entire continent, and with a population increased a hundred fold, through all generations. The supply is apparently limited to the capacity of man to develop and realize the incalculable wealth that nature has stored up for his comfort and enjoyment.

To add to the value and importance of this inexhaustible supply of commodities that are of all others the most necessary and conducive to civilization and progress, the richest and most valuable portion of it is so situated as to be the most accessible in the world. The solid mountain of coal is cleft from its summit to its base, and all rich seams varying from two to fourteen feet in extent are disclosed and opened to human industry. Nor is this all. The bases of these seams are washed by navigable streams which afford a natural means for the transportation of the mineral treasures that stand revealed in the strata, which are above the surface level of the earth in place of being miles below it as in England. On a very moderate estimate it is calculated that in the comparatively small belt washed by the Great Kanawha river and its tributaries—the Gauley, New River, Elk and Coal rivers—there is a supply of thirty-four thousand millions of tons above the water level. This magnificent coal belt, undoubtedly the richest in the world, is divided diagonally and almost in two equal parts so as to be equally open to the markets of the Mississippi valley and the Atlantic seaboard.

The coal of the Kanawha Valley consists of three kinds known to commerce—Cannel, Splint and Bituminous. Of these the Cannel is equal to the best Scotch Cannel, and is so rich in mineral oils that it yields sixty gallons to the ton and it only costs $2 50 per ton to mine the coal and extract the oil, which at, say, 10 cents per gallon would yield a profit of $3 50 for an outlay of only $2 50. These figures show that the business of extracting oil is destined to become an important branch of industry in the Kanawha district. The Bituminous coal is equal to the best found in Pennsylvania; and the Splint coal is especially valuable for iron smelting on account of its freedom from sulphur and other impurities. What is of especial importance is the fact that this coal is situated centrally to the great natural highways of commerce in our country, and is almost equally accessible to all the great places of consumption. The coal supply in the Kanawha division of the great Alleghany coal bed is ten times larger than the entire coal fields of Great Britain.

But if Virginia has the best, richest, and most easily accessible coal fields in the world, it has also in immediate proximity the richest iron beds on the continent. On the eastern edge of the great Alleghany coal range there is an inexhaustible supply of iron ore, lying like the coal fields, within the area of water transportation. These ores are a continuation of the formation that constitute the chief iron-producing regions in Pennsylvania, New York, Lake Superior, Iron Mountain, and Pilot Knob in Missouri, and extend along the Blue Ridge from Harper's Ferry to Bristol. The oxides are unsurpassed in richness and quality, and are singularly free from impurities. The New River, which constitutes the chief source of the Great Kanawha cuts through successive ranges of these mineral deposits, and renders them as accessible as the coal ranges to human industry. Of course the seams are of variable quality and quantity; but it is an important fact that the richest of them—yielding 60 per cent of metal in the furnace—are on the surface. For fifty miles the New River runs through a limestone country, abounding in iron and lead. In fine, for richness, variety and economy of production and transportation, the coal and iron beds of Virginia and West Virginia must be regarded as the most valuable in the world.

It will be seen that the proximity of the coal and iron fields and their perfect accessibility by means of railroad and water communications constitute advantages which must in due time render Virginia and West Virginia the centre of a vast manufacturing industry. The future great iron furnaces of our continent will be located in the Kanawha valley. Their establishment must exercise an important influence on the future of the State. Heretofore, these treasures have been virtually sealed both to Virginia and the world. But the completion of the Chesapeake and Ohio Railroad, a few months hence, will open them to the millions of consumers both in the East and West. This railroad penetrates the richest mineral regions in the Virginias. It follows the passage way which nature herself has made between the Ohio valley and the Atlantic. The New River seems to plunge madly into the very heart of the iron mountains, and literally forces its way for itself through the solid rocks. On either side of the mad foaming torrent the tall mountains rise almost perpendicularly in grandeur to the skies. In the clefts of these mountains and just above the foaming torrent within reach of its spray, a passage is cut for the Chesapeake and Ohio Railroad. In some places the grading affords the grandest triumphs of engineering science on our continent, and presents another remarkable evidence of the human genius and perseverance that seem to conquer impossibilities. The Chesapeake and Ohio passes through a region heretofore regarded as inaccessible, and brings within reach of human needs the stores that have been treasured through all time in the most valuable mineral deposits on our continent.—*Daily Bulletin.*

The Production of Iron.

We give below the admirable address of Mr. ABRAM S. HEWITT delivered at the quarterly meeting of the American Institute of Mining Engineers recently held in this city:

Mr. President and Fellow Members of the American Institute of Mining Engineers:—To me is assigned the honor of bidding you welcome to the City of New York, on this, the occasion of our first annual meeting, and I am sure that you will find yourselves made welcome by all who have the honor and prosperity of the city at heart. For New York, although far from being the cherished home of science and art, comprehends that its growth and its future greatness depends upon the development of the natural resources of the country of which it is the commercial metropolis; and it is sufficiently enlightened to understand the necessity of scientific knowledge and trained experience for the attainment of the most useful and profitable results from industral enterprise. No body of men can understand better than you that capital is essential to the development of natural resources on the scale demanded by modern civilization; but capital does not always comprehend as fully that science and experience are essential for the profitable use of money in the vast industrial undertakings of our day, and hence result great waste of resources and disastrous failures. A few considerations may serve to shed some light on this subject, of such material consequence to science and capital, and at the risk of overstepping the conventional limits of a formal welcome, I venture briefly to suggest them as the means of establishing a common ground of sympathy and fellowship between the men of science and the men of business, and I am sure that you will pardon me if I draw my illustrations from that subject with which I am most familiar—the production of iron.

THE DEVELOPMENT OF IRON MANUFACTURE.

In 1856 I had occasion to trace the history of the manufacture of iron, and established what may be termed its law of development, rather rude indeed, but plainly dependent upon the growth of population and the spread of civilization throughout the world. At that time the annual production of iron had reached about 7,000,000 tons, of which Great Britain produced 3,500,000 tons, and the United States about 1,000,000 tons. The consumption of Great Britain was 144 pounds, and of the United States 84 pounds, while the average consumption of the world was only 17 pounds, per head, of population. It was shown that the consumption per head was steadily on the increase, and that consequently the annual production was enlarging so rapidly as to double once in 14 years; and it was predicted after making due allowances for all drawbacks, such as the wars which have unhappily taken place in the interval beyond any possible expectation, that in 1875 the production of iron would surely reach 14,000,000 tons. The actual returns show that in 1871 the production amounted to 13,500,000 tons, and in 1872, the limit 14,000,000 will undoubtedly be passed, so that the estimate made in 1856 is more than realized. Meanwhile the consumption has risen in England to 200 pounds, in the United States to 150 pounds, and in the whole world to 30 pounds per head. It is not possible to convey a more striking idea of the progress of the world, during the last 17 years, than this statement affords. The consumption of iron measures the progress of civilization, and it is impossible not to believe that the whole world will ultimately require as much iron per head as we now use in the United States, when a total annual production of over 70,000,000 tons will be required. But if these figures seem to be at all wild, no one can for a moment doubt that the next 17 years will double the present annual production of iron; bringing it up to 28,000,000 tons per annum; and I feel quite safe in asserting that the beginning of the 20th century, which some among you may hope to see, will witness an annual production of over 40,000,000 tons.

BRITISH IRON.

You need not be told that iron is produced at less money cost in Great Britain than in any other quarter of the globe. This has enabled her to produce about one half of the total annual make. Of the 7,000,000 tons made in 1855, Great Britain produced 3,585,906 tons, and of the 13,500,000 tons produced last year, she turned out nearly 7,000,000 tons. It is evident, however, that there are limits in the way of raw material and labor, beyond which Great Britain cannot go. While I see no reason to doubt that there will be a steady increase in production, it is evident that she will not be able to supply hereafter, as heretofore, so much as half the annual wants of the world for iron. But allowing this proportion to Great Britain, there will still remain 14,000,000 tons to be made by the rest of the world. The history of the trade, as well as the natural resources of the several nationalities, prove that the bulk of this additional product can only be made in the United States. We are in fact the only people who have kept pace with Great Britain in the ratio of increase. In 1855, when Great Britain produced 3,500,000 tons we produced 1,000,000 tons. In 1872, when Great Britain will produce 7,000,000 of tons, we produce 2,000,000 tons—the quantity produced in Great Britain in 1847, showing that we are only 25 years in arrear of her magnificent production. At the same rate, therefore, we could make 7,000,000 tons in 1897. But as Great Britain cannot possibly maintain her rate of increase, there does not seem room for a doubt that our annual production will reach at last 10,000,000 and will probably amount to 15,000,000 tons before the close of the present

century. This means that 25,000,000 to 40,000,000 tons of iron ore shall be annually extracted from our mines, and that our coal production will exceed 100,000,000 tons per annum, required for iron and other branches of industry. It means that an investment of capital to the amount of $500,000,000 at least, and probably $1,000,000,000 shall be made in opening mines, erecting works, and supplying the requisite machinery of production. New York is already the financial centre of the American Continent, and is destined to be the main distributor of capital for the world. This vast sum of money will therefore be drawn from the accumulations of capital controlled in New York and its productive results will depend mainly upon the judgment and skill displayed in its expenditure. Here then is the common ground on which capital and science must meet and shake hands, and be henceforth inseparable friends. But if it be the mission of science thus to reconcile capital with industry, it is the still higher and nobler mission of science to reconcile industry with capital. The world is full of the conflict between capital and labor. Where there should be peace there is war. Where nature intended an absolute harmony there is utter discord. For one, I am free to say, after the most careful investigation, and very extensive observation, that iron has heretofore been made at too low a cost in foreign countries to allow the workmen engaged in its production a fair share of the necessaries and comforts of life. This is due to the fact that the possession of virgin resources in coal and iron made it easy to increase production beyond the present wants of society. The resulting competition has had the effect to reduce prices to so low a point that proper wages could not be paid, and mankind has been enabled to get cheap goods at the expense of humanity itself.

I thank God, reverently and with gratitude unspeakable, that this day has passed, I trust, forever. These virgin resources are mainly exhausted, and it is no longer possible, in Europe, at least, to produce more iron than the world requires; prices have risen; the workmen are demanding and receiving a more reasonable reward for their labor, and it now only remains for them to fit themselves and their families for a rational use and enjoyment of the fruits of their toil. In looking back over the sad and gloomy fields of suffering among the European mines and works which I have traversed so often, and in looking forward to the more cheerful prospect now spread out before the sons of toil, I am tempted to exclaim with the Patriarch: "Lord, now lettest thou thy servant depart in peace, for mine eyes have seen thy salvation."

THE BLESSINGS OF CHEAP IRON.

But cheap iron is a blessing to mankind, and to deprive the world of it is a calamity so serious that no one can contemplate it without a feeling of reluctance. Here, again, science steps in to reconcile high wages with cheap iron. It is the mission of science to cheapen processes, which enables wages to be raised without enhancing the cost of the product of the world. The history of industry is full of examples of the truth of this proposition, but for our purpose the Bessemer process affords its best illustration. By the genius of one man the whole world is enriched, its comforts enlarged, its progress promoted, and new fields of art and industry opened to its enterprise and energy. The annual saving in carrying on the business and transportation of the world can only be measured by millions; and when equal genius is applied to the proper distribution of the saving produced by the Bessemer process, by the Danks puddler, and other economical processes that have been and will be invented, the laboring classes all over the world will be lifted out of the depths, and this earth become the paradise it was intended to be, when the Great Giver of all endowed it with so much beauty and such boundless sources of wealth, and made the forces of nature to be the servants of man, whenever he learns how to use and govern them. You, gentlemen, have limited yourself to the study of physical laws and their application to industry, but I hope to see the day when all over this land, and throughout the world, there will be similar associations devoting themselves with equal zeal and intelligence to the discovery of the laws upon which society should be organized, and to the application of these laws to the proper distribution of the fruits of industry among those who labor for their production; so that nowhere in the world, and least of all in this land of boundless resources, shall it be said that there are idle hands because there is no work to be done, or that there are want and misery because there is not a just division of the proceeds of industry. If, then, my views in regard to the dignity and importance of your mission be correct, you have not associated yourselves together one day too soon. You can derive encouragement from the magnificent results already achieved by your sister association, the British Iron and Steel Institute, only two years your senior, which has already given to the world several volumes of papers of inestimable value, and among them that admirable treatise of J. Lowthian Bell, on "the Chemical Phenomena of Iron Smelting," wherein the laws governing the operation of the blast furnace are placed upon settled foundations, and two continents have been made his debtor, a debt which you will gladly join with me in recognizing on the first suitable public occasion which has occured since the completion of his great work.

Having thus briefly traced out the mission of science in our day to bring capital into productive relations with labor, and to remove the just grievances of labor, not against capital, but against its ignorant administration, and to make commodities cheap for the benefit and not at the expense of humanity, let me, in conclusion, sketch the picture which will be presented at the beginning of the next century, when our mining interests will be developed on a scale somewhat commensurate with the area of the country and the extent of its resources. As New York will be the centre of capital, so will it be the initial point of our iron and steel industry. On the shores of the Hudson river, the ores of Lake Champlain, of the valleys of Connecticut, and of the highland ranges of New York and New Jersey will meet the anthracite coals of Pennsylvania upon conditions so favorable that New York and its vicinity must become a great metallurgical centre. Thence the chain of fire, extending across New Jersey, and following the banks of the Lehigh and Schuylkill to the Susquehanna, will lead us by the margin of the coal fields, along the outcrop of the magnetic, hematite, and fossiliferous ores which extend through Pennsylvania, Maryland, Virginia, North and South Carolina, Tennessee, Georgia, and Alabama, nearly to the Gulf, so that the light of furnace answering to furnace will never be lost sight of in the long line of over 1,000 miles. Thence, turning to the West, Missouri, Kentucky, Western Tennessee, Ohio, Indiana, and Illinois will be all aglow with furnaces, forges, and mills, fed by the admirable fuel of the inexhaustible coal fields of the West, and the superb ores of Missouri and Lake Superior. The waters of the great lakes will reflect the flames which will light up their margin, while to the West, along the line of the various Pacific Railways, the newly found coal and iron of that hitherto trackless region, will form an enduring basis for the growth of industrious communities, busy cities, and teeming farms. The west coast will not be behind in the race, but an iron industry, more valuable than its mines of gold and silver, will yet supply its growing millions with the fundamental basis upon which modern civilization rests. The growth of this vast industry will be accompanied by the schoolmaster, the preacher, and the physician. Homes of which human nature may be proud will be established in its wake, labor and Christianity will march hand in hand, binding all interests and all classes so harmoniously and so indissolubly together, that peace and good will between capital and labor shall prevail throughout the land forever. Gentlemen, you are welcometo New York.

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Are now offering through the undersigned the

REMAINING $5,000,000

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THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long. The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER

No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTIES AND OBLIGATIONS OF, AS INTERMEDIATE CARRIERS—WHEN THEY BECOME WAREHOUSEMEN—WHAT IS REASONABLE NOTICE OF READINESS FOR DELIVERY TO NEXT CARRIER.

The case of Mills *vs.* The Michigan Central Railroad Company, (45 N. Y., 622,) was an action brought to recover the value of 298 bags of wheat, which were shipped on the defendant's road at Kalamazoo, Michigan, on the 16th of October, 1865, to go to Detroit by rail, and thence to Buffalo, N. Y., by propellors on the Lakes, thence to Albany N. Y., by the N. Y. Central Railroad. The bags were consigned to Mills and McMartin, Albany, N. Y., by lake and rail, but no way bills of shipping receipts were delivered to the plaintiff's agent at Kalamazoo. The property duly arrived at Detroit, one car load on the 17th, and the other on the 18th, of October, where it was destroyed by fire, which burned the freight warehouses of the defendant on the evening of the last mentioned day.

The Special Term gave a judgment in favor of Plaintiff, and the General Term affirmed the same.

The following is the opinion of the court delivered by—

FOLGER, J.—Unless the defendans were relieved from their liability as common carriers by the provision in their charter to be noticed hereafter they could only be discharged therefrom by a delivery of the wheat to the next carrier in the line of transportation, or by a notice to him that it was ready for delivery, and the lapse of a reasonable time for him to take it away, and in the event of his neglect so to do, the proper storage of the same, or by the doing of some act indicating a renunciation of the relation of carrier. (McDonald *vs.* West. Trans. Co. 34 N. Y. 497). The wheat was not actually delivered nor is it shown that notice of its arrival was actually brought home to the next carrier in the line of transportation. Notice was given, however, according to a custom prevalent with the defendants and carriers who were used to take goods from them. The custom was to deposit a written notice of the presence of freight in a letter-box appropriated to the particular carrier by whose line the freight was to go. To this box the succeeding carrier had constant access. The custom was uniform and fully reorganized by all connecting lines. But it is not shown that the plaintiffs and their agents who shipped the wheat from the initial point of carriage knew of this custom. If the plaintiffs are to be considered as contracting with a reference to this custom of the defendants and their connecting lines, then it must be held that the deposit in the proper box of the notice to the succeeding carrier was all the notice to him, which the law required of the defendants. And the rule seems to be, in this state, that the shipper of goods, where there is no express contract, is held to have agreed with the carrier for the transportation and disposal of them in the way usual and customary with the carrier. (St. John *vs.* Van Santwood, 6 Hill 157.) But there needed not only notice to the carrier next in line, of the arrival of the wheat, but a lapse of reasonable time for him to take it away, and in his neglect so to do, some disposition of it by the defendant, indicating its intention no longer to be charged as carriers of it. What shall be a reasonable time is also to be determined by the circumstances of each case. It appears from the testimony, that this wheat was received by the defendants to be delivered by them to a propeller of the N. Y. Cent. R. R. Line of propellers on Lake Erie, and that in such case, the defendants shipped the goods by the first vessel of that Line which could take them after their arrival in Detroit. Here, then was a question to be determined in their favor, before the defendants could claim that they were discharged from their liability as common carriers. And we think that, as it was the custom of the defendants to bring forward to Detroit merchandise designed to be shipped through the Lake by this propeller Line and to then ship it by the first vessel of the line, which could take it after its arrival, the reasonable time, which after notice to propeller line, that line had to take away the goods, did not expire until there was a vessel, which in the ordinary course of business could take the goods away. The custom of the defendants should operate against them in this respect, as well as for them in respect to the giving of notice. And it is to be held that they made their contract affording this reasonable time to the shipper and the succeeding carrier, just as the shippers made their contract that notice deposited in the box should be a good notice of the arrival of the goods. There is no proof in the case, but that the wheat would have gone forward, had it not been destroyed by the first vessel of the line of propellers which could take it. And the defendants having contracted to take it from Kalamazoo, and so to ship it forward from Detroit, were not from anything which appears in this case discharged from their liability as common carriers of the wheat. For though notice was given of its arrival, reasonable time for taking from the custody of the defendants had not elapsed, nor had the defendants done any act of storage or otherwise which changed their relation to the plaintiff of common carriers of the wheat.

Neither do we think that the section from the charter of the defendants, which was produced at the Circuit, and to which our attention has been called, has the effect to relieve them. The design of that section is to accord a right to the defendants, to wit, that of charging a price for the storage of goods after certain notice and after holding the goods for a certain time. The proviso which the section contains, and which is relied upon by the defendants to limit their liability in this case, does not act independantly of the rest of the section, and of itself give to the defendants another privilege right or exemption. It is on the other hand, restrictive or explanatory merely of the affirmatively enacting part of the section, and limits its effect favorably to the defendants. So that the section and proviso together do no more than declare that when goods have arrived at the warehouse of the defendants in Detroit, they may charge storage upon them, after notice of their arrival and a lapse of twenty-four hours therefrom; but the availing themselves of this right so to charge shall not continue their liability as common carriers; but that in all cases where they have chosen to exercise this right, they shall be held only to the liability of warehousemen for goods thus awaiting delivery. In other words, the section was to apply only to goods which had reached their place of final destination and there awaited delivery, and not to goods on their way from the possession of the defendants to that of another connecting carrier. The judgment should be affirmed, with costs.

Judgment affirmed.

☞ The delegation from California, recently in Boston, negotiating an alliance with the Atlantic and Pacific Railroad Company for the construction of the thirty-fifth parallel road, having concluded satisfactory arrangements, will meet at St. Louis on the 10th inst. to advise with the people of that city on the subject.

☞ The formal opening of the new railroad from Egg Harbor city to May's Landing took place on the 1st inst. On the 3d inst. regular passenger trains commenced running.

Statement of the Public Debt of the United States June 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$416,666 67
5 per cent. 1881 bonds, 1861	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861	189,321,200 00	4,733,030 00
6 per cent. 5-20 bonds, 1862	276,693,500 00	1,383,467 50
6 per cent. 1881 bonds, 1863	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864	2,379,500 00	11,897 50
6 per cent. 5-20 bonds, 1864	73,803,650 00	369,018 25
6 per cent. 5-20 bonds, 1865	159,732,850 00	798,664 25
6 per cent. consols, 1865	224,490,050 00	5,612,251 25
6 per cent. consols, 1867	320,771,600 00	8,019,290 00
6 per cent. consols, 1868	39,284,250 00	981,606 25
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest	$1,795,383,900 00	$27,950,316 25
Interest due and unpaid		6,837,128 88

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$12,085,000 00	$87,896 42
3 per cent. navy pension fund, 1868	14,000,000 00	175,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money	$26,763,000 00	$249,676 42

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
6 per cent. bonds, 1848	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	675 00
6 per cent. 5-20 bonds, called 1862	9,063,300 00	221,275 65
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	103,197 00	5,159 85
5 per cent. 2 year notes, 1863.	66,105 00	4,809 68
6 per cent. compound interest notes, 1863-64	603,880 00	119,586 29
7 3-10 per cent. 3 years' treasury notes, 1864-65	349,250 00	37,158 27
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called.	1,770,000 00	16,871 85
Aggregate of debt on which interest has ceased since maturity	$12,407,787 26	$494,216 12

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$90,356 25	
Legal tender notes, 1862-63	357,500,000 00	
Fractional currency, 1862-3-4.	42,810,707 95	
Coin certificates, 1863	25,834,600 00	
Unclaimed interest		11,834 84
Aggregate of debt bearing no interest	$425,735,664 20	$11,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,380,816,600 00	
Bonds at 5 per cent	414,567,300 00	
	$1,795,383,900 00	$34,787,445 13
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,600 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	12,085,000 00	
	$26,763,000 00	249,676 42
Debt on which interest has ceased since maturity	12,407,787 26	494,216 12
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,590,356 25	
Fractional currency	42,310,707 95	
Coin Certificates	25,834,600 00	
	$425,735,664 20	
Unclaimed interest		11,834 84
	$2,260,290,351 46	$35,543,172 51
Total debt, principal and interest, to date, including interest due and unpaid		$2,295,833,523 97

AMOUNT IN TREASURY.

Coin	$91,108,331 04
Currency	11,207,813 99
	$102,316,145 03
Debt, less amount in Treasury, June 1, 1872	$2,193,517,378 94
Debt, less amount in Treasury, on the 1st ult.	2,197,743,440 72
Decrease of debt during the past month	$4,226,061 78
Decrease of debt since March 1, 1872	32,296,119 04
Decrease from March 1, '69 to March 1, '72	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 00
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $14,631,870 18; interest repaid by transportation of mails, &c., $3,642,997 86; balance of interest paid by United States, $10,988,872 32.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Kingston and Hanover Railroad.

The proposed railroad from Kingston to Hanover is designed to open up for development an important section of Plymouth county, and to form one of the several important routes which may diverge from Kingston as a railroad centre. The preliminary line begins at Lucas Crossing, so called, in Kingston, at a point on the Old Colony Railroad, about a mile to the westward of the Kingston Station. It runs in as nearly an air line as may be through a portion of Northwest Kingston and Pine Brook Valley to High street in West Duxbury, and between Center Pembroke and North and East Pembroke to connect with the Hanover Branch Railroad at the station near Curtis' Forge, Hanover.

The exact distance between the termini is eight and three tenths miles, over a route mostly level, or of easy grades, and with but few and slight curves. At the ordinary price of iron, it is the opinion of competent judges, that the cost of the road can be brought within the amount of capital stock required to be subscribed under the law of 1872, which is $15,000 per mile.

The Kingston and Hanover Railroad Company is being organized under the new general law, with the full conviction that the road is a public necessity, and that there will be sufficient business to handsomely support it.—*Plymouth Rock.*

☞ Initiatory steps have been taken to lay a double track on the main line of the Chicago and Alton Railroad between Chicago and St. Louis with steel rails.

☞ The directors of the New York Bridge Company, recently elected, are: Henry C. Murphy, Abram S. Hewett, Seymour L. Husted, Loyd Aspinwall, Jas. S. T. Stranahan, Alex. McCue, Wm. H. Appleton, Henry W. Slocum, Issac Van Anden, Wm. H. Vanderbilt, Wm. C. Kingsley, John H. Prentice, Demas Barnes, John W. Lewis and Wm. Marshall.

☞ The first sod of the Rivier du Loup Railway was turned at St. Mary's near Fredericton, N. B., the 8th of May by Lieut.-Governor Wilmot. The work will be proceeded with at once. 1,000 tons of iron for the road will arrive about July 1st. R. Robinson, Esq., is President of the company, and Julius Inches Secretary.

☞ Work on the Wolfboro' (N. H.) Branch Railroad is now in a rapid state of progression. About 800 men are employed on the remaining eight miles to be completed. Messrs. Wilson & Tennent, the contractors, say that the cars shall be running the entire length by the 4th of July.

☞ A. P. Gorman has been elected President, and George S. Brown, Jas. G. Berrett, Gilmor Meredith, Greenbury M. Watkins, Daniel S. Biser and Michael Bannon, directors of the Chesapeake and Ohio Canal Co.

☞ Charles J. Pusey has been elected President, John Q. Hoyt Vice President, A. W. Humphreys Treasurer, and Edward W, Serrell Chief Engineer of the Hudson River Bridge and New England Railroad Company.

☞ The road bed of the East St. Louis, Cahokia and Falling Springs Railroad is nearly completed.

☞ The New York and New Haven Railroad Company have declared a dividend of $5 on each full paid share, and $2 50 on eachscrip share of stock, payable July 1.

☞ A convention of narrow gauge railroad men will assemble at St. Louis on the 19th of June. The advantages and the disadvantages of the two systems will be thoroughly discussed.

☞ The Helena (Ark.) *World* says that work on the Mobile and Northwestern Railroad is being pushed ahead with astonishing rapidity.

To Contractors.

PROPOSALS received for Sections at Wilton, N. H., for the Graduation, Rock Work, etc., on the Peterboro' Railroad. Apply to
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President.

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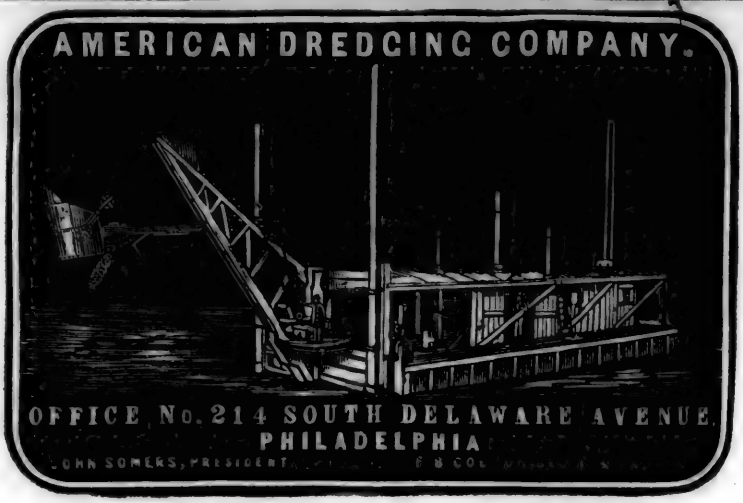
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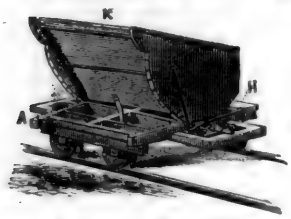
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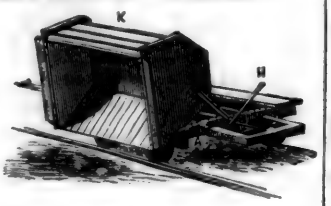


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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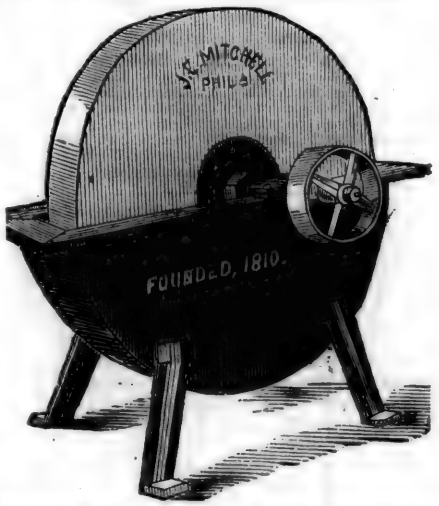
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New York, Saturday, June 15, 1872.

New York, West Shore and Chicago R. R.

At the annual meeting of the stockholders of this company held at No. 20 Nassau St., this city, on the 11th inst., the following gentlemen were elected directors: John M. Courtenay, Leonval T. Guthrie, Wm. M. Richards, Joseph A. Beardsley, Augustus W. Greenleaf, J. Alder Ellis, John C. Wyman, Wm. W. Carson, Levi Parsons, Hezron A. Johnson, L. H. Meyers, John Horatio Lloyd and Daniel D. Brodhead. Mr. Lloyd is of London, Mr. Brodhead of Boston, Mr. Ellis of Chicago, Mr. Carson of Newburg, and the others of New York. At a subsequent meeting of the directors the following officers were chosen: President, John M. Courtenay; Vice President, J. Alder Ellis; Treasurer, Leonval T. Guthrie; Secretary, L. M. Guthrie. The executive committee consists of the President, Vice President, and Treasurer. We learn that an agreement has been entered into between this company and the W[illegible] Shore Hudson River Railroad Company, [illegible] former agrees to take up the bonds of [illegible] at the rate of fifty cents on the dollar on or before the 26th day of January, 1873, and to give in exchange bonds of $1,000 on the New York, West Shore and Chicago Railroad Company, secured by its first mortgage, or cash; and that Mr. Courtenay has appointed Messrs. C. D. Van Wagenen, John Van Ness and Allan Hay trustees to receive the bonds of the West Shore Hudson River Railroad Company on the above terms. The office of the trustees is at No. 33 Broad Street, this city.

INVESTMENT SECURITIES.

We are selling the Northern Pacific 7-30 Gold Bonds at par and interest in currency. They are issued in denominations from $100 to $1,000 Coupon, and $100 to $10,000 Registered, and are at all times interchangeable, at the pleasure of the holder, without charge.

They are secured by a First and only Mortgage on the road, its Equipments, Earnings, and Franchises, and also on a Land Grant which, on the completion of the road, will exceed 23,000 acres to each mile of track, or 500 acres of land to secure each $1,000 bond.

These Bonds are at all times receivable at Ten Per Cent. Premium, in payment for any lands purchased from the Company.

A portion of the Company's Lands are now on the market, and the proceeds of sale constitute a SINKING FUND for the REDEMPTION OF THE BONDS.

Holders of United States 5-50 Bonds can now convert them into

NORTHERN PACIFIC 7-30's,

Realizing an immediate handsome profit, and an increase of about one-third on their annual income.

The semi-annual interest on the Registered Bonds is paid with GOLD CHECKS, sent to the Post-Office address of the holder.

All marketable securities received in exchange, without expense to the investor, at their highest current value. JAY COOKE & Co.,

New York, Philadelphia and Washington.

For sale by Banks and Bankers generally throughout the United States and Canada.

☞ The proposed bridge over the Hudson River at Poughkeepsie will be composed of five spans of 500 feet each, and will be 120 feet in hight. This bridge will connect New England with the coal fields of Pennsylvania, by the building of only nine miles of railroad.

Arkansas Central Railway.

The Credit Foncier of England, one of the largest financial institutions in London, in conjunction with Messrs. Lion, Hertz & Co., of Amsterdam, have introduced upon the English and Dutch markets the first mortgage 8 per cent. gold bonds of the Arkansas Central Railway Company. The bond is for only $8,000 per mile on completed road, and was readily subscribed for by the public, obtaining a premium in the London market of 4 per cent. above the issue price, which was £166 10s per bond of $1,000 or 80 per cent. gold. This is the first Arkansas loan successfully placed upon the European market, and as the Central is one of the best lines of the Southwest, we are confident that the sale of these securities will open the way for the introduction abroad of other valuable enterprises in the progressive Southwest.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the Stockholders their report for the year 1871.

The usual comparisons are made of the receipts, expenses, &c., of the past year with those of the one that preceded it, though they are of less value than usual, as on the first of April this company took possession of the Lehigh and Susquehanna Railroad and its branches, under the lease heretofore reported; and since that time the whole 180 miles of main line, and 111 miles of branches have been operated as one concern. The last nine months, therefore, show the receipts and expenses of the Lehigh road combined with those of the roads previously the property of this company.

The entire Lehigh equipment having passed by purchase, into the hands of this company, is included in the general statement of equipment, which also includes that of all the branches; and the repair of the same are included in the general expense accounts.

SERVICE OF THE ROAD AND FERRY.

The service of the whole road, as compared with that of the Central Division the previous year, has been as follows:

	1871.	1870.
Miles run by passenger trains.	1,164,823	876,049
" merchandise " .	808,795	574,208
" coal trains.....	1,556,905	828,971
Total by transport'n trains.	3,530,523	2,278,228
Miles run by wood, gravel and construction trains.....	171,850	66,817
Total miles run by trains.	3,702,373	2,345,045

The ferry boats have made 39,993 trips between New York and Jersey City, against 36,336 trips the previous year. The ferry between New York and Elizabethport has been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

The passenger business of the past year, including that of the Lehigh Road for nine months, is as follows, compared with Central Railroad receipts the previous year:

	1871.	1870.
Number of passengers	3,944,103	3,291,034
Miles traveled by passeng'rs.	44,808,654	40,499,888

A similar comparison of merchandise business gives as follows:

	1871.	1870.
Number of tons carried	990,591	702,529
Tons carried one mile	59,557,173	42,792,171

A similar comparison of the coal business gives the following results:

	1871.	1870.
Number of tons carried	2,958,046	2,052,184
Tons carried one mile	229,342,245	115,304,381

There was an increase in Lehigh Coal of 247,494 tons, and a decrease in Lackawanna coal of 422,614 tons, on the Central Division.

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh Tons.	Lackawanna Tons.	Total Tons.
1856	33,325	98,670	131,995
1857	84,841	209,950	294,791
1858	122,923	417,726	540,649
1859	183,277	455,681	638,958
1860	263,906	590,863	854,769
1861	254,345	568,869	823,214
1862	314,195	502,375	816,570
1863	435,927	613,954	1,049,881
1864	474,221	675,743	1,149,964
1865	509,819	494,687	1,004,506
1866	511,076	778,173	1,289,249
1867	513,425	855,620	1,369,045
1868	765,657	853,188	1,618,845
1869	733,435	822,567	1,556,052
1870	997,504	1,054,680	2,052,184
1871	1,244,998	632,066	1,877,064
Total	7,442,924	9,624,812	17,067,736

EQUIPMENT.

The company received with the Lehigh and Susquehanna Railroad 72 engines, 15 passenger cars, 10 baggage cars, 554 freight cars, 10,442 coal cars and 263 other cars.

The company now own 262 engines, of which 193 burn hard coal and 9 wood. The condition of these engines is reported as follows: 134 in first-class order; 31 in good working order; 1 requires ordinary repairs, 6 general repairs, and 22 are now in shop repairing. During the year 9 new passenger engines, 4 new freight and 5 new shifting engines have been added to the equipment, besides the purchase of the Lehigh engines. Six engines have been condemned and cut up.

The equipment of cars is as follows: 103 first-class and 16 second-class passenger, 29 baggage and smoking, 10 baggage and mail, 3 express, 326 8-wheel and 12 4-wheel, house freight, 28 8-wheel stock, 9 8-wheel and 73 4-wheel, caboose, 198 8-wheel platform, 311 8-wheel gondola, 10 8-wheel, 149 6-wheel and 14 4-wheel iron and lime, 876 8-wheel and 11,975 4-wheel coal, 122 8-wheel and 163 4-wheel gravel, 19 6-wheel and 5 4-wheel wood rack, 4 8 wheel derrick, and 2 8-wheel tool.

During the year the following additions have been made to the car equipment, besides the Lehigh car purchase: There have been purchased 10 passenger cars, 1,000 4-wheel coal cars, 50 gondola cars, 12 house cars, 25 platform cars and 48 iron cars. There have been built in the company's shops, 1 caboose, 43 house, 7 stock, 24 platform, 6 gondola and 2 tool cars, all 8-wheeled; also, 8 4-wheeled caboose and 43 4-wheeled coal cars. The following changes were made: 3 second-class passenger cars were converted to combination cars, 2 6-wheel wood racks to iron and lime cars, 1 8-wheel coal car to work train caboose, and 10 8-wheel coal cars to lime cars. Also 180 4-wheel coal cars were rebuilt during the year. Also 5 passenger cars, 2 caboose, 69 coal, 1 stock, and 9 lime cars have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1871, compared with those of Central Division in 1870.

Receipts:	1871.	1870.
Passengers	$1,275,091 82	$1,118,147 20
Merchandise	1,562,947 54	1,172,870 63
Coal	3,900,571 71	1,954,550 56
Mail	15,809 90	15,772 40
Express	28,429 55	28,786 10
Rents	26,516 49	80,900 86
Miscellaneous	17,424 59	22,486 87
Car service	15,687 59	....
Total receipts	$6,841,379 19	$4,393,514 12
Expenses:		
Running expenses	$1,266,095 94	$799,906 85
Wood consumed	46,619 75	47,961 66
Coal consumed	281,817 23	240,117 18
Repairs of road	896,395 97	405,522 17
Repairs of engines	150,388 82	216,211 73
Repairs passeng'r cars	68,717 29	89,657 80
Repairs of fr'ight cars	51,605 52	28,150 99
Repairs of coal cars	235,240 84	40,705 50
Repairs docks, Elizabethport	10,503 84	20,262 13
Repairs buildings, bridges, &c.	178,047 87	175,486 25
Repairs tools and machinery	34,639 47	18,875 89
Expense account	121,823 14	103,811 10
Miscellaneous exp.	71,979 59	105,341 58
Ferry running exp.	88,595 50	106,556 33
Ferry boat repairs	34,895 67	41,995 62
Car service	....	126,654 68
Exp. Ashley Plains	68,878 04	....
Total expenses	$3,706,144 48	$2,512,216 64
Balance net earnings	$3,135,234 71	$1,881,297 48

The gross receipts per mile run have been as follows: From passenger trains, $1.09 against $1.28 in 1870; from merchandise trains, $1.93 against $2.04; from coal trains, $2.55 against $2.36. The average receipts per mile run from all trains have been $1.85 against $1.87 the previous year.

The gross expenses per mile run have been $1.00 against $1.07 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853	$349,018	$197,629	$151,389 or 48 p.c.
1854	378,145	197,349	180,796 or 48 "
1855	393,729	208,856	184,873 or 47 "
1856	553,479	258,308	295,171 or 53 "
1857	682,314	340,502	341,812 or 51 "
1858	836,934	345,614	491,320 or 58 "
1859	971,702	385,716	585,986 or 61 "
1860	1,185,848	475,457	810,391 or 60 "
1861	1,201,895	522,452	679,443 or 57 "
1862	1,397,586	623,245	774,341 or 56 "
1863	1,941,976	814,782	1,127,244 or 58 "
1864	2,537,185	1,231,554	1,305,631 or 51 "
1865	3,036,390	1,748,434	1,287,956 or 43 "
1866	3,581,244	1,963,976	1,617,268 or 45 "
1867	3,350,398	1,878,022	1,472,376 or 44 "
1868	3,729,412	2,379,192	1,350,220 or 36 "
1869	4,010,121	2,642,163	1,367,958 or 34 "
1870	4,393,514	2,512,217	1,881,297 or 43 "
1871	6,841,379	3,706,144	3,135,235 or 46 "
Tot.	$41,372,269	$22,431,562	$18,940,707 or 46 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year:

Credits:	
Balance cash January 1st	$5,540 02
Gross earnings Central Division	4,470,729 74
Gross earnings L. & S. Div., 9 mos.	2,370,649 45
Mortgage bonds of 1890, issued	1,987,000 00
Lehigh Coal and Nav. Co., Gold Loan of 1897, assumed	2,310,000 00
Railroad Car Trust of Philadelphia, assumed	498,568 76
Scrip stock, $5,000,000, received	1,182,150 00
Accounts receivable, decrease	411,068 16
	$13,235,706 13
Debts:	
Ordinary expenses, both roads	$3,706,144 48
First mortgage bonds paid	188,000 00
Second " " "	80,000 00
Grading	114,758 58
Masonry	37,852 09
Railway superstructure	218,562 76
Bridge superstructure	18,945 66
Land damage	69,622 84
Engineering	13,127 96
Station houses	27,574 87
Engines	1,021,063 20
Passenger cars	122,572 00
Freight cars	462,000 31
Coal cars	2,611,923 97
Wilkesbarre Coal and Iron Co. stock	757,600 00
Lehigh Coal and Navigation Co. loan of 1911	90,000 00
Lands, material, &c., increase	697,319 48
Interest account for year, balance	578,867 52
State taxes for year	62,748 05
United States taxes	39,350 03
Rent of Lehigh and Susquehanna Railroad	775,040 24
Dividends for year, 10 per cent.	1,500,000 00
Balance cash, December 31, 1871	96,542 09
	$13,235,706 13

The profit and loss account has been credited:

Gross earnings during the year	$6,841,379 19

It has been debited as follows:

Ordinary expenses	$3,706,144 48	
Rent of Lehigh and Susquehanna R. R.	775,040 24	
Interest account	578,867 52	
State taxes	62,748 05	
United States taxes	39,350 03	
Dividend account	1,500,000 00	
Union R. R. Co. stock charged off	23,010 90	
		6,685,161 22
Balance to renewal fund		$156,217 97

The cost of the Central Railroad, double tracked, with its ferry houses, ferry boats, coal wharves, station houses, shops, and other appendages, stands at $11,736,639 19, and that of the equipment of both roads at $6,891,559 48.

BUSINESS OF THE YEAR.

For the first quarter of the year the coal traffic was almost entirely suspended by the universal strike in the coal regions. When trade recommenced, simultaneously with this company taking possession of the Lehigh and Susquehanna Railroad and branches, under the lease on the 1st of April, a very heavy business at remunerative prices was done for a number of months. The latter part of the year prices fell, under a severe competition among producers and transporters to get large quantities to seaboard. The year closed with very satisfactory results however, the receipts from coal on the Central having slightly exceeded those of the previous year, notwithstanding the fact that the receipts of the previous year had been exceptionally large.

Passenger and merchandise receipts showed also a large increase on the Central Division, while the business of the Lehigh and Susquehanna Division, under the stimulus of passing into hands able and willing to increase its traffic, has largely developed, and shows a healthy growth likely to increase.

The division of the business between the two roads has been as follows:

	Central.	Lehigh & Sus.
Passengers	$1,134,829 42	$140,262 40
Merchandise	1,274,927 06	288,020 48
Coal	1,960,026 54	1,940,545 17
Other receipts	100,946 72	1,821 40
Total	$4,470,729 74	$2,370,649 45

CONSTRUCTION.

The graduation and masonry for the third and fourth tracks between Elizabeth and Somerville, generally of an easy character, was carried on during the season, and is now nearly completed, ready for laying the new tracks where required, and correcting the old ones where out of the true line. The new piece of road to straighten the line between Fanwood and Plainfield is progressing very satisfactorily. The right of way for the tangent line between Somerville and Raritan has been purchased, but work has not yet been commenced on it; so also on the Bound Brook part of the line, where the present tracks require raising two feet, and the filling in of the new tracks is heavy, no work has yet been done.

A third coal wharf is building at Port Johnson, and nearly ready for occupation. Another wharf is almost completed at Jersey City, and the adjoining wharf is to have a coal trestle placed on it for city and harbor trade.

Extensive but not expensive improvements have been made at Roselle and Dunellen stations, and neater and more ornamental stations and grounds are not to be found in the country. It is intended by degrees to improve all the stations, on different plans, as required by the extent and nature of the ground, and by the enterprise shown by the inhabitants.

A large and handsome station-house, of iron and brick, has been built at Ferry Street, on the Newark road, and already the effect is visible in the start given to improvements in the neighborhood. The stores on the ground floor at once pay the interest on the cost of the building.

The filling in at Jersey City, partly on the lands of the company and partly on those of the American Dock and Improvement Company, has advanced very satisfactorily. Two connections with Jersey City, by Jersey Avenue and Washington Street, have been filed in, and for use await only the building by Jersey City of the necessary bridges over the Morris Canal, &c. These bridges are understood to be ready for contract.

The bulkheads sunk round the large basin north of the station grounds have been further perfected by additional stone ballast. This basin when completed will be an advantage which Jersey City would not lose for a large sum, and the Dock Company propose to proceed with its construction with the addition of two smaller basins to the north, at right angles with main basin.

STEEL RAILS.

The relaying the road with steel rails is steadily advancing month by month. On the 1st January 45¼ miles single track had been relaid, and the rails for 12 more miles were on hand. Orders for 15 miles more were in the course of delivery. On the Lehigh and Susquehanna road over 10 miles were laid. The total will be 6,000 tons. For the present year, in addition to the above, 8,500 tons have been ordered, sufficient to relay 85 miles of road. It is gratifying to add that the steel rails have continued to give perfect satisfaction, and also that the iron rails recently received from our American works, where not composed of re-rolled iron, have been lasting much better and promise much more satisfactory results than those received for a number of years previously. The company will continue to relay with steel until the main tracks are all changed.

COAL LANDS.

In the general competition for sources of coal supply, it became indispensable for the company to place this, their most important branch of traffic, beyond the reach of contingency of any sort. They, therefore, took active steps during the past year to secure coal lands in their interest, giving the preference to the very best lands, even if higher-priced, and also securing large contiguous blocks rather than scattering their interests. By purchase or lease, through the Lehigh Coal and Navigation Company or otherwise, they own the fee or control the traffic of 21,500 acres of the best coal lands in the Lehigh and Wyoming coal fields, besides 14,000 acres of timber or arable lands under which no coal is as yet known to exist. This statement includes the lands of the Lehigh Coal and Navigation Company, but not those of the Lehigh Valley Railroad Company, or of the Delaware, Lackawanna and Western Railroad Company. With such a body of lands to be certainly relied on, they feel as if they were in no danger, and driven to no particular course which they might not otherwise take.

NEWARK AND NEW YORK RAILROAD.

There is nothing new in the business of this branch, which continues to grow in popular favor. The reduction of grade through Bergen Hill to 30 feet to the mile is advancing satisfactorily.

The branch across the meadows, from the Central road near Elizabethport to the road on the Brill farm, is completed and ready for use. No trains have been run over it during the winter, it being more economical to wait until the frost is out of the ground and surface the road properly before beginning its use. It is expected to give great impetus to the Newark passenger business on the Central Road, as through cars will be run in connection with all the principal trains.

ROAD TO PERTH AMBOY AND LONG BRANCH.

Roads have been chartered extending from the junction of the Newark branch and the Central Road at Elizabethport, directly across a level in expensive country to Perth Amboy; thence by a double track bridge across Raritan Bay to South Amboy, and thence by tangent lines passing through Mattawan and Red Bank to Long Branch. At present these roads are independent of the Central, but they will pass under their control.

The "all rail" distance from New York to Long Branch, will be 45 miles. The country is rich and anxious for an outlet, and the business is expected to be remunerative on its cost, which will be very moderate.

The bridge across Raritan Bay is the only costly structure, and will be constructed in a permanent manner, as it will, in time, become the channel of a large business.

LEHIGH AND SUSQUEHANNA RAILROAD.

This road has been worked, for nine months of the fiscal year, as a division of the Central Road, to the great advantage and profit of both parties. Possession was taken without difficulty or jar of any kind, and the business operations of the road have been eminently satisfactory and harmonious. The construction of the second track between Easton and Allentown, and also at the most important points on the upper part of the road, has been steadily and economically pushed, and many miles will be added during the present season. The new portions of track, like the older, will be laid with steel rails, now under contract; station-houses will be built, sidings and freight-houses provided, moderate rates of toll maintained, and everything possible done to develop and expand the business. The Central policy will as far as possible be extended into Pennsylvania, and already the good effects are visible.

STOCK AND BONDS.

During the year an addition to the capital has been made by the issue of $5,000,000 scrip stock, on which $1,182,150 had been paid at the close of the year. When this is all paid in, it will make the capital stock twenty million of dollars. The issue of new bonds, due 1890, is $4,824,000, while the old bonds outstanding are $176,000, making together five millions. Of floating debt, as usual, there is little or none.

DIVIDENDS.

A semi annual dividend of four per cent. was made, then a quarterly dividend of two and a half per cent., and then one of three and a half, to make the dividends of the year up to ten per cent.; at which point of ten per cent. it is expected to maintain them.

CONCLUSION.

There seems little prospect of any check to the prosperity of the road. The country along the line is flourishing greatly. Business is flowing in, and while competition is from time to time threatened, or branches of business withdrawn, new sources of supply are always ready to take the vacant places.

The faithfulness and energy of all the officials, from the General Superintendent and other high officers, downwards, has contributed, is contributing, and will contribute largely to this result

BALANCE SHEET, JANUARY 1st, 1872.

Railroad		$8,231,072 14
New York station and ferry houses		344,556 21
Jersey City station		960 297 50
Port Johnston coal station		752,910 88
Elizabethport station		300,146 10
Station houses, shops and water stations		573,610 26
Ferry interest and boats		574 046 10
Engines		2,214,063 20
Passenger and baggage cars		629,572 00
Freight cars		778 000 31
Coal cars		3,269,923 97
Land accounts	$365,776 89	
Coal lands—interest	847,600 00	
Machinery and miscellaneous property	305,930 28	
Telegraph	12,297 82	
		$1,531,604 49
American Dock and Improvement Co. stock		1,500,000 00
Newark and N. Y. R. R. Co. stock		750,000 00
Chairs, spikes, steel and iron rails and ties on hand		376,748 05
Materials and fuel on hand		331,221 26
Cash and accounts receivable		2,077,043 22
		$25,194,815 69
Capital stock		$15,000 000 00
Scrip stock		1,182,150 00
Mortgage bonds of 1890		4,824.000 00
Mortgage bonds due 1870 and 1875		176,000 00
Lehigh Coal and Navigation Co. loan of 1897 (assumed)		2,310 000 00
Railroad Car Trust of Philadelphia (assumed)		498,568 76
Interest on bonds, accrued not yet due		164,464 50
Accounts payable		873,476 81
Renewal fund		166,155 62
		$25,194,815 69

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillon, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.; Asa Packer, Mauch Chunk, Pa.

Secretary and Treasurer.—SAMUEL KNOX.

Superintendent and Engineer.—R. E. RICKER.

Consulting Engineer.—JAMES MOORE.

Russian Railways.

An official Russian report states that the traffic of the Russian railways for 1871 as compared with 1870 shows the subjoined results:—

	1871.	1870.
Passengers	18 046,718	14,526,915
Goods (Pieds)	881,886,155	663,002,573
Gross receipts (roubles)	94 000,000	78,000,000

We add the following figures derived from another source:—

	1871.	1870.
Custom's receipts (roubles)	47,938,490	40,924,755
Bullion imports (rs.)	5,880,005	1,945,920
Do. exports (rs.)	16,766,220	22,659,383

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$1,369,208	$943,994
" cotton...	1,505.113	1,718,795
" silk	2,537,300	1,678,295
" flax	965,942	935,842
Miscellaneous dry goods..	881,679	679,752
Total entered for consump.	$7,259,242	$5,956,678

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$668,878	$820,186
" cotton ...	315,129	441,607
" silk.....	480,516	602,048
" flax	300,547	380,630
Miscellaneous dry goods..	129,758	188,056
Total withdrawn from warehouse	$1,894,828	$2,432,527
Add entered for consump.	7,259,242	5,956,678
Tot. thrown on the market..	$9,154,070	$8,389,205

ENTERED FOR WAREHOUSING.

	1871.	1870.
Manufactures of wool....	$882,491	$1,197,196
" cotton ...	482,799	792,734
" silk.....	518,531	768,625
" flax	336,548	784,086
Miscellaneous dry goods..	182,617	322,003
Total entered for wareh'g..	$2,402,986	$3,864,594
Add entered for consump.	7,259,242	7,956,678
Total entered at the port..	$9,662,228	$9,821,272

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$11,674,889	$11,935,446
" cotton.	10,773,538	12,022,692
" silk ...	14,156,756	13,370,640
" flax ...	5,702,650	6,597,288
Miscellaneous dry goods	4,912,628	5,128,351
Total entered for cons'p.	$47,220,461	$49,054,417

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$5,066,353	$6,426,520
" cotton..	2,771,711	3,688,448
" silk	3,098,264	4,602,160
" flax	2,783.800	3,082,430
Miscellaneous dry goods.	800,000	918,098
Total withdrawn from warehouse	$14,520,128	$18,717,656
Add entered for consump.	47,220,461	49,054,417
Total thrown on the market....	$61,740,589	$67,772,073

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$5,383,457	$6,868,488
" cotton..	3,067,643	4,022,366
" silk	3,196,290	4,969,099
" flax	2,008,016	3,250,247
Miscellaneous dry goods.	968,739	1,333,245
Total entered warehouse.	$14,624,145	$20,443,445
Add entered for consump.	47,220,461	49,054,417
Total entered at the port.	$61,844,606	$69,497,862

☞ The Logansport, Crawfordsville and Southwestern Railway Company of Indiana have leased on extremely favorable terms, and will operate that portion of the Evansville and Crawfordsville Railroad lying between Rockville and Terre Haute, being about twenty-three miles, thus securing as its southwestern terminus this large and important railway centre.

Mobile and Ohio Railroad.

The earnings of this road for the years ending December 31, 1870 and 1871, were as follows:

	1870.	1871.
From freight.....	$1,760,072 29	$1,954,217 76
" passengers....	695,224 16	681,460 92
" express.....	54,750 00	54 750 00
" mail.....	49,294 47	49,020 00
	$2,559,340 92	$2,739,448 68
Expenses, viz:		
Repairs of roadway.	$535,502 32	$582,386 10
Repairs of machinery	449,326 10	512,779 48
Conducting transp...	925,180 23	799,002 28
	$1,910,008 65	$1,894,167 86
Net earnings....	$649,332 27	$845,280 82

Compared with the previous year the gross earnings of 1871 show an increase of $180,107 76 In the expenditures of the year there is included the sum of $30,260 48 in the roadway department for construction of the passenger building at Mobile, filling up station grounds and other necessary improvements on the road; and in the machinery department there is charged the sum of $88,941 89 for the construction of new cars—making together the sum of $119,202 37. Deducting these items, which have heretofore been charged to construction account, and the actual operating expenses will amount to $1,774,965 49, and the absolute earnings over operating expenses to the sum of $964,483 19. The president in his report says:

This is the largest earnings in the history of your company, and would have been increased but for three causes:

1st. The unfortunate break down of the Alabama and Chattanooga Road, which occurred in July, just as it was completed, and deprived us, to a great extent, of the business which we had the right to expect from that connection.

2d. The vigorous opposition between the New Orleans steamers and the New Orleans, Mobile and Texas road, reducing the rates of western freights to Mobile via New Orleans to a point that was unremunerative, and forcing us to retire.

3d. The freshet in May, which derived us of 10 days earnings and involved an expense of thousands of dollars.

It is a source of great satisfaction that since the last meeting we have been able to meet the interest of 2d mortgage bonds, making a full resumption of interest payments on all your securities. Thus the company, after pressing through the terrible ordeal of a four years war, which involved the loss of sixty-five per cent. of the original cost of the enterprise, stands before the world to-day without the taint of commercial dishonor. This should assure you of the inherent strength of the enterprise.

With pleasure we are able to report that the debt due the State of Tennessee has been paid by the substitution of a similar amount of our bonds thereby relieving in the hour of her need a State that generously aided you in the days of her greater prosperity, by a liberal loan of credit.

Nogotiations have been made with the Kentucky and Tennessee Railroad Company, by which that company will build their road from a poin opposite to the city of Cairo to some point of intert section with your road, and lease it to this company in perpetuity. The early completion of this extension will place you in rail connection with the entire railroad system north of the Ohio River.

The road and machinery is in better order than at any previous time, while its equipment is greater than ever before.

You will require more rolling stock in the autumn to meet the increase of business, and at some few points station houses are needed, for which arrangements are being made.

The sale of lands have been on a restricted scale, and must so continue until the tide of immigration sets Southward, which will sooner or later be the case.

The labyrinth of difficulties surrounding the Alabama and Chattanooga road has hitherto prevented the realization of the benefits to us which were expected, but it is hoped that a satisfactory solution will soon be reached. In the meantime this company is operating a portion of it by consent of the parties in interest.

The competition between the New Orleans steamers and the New Orleans, Mobile and Texas Railroad has ceased, and this connection promises to be one of mutual benefit.

The Cairo and Vincinnes road, it is believed, will be completed in the coming autumn; and a narrow gauge road from Cairo to St. Louis is being rapidly built and will probably reach completion during the next winter.

A narrow gauge road is being built extending from Okolona, on your line, to Grenada, on the line of the Mississippi Central road, and the first twenty-eight miles from Okolona is now under contract.

The Selma, Marion and Memphis road, which crosses your road at Okolona and connects again at Columbus, Mississippi, has made but little progress since your last meeting, but we are advised that active operations are soon to be commenced at Okolona looking Southward.

With all connecting lines our relations are harmonious, and it is believed that the policy of friendly relations with all and entangling alliances with none will best subserve your interests.

The gradual increase of mechanical pursuits along the line is tending not only to an increase in your earnings, but is slowly changing the character and course of the traffic, and tending to the equalization of tonnage in opposite directions; this fact will be apparent when it is seen that with a less bulk of cotton the general receipts have been increased.

Complaint is made of us in common with all Southern Roads, that the rates of freight and passage are high. That prices are high as compared with rates on Eastern and Northern Roads, is not denied, but a moments examination of facts will show that they are not only justified, but required by the necessities of the case. Your road traverses for the most part, an undeveloped country, sparsely populated, and utterly prostrated by an exhausting war. The volume of business is necessarily small, and can only be increased but by the gradual development and restoration of the country.

The cost of your road, the expense of keeping it up, and its consequent interest account is the same, whether the business done over it is large or small—thus it will be seen that high prices must obtain, until this condition of things is changed. It is confidently believed that the time is not far distant, when prices can be reduced, and yet do justice to both creditors and stockholders. It will be remembered that the latter have not as yet received one dollar for their investments made long years since, and they cannot for some time to come.

The vexed question for discriminating rates it is argued, are contrary to good faith, and oppressive and disastrous. It would be a source of great satisfaction to all, and to none more than your directors, if this course could be abandoned. But let us examine the question and see the case as it is. Your road passes through an agricultural region, producing an annual crop—the transportation of which, taxes to its utmost capacity during four months in the year, all your rolling stock; while for the other eight months, the larger portion of it must lie idle, so far as local traffic is concerned. What shall be done with it? The work is has done is not sufficient to answer the demands upon your treasury. Shall we refuse to employ it because we cannot use it at regular prices, or shall we make it earn something, and thereby enable us to sustain the enterprise—if the latter course is adopted, we must compete in

price with other routes and modes of transportation—if the former is adopted, the local tariff must be increased above what is now complained of as high and oppressive, inasmuch as that business alone would thus be required to sustain you.

Again, the want of equalization of tonnage as between North and South bound freight presents another difficulty. The proportions of South bound is at least two tons for one bound North. Now shall we send empty cars North because we cannot get full prices? If the answer is in the affirmative, a higher price must be demanded for South bound freight, as upon it the whole burden of operating is to be levied.

The slow but steady diversity in the pursuits of our people will in time remedy this evil, and thereby harmonize conflicting local interests.

The steady increase in your receipts, which were, in 1868 $1,850,601 59, in 1869 $2,115,286 93, in 1870 $2,559,240 92, and in 1871 $2,739,448 68, assures us that the country is steadily improving, and that your enterprise is partaking of that improvement. That your prospects for the future are cheering none can doubt.

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Artesia, Miss., to Columbus, Miss., 14½ miles, and from Junction, Miss., to Aberdeen, Miss., 9 miles—making a total of 495½ miles, of which 63 are in Alabama, 293½ in Mississippi, 118½ in Tennessee, and 20½ in Kentucky. The company also operate under lease 21 miles of the Mississippi, Gainesville and Tuscaloosa Railroad—making the total length of road operated 516½ miles.

The company have 116 locomotives. The number of miles run by locomotives was as follows: passenger, 524,122; freight, 638,080; gravel and construction, 218,046; switching, 52,575—total 1,432,823. The earnings per mile of road were: from passengers, $1,320; freight, $3,485; mail and express, $201—total, $5 006, against $4,746 19 in 1870. The average earnings per train mile was $2.32.

The number of passengers carried was 385,300; do., carried one mile, 15,792.459. Tons of freight carried, 333,638; do., carried one mile, 47,006,-987. Bales of cotton transported, 182,854, against 225,165 the previous year. There was a decrease in the receipts at Mobile of 11,076 bales, and in shipments northward of 17,447 bales. The superintendent in his report says:

A survey for the Kentucky and Tennessee Railroad, extending from Columbus to Cairo, was made under the joint direction of the Illinois Central Railroad, and this company. Two lines were run, the first leaving the main line four and a-half miles south of Columbus, and the other passing through the town. Other instrumental examinations are now being made, preparatory to making the final location. The early construction of this road is rendered important by the speedy construction of the Cairo and Vincennes Road, and the Short Line from Cairo to St. Louis. These roads will concentrate a large traffic at Cairo, which will force a Southern connection by rail, and the Mobile and Ohio Railroad should be the first to make it.

The completion of the New Orleans and Texas Railroad to New Orleans, gives this company the opportunity to compete for through Northern and Western business. Until the extension of the Mobile and Montgomery Road to this city, close connections were made with that road, and a large part of the through travel came by this route. On the completion of that road, however, the connections were broken, and travel has gone by other routes. This company must, therefore, decide upon relying entirely upon its local business, or to run a double daily passenger train, at a higher rate of speed than heretofore. The improved condition of the track will justify this, but it will require five engines, three passenger and three additional baggage cars.

A careful review of the earnings and expenses since the war, shows a steady and gratifying increase in the former, and a great improvement in the condition of the company's property. The fact is now fully established if there ever was any doubt upon the subject that the local business is sufficient to pay the interest on its indebtedness, and to leave a margin for the purchase of additional rolling stock necessary to meet the increased business. Notwithstanding the very short crop of the past year, and the expenditure of $138,608 for new cars, depots, &c., the loss of business from an extraordinary freshet and the cost of repairing the damage, the net earnings are more than sufficient to pay the interest on the bonded indebtedness.

CONDENSED BALANCE SHEET.

Cost of road and equipment	$17,156,145 31
Gainesville Branch	147,016 19
Supplies on hand	595,384 26
Interest paid in 1871	752,205 72
Balance unclaimed of fund provided for payment of 1871 second mortgage coupons	49,090 34
Real estate	49,134 03
Due on Aberdeen Branch	21,901 11
Due from U. S. Qr. Mr. depart	148,181 07
Lownes Co., Miss., bonds on hand	9,000 00
Land Bureau—Amount in hands of Trustees for investment	63,250 04
Due from connecting roads and agents	59,934 43
Cash balances	142,324 40
	$19,193,566 90
Capital stock	$4,428,036 34
First mortgage bonds	9,543,540 00
Second mortgage bonds	1,164,134 07
Gainesville Branch bonds	53,000 00
Bills payable	890,193 22
Unclaimed pay-roll balance	24,083 96
Individual balances	12,310 39
Auditor's warrants outstanding	254,904 37
Total sales donated lands ($229,-000 covered by cancelled 1st mort. bonds)	293,193 24
Sales of station lots	7,530 06
Net earnings of 1871	845,280 82
Profit and loss	1,677,460 43
	$19,193,566 90

President.—ABRAHAM MURDOCK.

Vice President.—CHARLES E. RUSHING.

Second Vice President.—JOHN J. WALKER.

Directors.—W. P. Halliday, Ills.; Thomas Brown, Ky.; A. S. Humphreys, C. E. Rushing, A. Murdock, Miss.; James Crawford, W. D. Dunn, Charles Walsh, John Reid, Jr., John J. Walker, Francis B. Clark, Robert W. Smith, Ala.; Wm. Butler Duncan, New York.

Secretary & Treasurer.—A. L. WILLOUGHBY.

Chief Eng. & Gen'l Sup't.—L. J. FLEMING.

Louisville and Nashville R. R.

At a recent meeting of the stockholders of this company in Louisville, resolutions were adopted to extend the Lebanon branch to the state line. It was also resolved that the President and Directors be authorized to execute the bonds of this company for $2,500,000, or £500,000 sterling and to execute a mortgage upon the Memphis, Clarksville and Louisville Railroad, provided, that so much of the proceeds of these mortgage bonds as may be necessary to complete the South and North Alabama Railroad shall be applied to that object.

Since the last annual meeting of the directors, the construction of the South and North Alabama road has been continued, and it is expected to have it finished some time in the month of September next, and under the contract with that company for the construction of the road, the Louisville and Nashville Company will receive and hold about $3,600,000 of eight per cent. gold mortgage bonds of said company, endorsed and guaranteed by the State of Alabama. It was resolved that the Louisville and Nashville Company endorse the bonds of the South and North Alabama Railroad Company, and negotiate the same; and that if the latter company should conclude to substitute other bonds of lower rate of interest, the Louisville and Nashville Company should accept the same.

Northern Pacific Railroad.

FAVORABLE REPORT ON THE NORTHERN PACIFIC RAILROAD.

WASHINGTON, June 11.

The Committee on Pacific Railroads of the House made a report yesterday upon the resolution of February 13, to investigate and report upon the actual condition of the Northern Pacific Railroad Company. The statement is voluminous, embracing all the evidence adduced before the committee. The following is a brief synopsis:

There are no charges of any kind whatsoever made against the management of the company, and in order to meet the suggestions made in any communications referred to the committee or any of its members, as well as all questions of a general character, the committee put interrogatories to the Company which were answered under oath. The range of the inquiries was designed to cover the actual condition of the Northern Pacific Railroad Company and to be exhaustive.

The evidence shows that the affairs of the company are in a sound and clean condition. Thus far the road has been constructed by contractors, to whom the work has been let after public competitive bidding. No director, officer or engineer of the company has been in any way pecuniarily interested in the construction contracts or the purchase of material or supplies.

The building of the road has progressed as rapidly as prudent financial management and the permanent interest of the road permitted. The work throughout is shown to be of the best quality. The iron is all of American manufacture, and from American ores.

There will be in operation at the end of this year five hundred and seventeen (517) miles of the main road. Surveys entirely across the continent have developed an excellent route with easy grades and through a country of much average fertility. In addition to the portion already completed there is now under construction and preparing for contract, east and west of the Rocky Mountains, ten hundred and thirty-one (1031) miles of track. Grading is in progress in Dakota and Washington Territories.

The company has examined, platted, appraised and prepared for market, 1,578,890 acres of its lands in Minnesota and Washington Territory, at a cost of one cent per acre, and of these lands applications are on file for the purchase of 140,204 acres.

The company's policy is to sell its lands cheap to actual settlers. The lands are held by trustees as security for bonds sold by the company, and no portion of the grant can be diverted from this purpose.

Four million two hundred and forty-one thousand six hundred dollars worth of capital stock has been issued, and is held by one hundred and seventy-four different shareholders, whose names are given.

☞ The grading, masonry and bridging of the entire line of the Montpelier and Wells River Railroad will be completed, ready for the iron, by the middle of July, with the exception of the two bridges at Montpelier. The work of ironing the road will occupy about two months with a force of forty hands, working night and day. The road will be completed before the opening of the legislature next fall.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	566 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,392	633,758	768,720	729,274	783,100	807,816	787,194	828,447	777,613	893,692	7,995,116
1871	536,499	485,490	614,447	720 929	692 341	795,176	860,297	1,006,373	995,922	981,006	897,234	672,358	9,457,07
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279.121	303,342	384,504	404,012	558,101	486.196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,893	402,854	351,045	493,232	506 623	468,212	397,515	340,551	4,681,563
1870	261,100	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,990	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466.830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	390,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268.444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753.782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,300,338	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,092,337	1,281,574	1,047,318	1,008,235	842,012	10,997,888
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,966
1870	203,089	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,230	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,786	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	605,465	411,605	509,250	567,679	480,628	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,810	613,320	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,825	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,526	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	765,486	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	163,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	168,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464.778	508,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316.266	401,900	369,356	365,412	350.566	751,738	1,101,771	775.616	438,323	5,683,603
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556.917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	491,113	506,557	815,345	841,150	644,625	473,295	6,663,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,320	260,466	309,261	269,444	224,963	223,242	268,177	302.596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304 463	349,285	344,700	350,348	372,618	412,553	284 319	3,793,005
1866	267,541	246,109	326,236	277,424	283,180	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 356 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,630	223.236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	219,987	211.219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353 677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	254,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,504	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669.384	757,178	936,188	711.457	1,170,241	1,125.635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10 033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534.561	703,618	836,903	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,264
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,089
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479.872	574.706	679,332	814.493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,609	162,532	166,015	222 553	198,884	244,834	212,227	177.364	2,250,143
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230.340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174.500	168,696	1,935,753
1869	132,623	127,817	175,950	171,568	157,398	154,133	144.164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	164,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	192,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103.716	117,625	116,242	107,524	126,012	127,412	126,775	124.988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	256,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,203
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,729	422,360	323,577	434,284	4,252,343
1870	312,133	293,646	295,278	318,499	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365 174	328,791	393 455	444,210	453,309	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	139,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,883	716,825	5,709,135
1870	528 529	501 130	539,238	706,608	802,586	744,460	843,058	644 981	728 831	719,693	570.168	605,053	7,654,094
1871	479 575	373,925	499,890	694,640	734,460	729,174	678,993	681,805	800,402	777,862	708,142	542,906	7,674,949
1872	379,836	399,110	460,681	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30,'70	0.95	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,783	1,886	—	100	100	....
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	25
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,825	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury..Mass.	41,000	41,000	—	—	.....	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,443	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	108,000	180,000	100,000	(Open	ed Oct. 1	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh..N.Y.	210,793	145,500	84,500	3,000	34,857	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,300	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104
Sept. 30,'70	3.26	20	4	Central City (Syracuse).....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	50	19½	....
Oct. 31, '70	9.00	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.33	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia .....N.Y.	42,851	34,825	—	—	8,644	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & Jamaica.N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	612,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	84,936	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,062 479	746,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45½
Sept. 30,'70	3.25	28	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	....
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	....
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	20½
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	110	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	72½
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg.Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,012	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	50,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,904	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,050	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ....N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Salem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,468	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,959,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	(6½
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City)..N.Y.	1,616,511	750,000	250,000	85,000	725,894	121,026	10.	100	100	....
Sept. 30,'70	3.01	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	400,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	—	—	215,078	62,061	5.5	50	50	20
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,118	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	55,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	less.	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham..N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	16,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31, '68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,482	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,162	62,900	—	—	3 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	5,204	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount out-standing.	Interest. Rate.	Interest. Pay-able.	Principal Payable.	Abstract Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	500,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1882	....
Bklyn City, Hun.Pt.& P.P.: 1st Mortgage.....	379,000	7	M.&N	1878	....
Brooklyn and Jamaica: 1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J	1875	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1893	....
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn: 1st Mortgage.....	214,000	7	J.& J.	1878	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18 -	....
Eighth Avenue (N. Y.): 1st Mortgage.....	208,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	187,500	7	J.& J.	1877	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage.....	250,000	7	J.& J.	1884	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown: 1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'n & Fordh.: 1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose: 1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston 1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1890	....
1st Mort. O. & N. R. R....	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R....	300,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.&N	1887	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy: Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem: 1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	—
Troy and Lansingburg: 1st Mortgage.....	85,000	7	A.&O	1879	....
Union (Boston): Real estate mortgages....	105,000	6	var.	var.	....
Union (Phila.): 1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet.: 1st Mortgage.....	130,000	7	J.& J.	1882	....
West Hoboken: 1st Mortgage.....	61,000	7	M.&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester: 1st Mortgage.....	20,000	6	A.&O	1878	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Par	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley	50	2,266 350	— & —	— —
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100	3,691,200	— & —	— —
" " pref.	100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*	100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.	100	1,500,000	— & —	— —
Avon, Genesee & Mt. M.*	100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio	100	13,151,902	M. & N	May '72 5
Washington Br.	100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref.	50	5,680 685	— & —	— —
Berkshire*	100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*	50	250,000	J. & D.	Dec. '71 2½
Boston and Albany	100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.	100	633,200	— & —	— —
Agricultural Br. guar	100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref	100	800,000	M. & N.	May '72 3
Boston and Lowell	600	2,215,000	J. & J.	Jan. '72 4
Boston and Maine	100	5,000,000	M & N.	May '72 5
Boston and Providence	100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*	100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.	100	1,380,000	J. & J.	Jan. '72 4
" " pref.	100	1,883,400	J. & J.	Jan. '72 4
Camden and Amboy*	100	5,847,800	J A J.O.	Apl. '72 2½
Camden and Atlantic	50	377,100	— & —	— —
" " pref.	50	752,300	— & —	— —
Cape Cod	60	915,57.	J & J	Jan. '72 $2½
Cape May and Millville*	50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelsv.	50	426,900	Novemb.	Nov. '71 6
Catawissa*	50	1,129,600	— & —	— —
" pref.	50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*	50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*	100	6,250 400	M & N.	May '72 1½
" " pref.	100	769,600	M. & N.	May '72 3½
Central of Georgia	100	4,666,800	J & D	Dec. '71 5
Central of New Jersey	100	15,000,000	J.AJ&O	Apl. '72 2½
Central Ohio*	50	2,245,000	J. & D.	June '72 3
" pref.	50	400,000	J. & D.	June '72 3
Chemung*	100	380,000	J.A.J&O	Apl '72 1½
Cheshire, preferred	100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton	100	8,925,500	M. & S.	Mar. '72 5
" " pref.	100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy	100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	Jan. '72 5
Chicago & N. Western	100	14,720,959	J. & D.	June '72 5
" " pref.	100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*	100	3,600,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*	50	2,967,800	— & —	Apl. '72 10s
" " pref.	50	428,646	M. & N	May '72 3
Clev., Col., Cin. & Ind.	100	13,914,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*	50	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*	50	7,494,588	F.M.AN	May '72 2½
Col., Ohio. & Ind. Cen.*	100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*	5	1,780,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.	100	848,964	— & —	— —
Concord	50	1,500,000	M. & N.	May '72 5
Concord and Ports.*	100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv.	100	2,084,200	F. & A.	Feb. '72 3
Connecticut River	0	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.	100	207,383	— & —	— —
Cumberland Valley	100	1,825,000	A. & O.	Oct. '71 4
Danbury and Norwalk	50	400,000	M.J.S.D.	Dec '71 4
Delaware*	50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.	50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee*	5	452,550	— & —	— —
" " pref.	50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*	100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*	50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy*	50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)	100	4,062,600	J. & J.	July '71 4
Eastern (N. H.)	100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*	100	600,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*	50	503,000	M. & N.	May '72 2½
" " pref.	50	500,000	J. & J.	Jan. '72 3½
Erie Railway	100	28,000,000	F. & A.	Feb. '66 4
" pref.	100	8,536,910	J & J	July '72 3½
Erie and Pittsburg*	50	1,000,250	M.J.S.D.	Dec. '71 1½
Fitchburg	100	3,240,000	J. & J.	July '72 4
Georgia	100	4,166,000	J. & J.	Jan. '72 4
Grand River Val.* guar	100	1,000,000	— & —	— —
Grand Trunk. (Ca.)	100	14,367,946	— & —	— —
Great Western, (Ca.)	100	19,237,404	A. & O.	Apl '72 3
Hannibal & St. Joseph	100	4,151,700	F. & A.	Aug. '70 3½
" " pref.	100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50	116,550	M. & N.	May '72 5
Harlem Extension	100	4,000,000	— & —	— —
Harrisburg & Lancaster*	50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven	100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip.	50	1,600,000	J.A. J.O.	Apl. '72 3
Housatonic, pref.	100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top.	50	616,000	— & —	— —
" " pref.	50	218,350	J. & J.	July '68 3½
Illinois Central	100	26,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf.	50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	100	4,625,000	— & —	— —
Jeffersonv., Mad. & Ind.	100	2,000,000	J & J.	Jan. '66 5
Joliet and Chicago*	100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*	100	800,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So.	100	34 446,500	F. & A.	Feb. '72 4
" " (guar.).	100	538,500	F. & A.	Aug. '71 5
Lawrence*	50	280,200	— & —	— —
Leeds and Farmington*	100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50	8,739,800	M & N.	May '67 5
Lehigh Valley	50	18,159,400	J.A. J.O.	Apl. '72 2½
Little Miami*	50	$5,871,459	J.A. J.O.	Apl. '72 2
Little Schuylkill*	50	2,643,100	J. & J.	Jan. '72 3½
Long Island	50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.	50	1,623,483	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville.	100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi.	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200,000	A. & O	Apl. '71 3
Lykens Valley	20	600,000	F.M.AN	May '72 2½
Macon and Western	100	2,500,000	J. & D.	Dec. '71 5
Maine Central	100	3,400,500	— & —	— —
Manchester and Law.	100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati	50	1,372,891	— & —	— —
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Michigan Central	100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*	50	323 375	J. & J.	Jan. '72 5
Milwaukee and St. Paul.	100	11,822,578	J & J	Dec. '70 7s
" " pref.	100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*	50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell	100	800,000	M. & N.	May '72 5
Naugatuck	100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*	50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*	100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.*	50	1,800,000	J. & J.	Aug '69 12
N Haven & Northamp.	100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*	100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*	100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R.	100	45,000,000	A. & O	Apl. '72 4
" " Certif.	100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem	100	8,500,000	J. & J.	July '72 4
" " pref.	100	1,500,000	J. & J.	July '72 4
N. York & New Haven	100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston	100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag Bridge & Canand*	100	1,000,000	J. & J	Jan. '72 3
North Carolina*	100	4,000,000	Irregular.	July '72 5
N. Eastern (N C.) pref.	100	111,000	M. & N.	May 67 4
North Pennsylvania	50	3 150,150	January.	Jan. '72 5s
Northern Central	50	6,000,000	M. & N	May '72 3
N rthern N. Hampsh.	100	3,068,400	J. & D.	June '72 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*	100	3,051 800	J. & J.	Jan. '71 3½
" " pref.	100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi	100	19,995,847	— & —	— —
" " pref.	100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.	50	4,259,450	J A. J.O.	Apl. '72 2½
Old Colony & Newport.	100	4,959,000	J. & J.	Jan. '72 3
Oswego and Syracuse*	100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri	100	3,635,750	— & —	— —
Panama	100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*	100	630,000	J & J.	Jan. '72 5
Paterson and Newark*	100	500,000	J & J.	— —
Paterson and Ramapo*	100	243,000	J. & J.	Jan. '72 4
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '71 3
Pennsylvania	50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*	50	6,004,300	J. & J.	— —
" " " pref.	50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn*	50	1,626 250	M.J.S.D.	June '72 3
Philadelphia & Reading	50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*	100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt.	50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J A. J.O.	Apl. '72 1½
" Special Imp.	100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams.	100	461,000	J. & J.	Jan. '72 3
Portland and Kennebec.	100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.	100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.	100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces.	100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesse Val.*	110	557,500	— & —	— —
Rome, Watert. and Ogd.	100	2,997,800	J. & J.	Jan '72 3
Rutland*	100	2,700,000	— & —	— —
" preferred	100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot.	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.	100	2,300,000	— & —	— —
" " " pref.	100	2,040,000	May.	May '68 7
Saratoga and Schenec.*	100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*	50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.	100	1,151,400	M & N.	Nov. '70 4
Shamokin V. & Pottsv.*	50	869,450	F. & A.	Aug. '71 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5s
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100	3,939,900	F. & A.	Feb. '72 4
Staten Island	100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100	445,700	J. & J.	Jan. '72 3½
Stony Brook*	100	267,300	M. & N.	May '72 3
Summit Branch*	50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.)	100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	1,670,139	— & —	— —
Taunton Branch	100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana	100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.	100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*	100	274,400	J. & D.	Dec. '71 3½
Utica and Black River	100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*	100	2,500,000	J. & D.	June '72 4
Vermont and Mass.	100	2,800,000	M. & N.	May '72 2
Warren (N. J.)	100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*	100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*	100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.	75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	— — 2½
Baltimore City	100	800 000	J. & J.	Jan '72 1
Bleecker st. & F'y. (NY)	100	900,000	— & —	— —
Boston and Chelsea	100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)	100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)	100	2,100,000	J. & D.	Jun. '70
Brooklyn City	100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt.	100	600,000	J. & J.	July '70
Brooklyn and Jamaica	100	488 100	— & —	— —
Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 3½
Cambridge	100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50	600,000	J. & J.	Jan. '72 7
Citizens' (Pbg.)	50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.	100	500,000	— & —	— —
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N. Y.)	100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	— — 3
42nd St. & G. St. Ferry	100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)	50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	600,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm.	50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.)	25	105,000	A. & O.	Oct. '71 6
Lynn and Boston	100	200 000	— & —	— —
Malden and Melrose	100	200,000	— & —	— —
Metropolitan (Boston)	100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston)	100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)	100	197,320	— & —	— —
Orange and Newark	100	282,555	— & —	— —
Philadelphia City	50	750,000	J. & J.	July '71 3
Philadelphia and Darby	20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry	50	284,770	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.)	50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.)	50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)	100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.)	50	1,000,000	J. & J.	July '71 2
Somerville (Boston)	100	75,000	M. & N.	May '72 3
South Boston	50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston)	100	200,000	M. & N.	Nov. '71 4
Union (Phila.)	50	400,000	J. & J.	Jan. '72 5
West Philadelphia	50	400,000	J. & J.	Jan. '72 7
CANALS.				
Chesapeake & Delaware	50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio	25	8,229,594	— & —	— —
Delaware Division	50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson	100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*	100	5,847,400	J A. J.O.	Apl. '72 2½
Erie of Pennsylvania	50	64,000	— & —	— —
Lehigh Coal & Navigat.	50	8,739,800	M. & N	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	July '71 5
Morris (consolidated)	100	1,025,000	F. & A.	Feb. '72 2
" (preferred)	100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania	50	4,337,950	— & —	— —
Schuyl. Nav. (common)*	50	1,908,207	F. & A.	Feb '72 25c
" " (pref.)	50	2,838,977	F. & A.	Feb '72 50c
Susq. and Tide Water	50	2,002,746	— & —	— —
Union	50	2,907,850	— & —	— —
" preferred	50		— & —	— —
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '85
MISCELLANEOUS.				
Adams Express	100	10,000,000	M.J. S.D	June '72 2
American Coal	25	1,600,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	— —
Butler Coal	25	500,000	J. & D	Dec '69 35c
Canton	100	731,250	— & —	— —
Consolidation (Md.) Coal.	100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.	100	500,000	— & —	Apl. '72 5
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,836,600	— & —	— —
" pref.	100	3,693,400	— & —	— —
" certif.	100	7,324,000	J. & J.	— —
Pacific Mail Steamsh p.	100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	— & —	— — 2½
Pennsylvania Coal	50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car	100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common	100	5,700,000	— & —	— —
" preferred	100	4,300,000	— & —	— —
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000 000	— & —	— —
Union Trust	100	1,000,000	J. & J.	Jan. '72 5
United States Express	100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100	6,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.	100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114½
.. .. coupon	4,678,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,253,600	6	Jan. & July	1881	114½
..... coupon	64,067,950	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s) ..... registered	34,184,200	6	May & Nov.	1882	115
(5-20s) ..... coupon	242,509,300	6	" "	1882	115
Loan of March 3, 1863 ..... registered	53,414,050	6	Jan. & July.	1881	114½
..... coupon	21,585,950	6	" "	1881	120½
Loan of March 3, 1864 (5-20s) ..... registered	2,379,500	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	34,791,400	6	May & Nov.	1884	114½
(5-20s) ..... coupon	39,012,250	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	39,629,000	6	May & Nov.	1885	113½
(5-20s) ..... coupon	120,103,850	6	" "	1885	115½
.. .. .. 2d series (5-20s) ..... registered	62,622,600	6	Jan. & July.	1885	113½
(5-20s) ..... coupon	161,869,450	6	" "	1885	117
.. .. .. 3d series (5-20s) ..... registered	92,461,900	6	Jan. & July.	1887	113½
(5-20s) ..... coupon	228,309,700	6	" "	1887	117½
.. .. .. 4th series (5-20s) ..... registered	13,305,500	6	Jan. & July.	1888	114½
(5-20s) ..... coupon	25,958,750	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) ..... registered	136,435,350	5	Mar. & Sept.	1904	111½
(10-40s) ..... coupon	56,131,950	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	123,404,050	5	F. M. A. & N.	1881	113½
..... coupon	76,595,950	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	12 085,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	399,901,064	ral.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	92.500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	3,000 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,028,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	848,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	67
.. — 1870	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	81½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mgr. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	6	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	6	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	106
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	153,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.) ..	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'96	97½
.. —Southern Vermont R. R	200,000	5	" "	1890	....
.. —Eastern R. R	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'88	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1883	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar	1,589,000	7	" "	1876	97½
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	79
Nebraska—(No Debt)	.....	.....	.....	.....	94
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	99½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	98½
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	....
.. — .. of 1864	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	106½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	343,000	5	" "	pleas.	101
.. —	900,000	5	" "	1876	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	478,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'96	....
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'96	21
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,921,400	6	April & Oct.	1899	25
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	104
.. — .. (")	1,600,000	6	" "	1876	....
.. — .. (")	4,095,300	6	" "	1881	103
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	103
.. —	7,890,550	6	" "	1877	98
.. —	726,950	5	" "	1882	106½
.. —	9,237,050	6	" "	1882	98
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,709,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	101½
.. — .. (old)	2,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	53
.. —State Capitol bonds	1,997,738	6	" "	71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,300	6	J. A. J. & O.	1888	88½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	78½
.. —*Funding Bonds	4,060,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	75½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'76	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	43
.. — .. .. stg	1,885,000	6	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	64
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virg'a.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,300	6	Jan. & July	77-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98
1st Mortgage, Eastern Extension	49,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	88
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	82⅝
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,570,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
3d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bango.) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	44½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	62
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund, gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage conv. & sk'g f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	100
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	98
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	99
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free, gold	14,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	106
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	105
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	.....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1999	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½m) guar	800,000	8	Jan. & July.	" "	1889	96½
Illinois Gr. Trunk R.R. (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Riv. Val. R.R. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	" "	1915	99
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	86½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund..	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.)..	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. skg f'd Mort. $3,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1869	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,000,000	7	April & Oct.	New York.	1908	90½
3d Mortgage Consol. skg fund..	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.& I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,248,000	7	May & Nov.		1884	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876*	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	90½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	67
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	80,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1870	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western). ..	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons .	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons..	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1864, (cond)..	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1865	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oad. & Ottawa R. R.).	159,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee .	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	98
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	95
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98½
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2 l Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	94½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,003,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1868	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,300,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	97
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	89

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1886	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,764	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	88
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	92½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	105½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¼
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 423 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	600,000	7	Jan. & July.	New York.	1896	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96½
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coupt(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1366	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Schoolcraft R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ati.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	340,000	8	" "	" "	1888	95½
2d Mort. (" ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi:	600,000	7	June & Dec.	" "	1894	....
1st M.RR.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1860	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307.000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175.000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150.000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000.000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1883	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112.000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1890	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	80
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	80½
3d Mortgage for $3,000,000....	2,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1890	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	100
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	100
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York	1895	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	83½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91½
1st Mortgage (Minn. Cent.).....	207.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	91
1st Mortgage (P. du C.Div.).....	3,674.000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,930	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red .Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S:.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	6*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,800	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	104
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1850..	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1831	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven.	1883	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,208,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	" "	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	81½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8*	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)....	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	105
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	2,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193.500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	81,500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	95
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c. after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	96½
Income conv. of April 1, 1870	476,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	89
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	99
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	435,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1898	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	2,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	88
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	100,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	97½
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	97½
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	6	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Reading):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	256,500	6	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	94
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1892	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Sterling Loan of 1836	182,400	6*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv.(Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	78½
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equ p. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1890	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	99½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864.	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,800,000	7	April & Oct.	New York.	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M (W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.es Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	—— & ——	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67.	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67.	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868.	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	78,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	86
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	94½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	90
2d Mortgage	1,500,000	7	" "	"	1891	31
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'de	500,000	7	Jan. & July.	"	1887	80½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	800,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	758,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	80
2d Mortgage preferred	600,000	6	" "	"	1890	77
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	86
Consolidated mort. Apr. 1, 1869	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan	2,0 0,000	6	" "	"	1897	94½
Gold Loan	4,944,000	6*	June & Dec.	"	1897	90
Gold Loan	1,942,000	6*	" "	"	1894	96
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,050	7	—— & ——	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	77½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Steamer Railroads are distinguished by a "‖."

Years ending.	Railroad. Main Line.	Branch Line.	Second Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,768,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ‖...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	96
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ‖..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	36	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,595	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,102	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ‖.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ‖..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ‖.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence..Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	—	.....	194,250	20,000	.....	.....	15 5	20,032	300,053	61,109	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	—	.....	500,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ‖ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	155
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ‖ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36.000	36.000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	90,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	42.000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	103	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	66.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,067	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ‖. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	74
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934.754	186 879	3	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	140
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	.....	—	—	—	—	—	—	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666.007	264,907	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	.....	(Operat	ed by Bur	lington &	Mo.River.)	.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	.....	(Operat	ed by Chi	cago, Burl	ington &	Quincy	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	128½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,580	209,162	1,120,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1871	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	36½
Sept. 30, 1870	34.8	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,269,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ‖..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 663,299	10	100	116½
Apr 30, 1871	400.0	—	167.0	—	176	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,660	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	200,949,525	7,207,685	2,779,011	10	100	136½

Dec. 31, 1870	78.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...	Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0	(Re-orga	niza. of Cin. Pern &	Chic.)	.....	—	106	...					
Dec. 31, 1870	72.0	—	1.8	63.0	13	6	2	160	Chicago, Danville and Vincennes	Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	—	....	(Is now	completed to	Danv.)	.....	—	100	...					
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	—	.....	(Leased	& oper. by	C.&N.W.)	1,220,882	557,960	10	100	113½				
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.		62,000,659	*	1,882,950	.....	35,135,973	18,049,000	1,188,257	335,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	72½				
Jun. 20, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore ..	Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	—	100	...					
Mar. 31, 1871	491.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.	Ill. & Iowa	26,703,243	*	439,304	1,354,451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	110½				
Jun. 30, 1871	270.0	—	8.6	—	.....	.....	.....	.....	Chicago and South Western ..	Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	—	100	...					
Dec. 31, 1870	36.5	—	2.5	—	.....	.....	.....	.....	Chillicothe and Brunswick	Mo.	845,000	.....	.....	.....	345,000	500,000	.....	—	—	(Leased	and oper. by	North M	issouri.)	.....	—	100	...					
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ...	T. & N. C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	—	40.0	25,000	.....	.....	24,379	2,096	—	100	...					
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton ..	Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,600	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	8	100	92½				
Jun. 30, 1871	20.5	6.7	6.2	—	.....	.....	.....	.....	Cincinnati and Indiana	Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	—	100	...					
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction ..	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	261,277	26,713	—	100	...					
Jun. 30, 1871	13.0	—	0.3	—	.....	.....	.....	.....	Cin., Lexington and E. Tennessee ...	Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	(Leased	& oper. by	Kentucky	Central.)	.....	—	100	...					
Jun. 30, 1871	40.0	—	2.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	...					
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley ..	Ohio	.....	.....	.....	.....	.....	.....	.....	—	132.1	(Reorga	nization of	Cin. & Zan	esville.)	.....	—	100	...					
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.	Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	.....	.....	.....	152,136	44,851	—	100	...					
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland ..	Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	175.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	22½				
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind. ..	Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	—	192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	7	100	94				
Jan. 24, 1871	67.8	12.4	33.5	—	.....	.....	.....	.....	Cleveland and Mahoning	Ohio	3,147,934	.....	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	7	50	...				
Jun. 30, 1871	78.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware ..	Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	—	76.7	.....	.....	.....	199,157	60,617	—	100	...					
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg	Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.9	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	91½				
Dec. 31, 1870	588.0	25.0	71.2	—	.....	.....	.....	.....	Col., Chic. & Ind. Cent. ..	Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. &	oper. by	Pi	tz. C. & S. L.)	3,293,193	1,107,470	—	100	37½				
Dec. 31, 1870	76.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley	Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	—	100	...					
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.	New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	—	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	161				
Mar. 31, 1870	41.0	—	6.5	—	.....	.....	.....	.....	Concord and Portsmouth ..	N. Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	—	(Leased	& oper. by	Concord.)	25,000	.....	7	100	115½				
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv. ..	Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½				
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River	Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	.....	.....	(10 mos.	591,972	217,174	10	100	134½				
Dec. 31, 1870	—	—	—	44.0	.....	.....	.....	.....	Connecticut Valley	Connecticut.	982,000	.....	.....	.....	789,254	—	194,752	—	—	.....	.....	.....	.....	.....	—	100	...				
Dec. 31, 1870	67.5	1.7	....	—	.....	.....	.....	.....	Connecticut Western	Connecticut.	1,599,393	*	.....	.....	1,419,305	81,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	...				
Dec. 31, 1870	6.8	—	9.5	—	.....	.....	.....	.....	Connecting (Phila.)	Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper.	by Phila.	& Trent.)	.....	.....	6	100	...				
Dec. 31, 1870	14.6	—	1.1	—	.....	.....	.....	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	...				
Sept 30, 1870	16.0	1.0	0.3	—	.....	.....	.....	.....	Cooperstown and Susquehanna ..	N. York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...				
Dec. 31, 1870	7.5	—	2.5	—	8	—	—	117	Cornwall	Pennsylvania.	384,228	*	.....	.....	300,000	—	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	...				
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania ..	Maryland.	2,049,302	928,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...				
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley	Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,088	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...				
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk	Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	6,454	—	27.8	83,000	.....	.....	175,445	82,163	—	100	...				
Dec. 31, 1870	47.0	22.0	6.9	—	.....	.....	.....	.....	Danv., Hazleton & Wilkesbarre ..	Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,816	—	—	(Nearly	completed	at date.)	.....	.....	—	100	...				
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul	Iowa.	1,018,000	*	.....	.....	258,000	880,000	.....	.....	—	(Being c	onstructed	at $26,000	pr. mile.)	.....	.....	—	100	...				
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	—	141.4	.....	.....	.....	1,062,406	395,011	—	100	...				
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union	Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	—	31.8	.....	.....	.....	124,327	15,071	—	100	...				
Dec. 31, 1870	41.5	—	3.0	—	.....	.....	.....	.....	Dayton and Western	Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	—	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...				
Dec. 31, 1870	84.5	26.0	5.5	—	.....	.....	.....	.....	Delaware ¶	Delaware.	2,141,300	.....	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...				
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western	Penn.	15,100,000	3,725,000	.....	.....	18,868,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	—	100	107½				
Dec. 31, 1870	106.0	—	10.6	—	.....	.....	.....	.....	*Denver Pacific*	Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...				
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley	Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...				
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee	Michigan.	11,048,094	*	.....	.....	2,547,350	7,530,048	236,812	—	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...				
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..	Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich. Cen.	)	.....	3	100	...				
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York	Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...				
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware	Delaware.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	(Leased	& oper. by	Phila., Wi	l. & Balt.)	.....	6	100	...				
Dec. 31, 1870	28.5	—	1.8	—	.....	.....	.....	.....	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	—	.....	.....	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...				
Dec. 31, 1870	—	—	—	50.0	.....	.....	.....	.....	Dubuque, Bellevue and Mississippi.	Iowa.	2,000,000	.....	.....	.....	500,000	1,000,000	.....	.....	—	(U	nder cons	truction.)	.....	.....	—	100	...				
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western	Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...				
Dec. 31, 1870	144.0	—	7.2	—	.....	.....	.....	.....	*Dubuque and Sioux City*	Iowa	5,880,000	.....	.....	.....	5,000,000	880,000	.....	.....	—	(Leased	& oper. by	Ill. Centr.)	398,598	.....	—	100	70				
Sept. 30, 1870	—	—	—	54.0	.....	.....	.....	.....	Dunkirk, Warren & Pittsburg ..	N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	.....	—	(U	nder cons.	to be comp	leted in 1	71.)	.....	—	50	...				
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties ..	N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,630	.....	....	61,964	739,334	827,504	64,735	14,475	6	50	...				
Dec. 31, 1870	17.5	—	0.3	—	.....	.....	.....	.....	East Brandywine and Waynesb	Penn.	264,000	.....	.....	.....	89,800	175,000	.....	.....	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...				
Dec. 31, 1870	7.5	—	6.3	—	.....	.....	.....	.....	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	—	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	50	66				
Dec 31, 1870	36.0	—	9.8	—	.....	.....	.....	.....	East Pennsylvania	Pennsylvania.	1,484,200	.....	.....	.....	1,209,206	495,900	.....	.....	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	50	82				
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶ ..	Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,937	270.0	.....	.....	.....	1,278,864	415,816	—	100	...				
Sept. 30, 1870	44.1	54.4	35.2	—	46	36	25	810	Eastern	Massachusetts.	6,783,262	*	900,578	171,922	4,062,660	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	104½				
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.4	.....	.....	.....	86,920	40,898	—	50	...				
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	—	(Leas. &	oper. by P	. Wil. & B.)	76,772	25,320	—	100	...				
Dec. 31, 1870	11.0	—	0.5	—	.....	.....	.....	.....	Ebensburg and Cresson	Pennsylvania.	122,000	.....	.....	.....	100,000	80,000	.....	.....	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...				
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶	Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos. | incomplet | e.)	98,254	294	5	100	...				
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah	Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	93.0	(No retu	rns—road	incomplet	e.)	.....	5	50	...				
Sept. 30, 1870	46.8	—	2.9	—	.....	.....	.....	.....	Elmira, Jefferson and Canandaigua.	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...				
Dec. 31, 1870	78.0	—	14.0	—	.....	.....	.....	.....	Elmira and Williamsport ..	Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	—	(Leas. &	oper. by N	. Central.)	165,000	.....	14	50	...				
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie	New Jersey, N. York & Pa	64,972,451	3,440,588	532,548	.....	32,636,000	28,398,800	.....	.....	845.5	9,020,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	59				
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg	Pennsylvania.	3,155,650	1,383,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...				
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶ ..	Maine.	2,404,792	182,279	223,511	.....	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...				
Aug 31, 1870	132.0	—	12.0	—	18	12	8	218	Evansville and Crawfordsville ..	Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,504	522,377	142.0	806,838	.....	.....	516,800	166,699	—	100	...				
May 31, 1871	90.0	—	3.6	20.0	.....	.....	.....	.....	Evansville, Henderson and Nashville.	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	.....	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...				
Dec. 31, 1870	31.0	—	1.8	23.0	.....	.....	.....	.....	Evansville, Terre Haute & Chi. ..	Ind. & Ill.	.....	.....	.....	.....	300,000	750,000	.....	.....	31.0	(Com'c	nced oper.	in Jan. 18	71.)	.....	—	50	...				
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence ..	R. I.	330,089	*	23,259	1,406	150,000	150,000	267,450	—	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...				
Oct. 31, 1870	12.7	—	0.4	—	.....	.....	.....	.....	Fayette County	Pennsylvania.	130,000	.....	.....	.....	90,000	—	35,800	—	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	.....	—	100	...				
Sept. 30, 1870	50.9	42.7	32.1	—	35	42	11	730	Fitchburg	Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	.....	93.6	638,088	.....	(10 mos.	1,085,937	252,285	—	100	138½				
Dec. 31, 1870	13.0	—	1.0	—	.....	.....	.....	.....	Flemington	New Jersey.	393,731	.....	.....	.....	150,011	100,000	143,720	.....	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...				
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*	Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,168	202,081	100.0	304,702	.....	.....	502,647	232,010	—	100	...				
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	.....	154.0	.....	.....	.....	.....	.....	—	100	...				
Dec. 31, 1870	100.0	—	5.0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw ..	Ill. & Mich.	2,700,000	*	.....	.....	800,000	1,500,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	...				
Dec. 31, 1870	109.0	—	1.1	—	.....	.....	.....	.....	Ft. Wayne, Muncie and Cin.	Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	.....	109.0	(Opened	for traffic i	n fall of 18	70.)	.....	—	50	...				
Dec. 31, 1870	4.2	—	0.7	—	.....	.....	.....	.....	Frankford and Holmesburg	Penn.	159,427	.....	.....	.....	80,000	14,000	65,632	"	—	(Oper. b	y Phila. &	Trenton.)	.....	.....	—	100	...				
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg	N. Jersey.	283,745	*	99,267	.....	283,745	—	99,267	—	23.0	69,644	.....	.....	62,912	6,334	—	100	...				
Apr. 30, 1871	—	—	—	30.0	.....	.....	.....	.....	Frederick and Pennsylvania Line	Md.	500,000	.....	.....	.....	300,000	250,000	.....	.....	—	(Rapidly	approac	hing comp	letion.)	.....	—	100	...				
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio ..	Texas.	.....	.....	.....	.....	.....	.....	.....	.....	84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...				
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson ..	Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receiver.)	.....	.....	.....	—	100	...				
Mar. 31, 1871	171.0	61.0	23.2	—	52	23	10	589	Georgia	Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953	—	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...				
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown	New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....	11.7	31,940	.51,186	88,264	30,356	10 060	—	100	...				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)			.....	—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,406	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	.....	.....	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased & oper by Tol. Wab. & Wester			.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	41
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	—	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil. and St. Paul.)			.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	136
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central.....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			.....	—	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	—	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	50,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by Pennsylvania.)			.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	—	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	82,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	36,518	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			.....	—	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			.....	—	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,008	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by Chicago & Alton.)			.....	—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by Michigan Central.)			.....	—	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,981	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	1,013.1	8,219,893	159,390,937	560,833,666	13,457,541	5,088,720	8	100	95½
Dec. 31, 1870	156.0	12.0	6.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Under construction at $33,000 p. m.)			.....	—	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	—	(Leased & oper. by Pbg. Ft. W. & Chi.)			49.507	—	—	50	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)				18,159,400	5,588,000	414,417	—	116.7	1,100,000	.....	.....	(Leased & oper. by Leh. Coal & Nav. Co.)						
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	8,528,000	—	—	—	208.5	.....	13,207,248	39,606,988	2,248,229	824,464	—	50	....
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	.....	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	—	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	96
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1 500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jan. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	16,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—	—	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)	954		17	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	—	6	100	....

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)			—	100	.....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	.....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,764,136	.....		47.6	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	117
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	.....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	.....
Dec. 31, 1871	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5	100	.....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown.....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	.....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	.....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	.....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,933	.....	.....	17,531,707	6,271,222	10	50	118½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	.....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	.....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			63.0	246,648	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	.....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	.....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	.....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	.....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,325	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	180
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	122½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,158	9,562,650	2,359,500	530,471	434,578	33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	126½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	555,736	185,848	—	50	.....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	.....	.....	.....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	135
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			—	(Under	constructi	on.)			—	100	.....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	94
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,276	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	.....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	.....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	.....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*			6,000,000	1,689,750			48.0	172,982	.....	.....	.....	50,000	—	50	.....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	228	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	286,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	.....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	.....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	.....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	.....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1871	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)			6	100	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,606,175	1,324,943	475,270	10	100	98
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	.....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	.....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)			—	100	.....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			209.0	.....	.....	.....	1,390,376	580,474	—	100	25
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)		100	.....
Dec. 31, 1870	151.0	—	16.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	101½
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	.....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	.....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	.....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	.....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	.....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	.....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,306	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	.....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	.....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	.....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	—	8	100	.....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	104.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	—	.....	100	.....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Under	constructi	on.)	.....	.....	—	100	.....
																		—	(Leas. &	oper. by Ph	illa.& Read	ing.)	$ 28,803	5	50	.....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	297,000	115,988		54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.8	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000						800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969062	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,369	—	100	
Nov. 30, 1870	21.0	—	1.8	—	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				187,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—					Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320			108.3				801,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—					South Branch	New Jersey	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,276	4,434,249	452,030	358,009	243.0	840,910			1,486,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only	partially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	16	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091		115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,936	10,319,774		1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	59 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133		642,124			—	100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	81	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,886	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874		—				95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304		32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts	392,971	*		24,194	52,235	400 000		23,557	45,843	11.7	65,346			(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,096,623	72.0	578,258	9,988,392		35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	6	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395				420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	464.8	164.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,830	572,619	16,000,000	18,387,000	81 710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	76½
Sept. 30, 1870	34.9	—	8.9	—	13	15	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950		4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,818 512	*				26,745,000	74,067,512			1,038.7		74,917,338		71,779,106	7,625,277	2,947,862	—	100	39½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563			—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen't	ly opened for traffic.)					100	
Sept. 30, 1870	69.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31(	*				1,666,990	150,000			59.0	85,360	3,192,075		1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815		978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750 000				11.4	40,386	333,487		6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	93½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331		65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,466,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166			(10 mos.	456,651	loss.	—	100	82½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	60	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513			14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410			50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395				97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,600	107,000		35.5	204,506				288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938 629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,780	4,137,076	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at	$25,000 monthly.)			3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187			137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0					112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116 207	1,209,000	2,379,000	20,000	45,745	126.1	307,150	16,363,324		3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	ons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operated by Wil. & Wel.)						100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	S. C. & S. C.	(Late Wilming,& Manch.)					5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,154	114,711	1,463,775	1,484,666	130,021	154,671	181.0	436,316				594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27,000	6	100	
Dec. 31, 1870	138.0	4.0	8.4	—	14	5	—	333	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0		2,861,440		6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816		7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																							
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825		12.5					414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5							25		
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000			108.0				107,947		19	100	121
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353					5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,662,000					64,000	835,750	689,446		161.0	(Leased	1870 by Pennsylvania			67,252	lo s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003 508	110,000			83.0				220,214	130,187	10	100	90
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214				110.570	2,2 0,000	1,021,965	197,815	82,206	103.0				391,550	185,07(	—	100	50
Dec. 31, 1870	73 0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,163	2,335,716		284,140		4,797,18(	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)				655,000	—	50	5
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873		45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000		87.6				59,953	4,293	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300					1,100,000	748,800	63,000		....	(Leased	by Pennsylvania.)					—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	89
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	94½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	83½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	60
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	72½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	63
St. Louis, Alton and T. H., pref.	2,040,000	7	7	66
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Pol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,883,997	6	6	30½
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1 ..... per ton 47 — @ 53 —
Pig, American, No. 1 ..... 51 — @ 52 —
Pig, American, No. 2 ..... 50 — @ 51 —
Pig, American, Forge ..... 47 — @ 48 —
Bar, Refined, English and American ..... — — @105 —
Bar, Swedes, assorted sizes ..... (gold).85 — @100 —
(Store Prices.)
Bar, Swedes ..... 125 — @135 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in ..... 110 — @ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq ..... 115 — @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16 ..... 117 50 @ — —
Large Round ..... 122 50 @127 50
Scroll ..... 122 50 @152 50
Ovals and Half-round ..... 127 50 @137 50
Band ..... — — @122 50
Horse Shoe ..... 120 — @130 —
Rods, ⅜@3-16 inch ..... 115 — @155 —
Hoop ..... 135 — @177 50
Nail Rod ..... per lb. — — @ — 8
Sheet, Russia, as to assortment ..... (gold) — — @ — 18½
Sheet, Single D. and T. Common ..... — 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal ..... — 7½@ — 8½
Sheet, Galtanized ..... List. 15 per ct. disc.
Rails, English ..... (gold) ..... per ton. 72 — @ 73 —
Rails, American, at Works in Penna. c'y. 82 — @ 90 —
Anvils, (Eagle) ..... per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb. — 16½@ — 18½
English Spring (2d and 1st quality) ..... — 7½@ — 10½
English Blister (2d and 1st quality) ..... — 10½@ — 17½
English Machinery ..... — 11½@ — 13½
English German (2d and 1st quality) ..... — 10½@ — 12
American Blister ..... — — @ — 12
American, Cast, Tool ..... — 15 @ — 16
American, Spring ..... — 9 @ — 11
American Machinery ..... — 10 @ — 10½
American German ..... — — @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb. — — @ 5 75
Cut, 8d. and 9d ..... — — @ 6 —
Cut, 6d. and 7d ..... — — @ 6 25
Cut, 4d. and 5d ..... — — @ 6 50
Cut, 3d ..... — — @ 7 25
Cut, 2d and 3d. Fine ..... — — @ 8 —
Cut Spikes, all sizes ..... — — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d. 6 25 @ 7 75
Clinch, Kegs ..... 7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper ..... — — @ — 45
Yellow Metal ..... — 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca ..... (gold). per lb. — — @ — 50
Straits ..... (gold). — 36½@ — 37
English ..... (gold). — 36½@ — 37

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal ..... per box.	13 75 @13 50	15 — @ 15 50
I. C. Coke	12 — @12 50	13 75 @ 14 75
Coke Terne	10 50 @10 75	12 — @ 12 50
Charcoal Terne	12 — @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk) ..... — 13½@ — —
Crude, 40 @ 47 gravity (in shipping order) — 17½@ — 17½
Refined, Standard White (in ship'g order). — 23½@ — 23½
Refined, S. W. (in jobbing lots) ..... — — @ — 24½
Refined, S. W. (in tin) ..... — 28½@ — 29
Naptha, Refined, (65 @ 73 gravity) ..... — — @ — 18
Residuum ..... per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb. — — @— 43
Copper, Bolts ..... — — @— 45
Copper, Braziers' (over 16 oz.) ..... — — @— 45
Copper, Nails ..... — — @— 45
Copper, Old Sheathing, &c., mixed lots ..... — 26 @— 28
Copper, Chile Pig ..... — 32½@— 33
Copper, American Ingot ..... — — @— 33
Yellow Metal, New Sheathing and Bronze ..... — — @— 30
Yellow Metal, Bolts ..... — — @— 32
Yellow Metal, Nails ..... — 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish ..... (gold) per 100 lb. — — @ 6 62½
German ..... (gold) — — @ 6 62½
English ..... (gold) 6 62½@ 7 12½
Bar ..... — — @ 8 75
Pipe ..... — — @11 —
Sheet ..... — — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas ..... per ton of 2240 lb. — — @ 8 —
Liverpool Gas Cannel ..... — — @12 —
Liverpool House Cannel ..... — — @18 —
Anthracite ..... per ton of 2,000 lb. 4 — @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11	W.12
Canton Co.	....	98	98½	97½	99	....
Central Pacific 6s	105½	104½	....	....	105½	105
Central of N. Jersey	110	110½	110	....	110	110
Chicago & Alton	116½	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	105	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	130½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	74½	73½	73½	73½	72½
" pref.	....	94½	94½	94½	94½	94½
" 1st M.	....	....	101	....	101	....
" S. F.	....	....	....	....	....	....
" Consol.	99	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	111	111½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	93	93½	....	94	....	....
Clev. & Pittsburg guar.	91	91	91	....	91	91½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	37½	37½	38	37½	37½	37½
" 1 M.	90½	90½	....	90½	90½	....
" 2 M.	....	....	....	....	78	....
Del. & Hudson Canal	120	....	120	120	120	121
Del. Lack. & Western	107½	107½	107½	107½	108	107½
" 1 M. 7s	....	....	....	....	....	100½
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	60½	64½	61½	61½	61½	59
" pref.	....	84	....	83½	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 100	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	94½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	41	....	41	....
" pref.	60	....	....	....	....	....
" 8s, conv.	92	....	....	92	92	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	101½	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	104½	....
Lake Shore & Mich. S'th.	96	96½	96½	96½	....	95½
Lake Shore Div. bonds	....	96	96	....	....	98½
Marietta & Cin. 1st pref.	....	....	....	....	....	28
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	....	....	....	....	120
" S. F. 8s, 1882	115	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	98½	98½	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	3	....	....	....	2½
Milw. and St. Paul	56	56½	56½	....	56	55½
" pref.	78½	....	78½	....	....	....
" 1st mort.	95	....	95	95	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	108½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	97	96	97½	....	....	....
" H. & St. J. 1s	....	94	....	94	....	....
Morris and Essex	96	96	....	....	....	94s
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	100½	....	100½	100	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	93	92½	92½	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	97½	98½	97½	97½	97½
" certificates	96½	97½	98½	97	97½	97½
N. York and Harlem	121	122	121½	120	....	120
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	82½	82½	....
" new	20½	....	....	....	21	....
Ohio and Miss.	46½	47½	47½	46½	47	46½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	75	75½	75½	75½	74½	74½
Panama	117	....	117	117	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	98½	98	....	....	....	....
" 1 M.	....	....	....	....	106	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	35	36	37½	....	36½	35½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	48	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72½	....	72½	73	73½	73½
" new	....	....	....	....	....	73½
Tol., Wab. & Western	76½	76½	76½	76	76½	76½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	97½	....
" 2 M.	....	....	....	93½	93	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	....	93½	....	....	93½	93½
Union Pacific	....	39½	40	39½	39½	39½
" 1st mort.	94½	94½	94½	94½	94½	94½
" L. Gt. 7s	81½	81½	....	....	....	81½
" Inc. 10s	86½	86½	86½	....	86½	86½
Virginia 6s, old	....	48	....	....	....	....
" new	....	54	....	....	....	....
" consol.	55	56	....	56½	57	....
" def. cert.	17	....	....	....	17	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111¼	111⅜	....	111⅜	....	....
U. S. 5s, 10-40s, coup	112⅛	....	112⅜	112½	112	112⅛
U. S. 5s, 1881, reg	113⅛	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	113⅜	....	....	....
U. S. 6s, 1881, reg	115	....	....	....	114⅜	....
U. S. 6s, 1881, coup	120⅛	....	....	....	120⅜	120⅜
U. S. 6s, '81, O.W.L	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	115	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	114⅛
U. S. 6s, 5-20s, c. 1864	....	....	....	....	115⅛	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116	115⅛	115⅛	....	....	115⅜
U. S. 6s, 5-20s, r. m. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	117⅛	117⅛	117⅛	....	....	117
U. S. 6s, 5-20s, reg. '67	113⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	117⅛	118	117⅛	117⅜	117⅜	117⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	114⅛	....
U. S. 6s, 5-20s, c. '68	114⅛	....	115	....	....	117⅜
U. S. 6s, Pac.R.R.issue	114⅛	....	114⅜	....	....	114⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa preferred	....	45⅛	45⅛	46⅛	46⅛	....
Camden and Amboy	127	....	127⅛	127⅜	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	92⅛	....	....	....	....
" 6s, 1889	....	....	90	90⅛	....	....
" mort. 6s, '89	....	94⅜	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	44⅛	44	44	45	45⅛	45
" 6s, 1884	....	....	....	....	....	....
" Gold L	....	96⅛	....	97	97	....
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	....	....	90	....
Lehigh Valley R. R.	59⅜	60	60⅛	60⅛	60⅛	60⅛
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	97	97⅛	....
Little Schuylkill R.R.	47⅜	....	47⅜	47⅜	....	48
" 7s	....	....	....	....	....	....
Minehill	....	54	....	....	....	54⅛
Morris Canal	....	....	....	....	....	....
" pref	....	....	125	....	....	....
North Pennsylvania	51	....	51	....	....	51
" 6s, 1880	102	102⅛	....	....	....	....
" 7s	97	....	....	96⅜	97⅛	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38⅜	....	....	....	....	....
Oil Creek & Alleg. Riv.	38⅛	39	39	39⅛	40⅛	40⅜
" 7s	....	....	....	79	....	80
Pennsylvania R. R.	59	59⅛	59⅛	59⅛	59½	59⅛
" 1st M	....	101⅛	....	101⅛	....	102
" 2d M	....	....	....	....	....	....
" Gen. mort.	95	....	95	....	95⅜	96⅛
" " reg	....	94⅜	....	....	....	....
Penn. State, 6s. 1st series	....	....	103	....	103	....
" 6s, 2d series	....	....	106⅛	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	96⅛
" new	99⅛	....	100	99⅜	100	100
Philad., Germ. & Nor	88	90	90	....	....	....
Phila. & Reading	60⅛	60⅛	60⅜	61	61	61
Philadelphia and Erie	....	28⅛	28⅛	27⅜	28⅜	28⅛
" 6s	....	....	....	90	....	....
" 7s	92⅜	93	....	93⅛	94	94
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	7⅛	....	....	....	....	....
" pref	15⅜	15⅜	15⅛	....	....	....
" 6s, 1882	....	....	....	80⅛	80⅛	80⅛
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
Hestonville, (Horse)	....	....	20	20	....	20
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	64	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	....	....	....	....	99⅛
" 1886	....	....	....	....	....	....
" 1890	....	....	100⅛	....	100⅜	....
" 1884	....	100	....	....	....	....
" 1900	100	....	....	100	....	99⅛
Balt and Ohio	....	....	....	....	155	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	97⅛	....	....	....
Marietta & Cin. 1st M.	98⅛	....	98⅛	....	99⅛	....
" 2d M	....	....	....	89⅛	89⅛	....
" 3d M. 8s	84⅛	84⅛	84⅛	84⅜	84⅛	....
Northern Central	38⅛	....	....	38⅛	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	88	....	....	....	....	88
Pittsb. & Connellsv. 7s	96⅛	....	96⅛	....	96⅛	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55	55⅛	56	....	....	....
" Defer. Certif.	16⅛	17	....	....	....	....
City Passenger R R	....	....	....	26	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 12.

	Th.6.	F 7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	148⅛	149	148⅞	148⅞	149	149⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	140	....	140⅛	....	....	140
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie 6⅛	....	....	....	....	....	7⅜
" 7s, new	45	44⅞	44⅞	44⅞	43⅞	43⅜
Cheshire, pref	84	84	....	84	....	....
Chi., Burl. & Quincy	....	....	129⅜	131	....	131
Concord	....	....	....	....	....	....
Connecticut River	....	....	134½	....	....	....
Eastern	104	104	103⅜	104	104⅛	104⅛
Fitchburg	....	....	138⅛	....	....	×133⅛
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119⅛	119⅛	120	120	120	120
Northern, N. H	....	115	....	....	115	....
Ogdens. & Lake Champ	....	89	88⅛	....	....	88⅛
" pref	104⅞	....	....	....	....	104⅛
Old Colony & Newport	....	....	112	112	112⅛	112⅛
Ph., Wil. & Baltimore	56⅛	56⅛	56⅞	56⅛	....	57
Portl'd, Saco & Ports	....	....	134	....	....	....
Union Pacific	....	39⅛	....	....	39	39
" 6s	....	....	91⅛	....	91⅛	....
" Land Grant 7s	....	....	80½	....	....	....
" Income 10s	....	83⅞	84	83⅞	84	....
Vermont & Canada	94	93⅞	94⅛	....	....	93⅛
Vermont & Mass	....	....	82⅛	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	104	....	....	....
Metropolitan	....	....	....	72⅛	....	72⅛
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	13⅜	....	....	14	....	....
Franklin	9⅛	....	....	....	....	....
National	....	....	....	....	....	8
Pewabic	11	11⅛	....	11⅛	11⅛	
Quincy	....	53	54	54	....	

London Stock Exchange.

	Closing Prices. May 24.	May 31.
Atl. & Gt. West. N. Y. sec. 7 per ct	74 — 77	74 — 77
1st mort., 1880	62 — 65	63 — 65
Do. do., 2d mort., 1881	39½ — 40⅛	39½ — 40⅛
Do. Penn., 1st mort., 1877	99 —102	100 —102
Do. do., 2d mort., 1882	88⅛ — 89½	89 — 90
Do. Consol. 7 per cent. mort. 1890	75 — 77	75 — 77
Detroit and Milwaukee 1st mort. 7s	75 — 80	75 — 80
Do. 2d mort. 8 p. c	54⅜ — 55½	49⅜ — 50⅛
Erie shares 100 dol. all paid	90 — 92	91 — 93
Do. sterlg. 6 p. c. convertible bonds	54½ — 55½	50 — 51
Illinois Central, 6 per cent., 1875	110 —102	100 —102
Do. Redemption mort. bonds 6 p. c.	110 —111	109½ —110⅛
Do. 100 dol. shares, all paid	82 — 85	82 — 85
Marietta and Cincinnati 7s	90 —100	90 —100
Michigan Central 8s, conv. 1869	— —	— —
Panama 2d mort. 7s, 1872	89 — 91	89 — 91
Panama General mort 7s, 1897	99 —101	99 —101
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 97	96¼ — 97⅛
Do. General mort. 6 p. c. 1910	46 — 48	46 — 48
Do. $50 shares	96 — 98	96 — 98
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.		

American Railroad Journal.

Saturday, June 15, 1872.

Stock Exchange and Money Market.

Money has been in more liberal supply, and having been in less urgent request, for all purposes, rates have been tending downward. Call loans have been quoted at from 4@6, generally 5@6; and choice to good discounts at 6@8, with the bulk of the new business in strictly prime grades of commercial paper reported at 6½@7 per cent. per annum. The banks have been adding to their cash reserves, and the last weekly exhibit was deemed a favorable one, having shown a considerable gain of legal tender notes, with an addition to their deposit line, which encouraged them to enlarge their average loan, and discounts. The Government office, while augmenting its currency balance, materially reduced in specie reserve. The U. S. Sub-Treasury office again reduced its coin balance nearly 3¼ millions and enlarged its currency over 1½ millions. The city banks added to their loan and discount average nearly 2½ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $6,815,447, and a coin reserve of $48,515,965.

The city banks, in their latest return, show an increase of $1,327,000 of legal tender notes with a decrease of $992,800 of specie, and an increase of $1,230,500 of deposits, also an addition of $2,438,400 to their loan and discount averages, and a reduction of $19,500 in their item of circulation. The city bank exchanges, last week, averaged 99¼, and thus far, this week, about 115¾ millions daily. The banks now hold $11,753,125 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,346,000, against $12,716,153 same time last year. The city bank deposits are now $227,301,400 against $241,894,336, week ending June 10, 1871. The legal tender reserve amounts to $55,108,100, against $70,410,441 same time last year. The circulation now stands at $27,502,500 against $30,740,411 same time last year. The loans are now $287,113,200 against $293,810,161 at this date last year.

The coin reserve of the city banks is now about 20⅜ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 55⅛ millions against $46,616,000 on the statement of February 10th.

Government revenues have been yielding more liberally, since our last. The excises yielded within the week about 3¼ millions, and thus far since July 1, 1871, $122,158,109. The customs at the port of New York last week were $1,927,734; at the outports, equal to about $650,000 all in coin, or coin certificates.

Under the June programme of the Treasury Department, Government proposes to sell Gold, as follows: Thursday, June 20—Two Millions. Thursday, June 27—Two Millions. And to buy in bonds as follows: Wednesday, June 19—Two Millions. Wednesday, June 26—Two Millions.

The Treasury Department, on Monday, controlled a coin reserve of $86,000,000, (including $25,000,000 represented by outstanding coin certificates) and a currency balance of eight millions.

Gold has been in less demand, particularly on speculative account, and the price has shown much less firmness toward the close. The customs drain has been a moderate one, and the specie outflow to foreign ports has been on a reduced scale. The recent successful negotiations in foreign markets of American railway loans tended to lessen the call for specie for shipment.

The range of the price during the week has been from 113⅞@114⅝ and the closing quotation on Wednesday was 114⅛ against 114⅝ the preceding Wednesday. The specie outflow, last week, was $3,782,639. The Gold Exchange Bank clearances have averaged about 46 millions per day during the week.

The specie exports from this port on Wednesday were only $362,694.

The customs demand for Gold last week, averaged $334,667 a day; thus far, this week, it has averaged $328,000 a day, or equal to a weekly aggregate of $1,968,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,734, and since Jan. 1, 1872, $708,860, against $3,040,794 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been

$148,425,196 against $140,458,844 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 8, 1872, $75,715,407, against $84,912,515 same time in 1870-'71.

The export drain of specie was $3,792,689 last week, against $1,520,560 same week preceding year. The shipments since July 1, 1871, have been $53,518,485 against $77,312,241 same time in 1870-'71.

Foreign Exchange has been in less confident demand and less buoyant as to price. Bankers' sixty day bills on London closed on Wednesday at 109⅝@109⅞; sight bills on London, 110½@110⅝.

The produce exports from this port, week ending with June 11, were to the currency value of $5,065,570.

There has been a good demand noted for Government securities, chiefly for investment purposes at well supported prices, though the later dealings indicated less buoyancy as to values. On Wednesday, Government bought in only $47,850 of Five-Twenties at 113.87, net, out of an aggregate offering of $921,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 120⅛@120¼; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114⅛@114¾; U. S. Five-Twenties of 1864 at 114⅛@114¾; U. S. Five-Twenties of 1865, 115¼@115⅝; U. S. Five-Twenties of 1865 consolidated, 117@117⅛; U. S. Five-Twenties of 1867, 117⅜@117½; U. S. Five-Twenties of 1868, 117⅛@117⅜ U. S. Ten-forties at 111⅞@112⅛; U. S. Fives of 1881 (Funding Loan) 112⅞@113⅓; Six per cent. currency bonds, 114½@114⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 29.	June 5.	June 12.
Consols	93⅝	92½	92⅜
U. S. 5-20's of 1862..	90½	90½	90¾
U. S. 5-20s, 1865....	91¾	91½	91¾
" 1867	93¾	93½	93¾
" 10-40s	89¾	89½	89½
New Fives of 1881...	——	89¾	89¾
Erie.	——	50⅛	48½

State bonds have been in comparatively light request and less firm in price, closing dull.

In the most popular of the Railway mortgage loans, there has been a fair investment business reported at full rates. Few round lots of the older issues have been available. Central Pacific Sixes have been in good request at 104⅞@105. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been attracting less attention, and values have shown less buoyancy. The speculative dealings have been much lighter.

The Metal markets have been devoid of animation, in most lines. Ingot Copper has been dull, but steady; 100,000 lbs. at 33c. Scotch Pig-iron has been offered more freely and quoted easier in price, on a very moderate demand; sales 300 tons Glengarnock, in lots, at $49, with Eglinton quoted at $47@$48. American Pig has been in good request and quoted quite firm, with sales reported of 1,000 tons at $51@$52, and 1,500 tons Crane (repurchased by the company) on private terms. American Iron Rails have been actively sought after, and 3,000 tons have been purchased at $85. Other kinds of iron have been quiet at unchanged figures. Lead and Spelter dull at old rates. Pig-tin dull at 36½c@37c. gold for Straits. Tin Plates very quiet at former quotations, with sales reported of 400 boxes Assorted Charcoal on private terms. Of Zinc, 30 casks Musselman were sold at 8⅞c., gold.

There has been a fair businesss in the leading kinds of domestic produce, at generally firm prices. Corn has been exceptionally brisk. Toward the close, values were rather weaker, on a less confident demand. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,637,811 bales, against 3,826,972 bales same time in the preceding year; exports 1,874,022 bales against 2 989,567 bales in the previous year; stock at the ports at latest dates, 179,002 bales against 254,360 bales same date 1871.

At the Live Stock Markets, Beeves continue in fair demand at 10½@14 cts.; Veals at 6@9 cts.; Sheep at 6¼@8¼; Lambs 10@14 cts.; Swine, dull at 4½@4¾ cts. per lb., all live weight. The week's receipts were 9,023 Beeves, 4,011 Veal Calves, 20,708 Sheep and Lambs; and 44,120 Swine.

Foreign goods have been moderately sought after within our previous range as to values, in most instances. Coffee has been quoted scarce. The week's imports of foreign goods reached the amount of $6,182,999 including $1,086,419 of dry goods.

Ocean freights have been fairly active, particularly in the line of Grain engagements at firmer rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 89; do. consol., 99; Joliet and Chicago 1st mort., 109⅝; Boston, Hartford and Erie, R. R., 7½; do. 1st mort., 44⅛; do. guar. bonds, 62; East Tenn., Va. and Ga. 1st mort., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 93½; do. 2d mort., 84¾; St. Louis and Iron Mt. R. R., 101⅛; do. 1st mort., 99½; Cleveland and Pittsburg consol., 95; Albany and Susq. R. R., 96; do. 2d mort., 98; Missouri, Kansas and Texas R. R., 41¾; Long Dock bonds, 95; Han. and Cent. Mo. 1st mort., 88; Pekin, Lincoln and Dacatur 1st mort 88; North Missouri 1st mort., 95; Rome, Watertown and Ogdensburg R. R., 98; Cedar Falls and Minnesota 1st mort., 86⅜; Central of New Jersey 1st mort., 106; Milwaukee and St. Paul 1st mort. Iowa div., 91; Cincinnati, Lafayette and Chicago 1st mort., 84; Lake Shore consol., 101; Toledo, Wabash and Western consol., 93⅞; Western Union Tel., 76⅜; do. 7s, 96; Mariposa Tr. Cer. 10s, 25; U. S. Exp. Co., 87⅛; Am. Mer. Union Exp., 79; Adams Exp., 98; Cumberland Coal and Iron, 71; Consol. Coal of Md., 44; Maryland Coal, 21; Quicksilver pref., 46½; Brooklyn 6s, W. L., 97¾; North Carolina 6s, special tax, 15½; do. 7½ per cent. off, 18½; Georgia 7s, 87½; Louisiana 8s., Levee bonds, 79; South Carolina 6s, new, Jan. and July, 33½.

Philadelphia.—United Company of New Jersey, 128½; Camden and Atlantic R. R., 30; do. pref., 40: Nesquehoning R. R., 56; Philadelphia and Trenton R. R., 126¾; Allegheny Valley 7 3-10s, 98; Huntingdon and Broad Top Mt. 1st mort., 101½; do. consol., 48½; Northern Central 6s, 1885, 94¾; Lehigh Valley 7s, new, 105½; Philadelphia and Reading Gen. mort. 7s, 102½; Pennsylvania and New York Canal 7s, 97½; Wilmington and Reading 7s, 100; Connecting R. R. bonds, 88; West Jersey R. R. 6s, 86; Catawissa 7s, new, 99½; Pennsylvania Canal 6s, 77; Morris Canal boat Loan, 93; Belvidere Delaware 3d mort., 83; New Jersey State 6s, exempt, 105; Fulton Coal, 5½. The latest quotations are; City 6s, 96½@96⅝; do. free of tax, 99½@100; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102¾@103¼; do. 2d series, 106@106; do. 3d series, 109@—; Philadelphia and Reading, 61⅜@61½; do. mort. 7s, 1893, 102@—; do. mort. 6s, 1880, 98½@—; United New Jersey Co., 128½@128⅝; Camden and Amboy mort. 6s, 1889, 95¾@96; do. 1883, 92¾@—; do. 1889, 90½@90⅝; Pennsylvania R. R., 59⅜@59½; do. 1st mort., 101¾@102; do. 2d mort., 97½@98; do. General mort. coupon, 96@—; do. reg., 95⅞@96⅛; Little Schuylkill R. R., 47¾@48; Morris Canal, 51@52; do. pref., 125@125; do. 6s, 94½@96; Susquehanna Canal, 8¼@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15¼@15⅝; do. 6s 1882, 80¼@80½; Elmira and Williamsport pref., 43@—; do. 7s, 1873, 96@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44⅞@45; do. 6s, 1884, 91@91; do. R. R. Loan, 94⅜@94⅜; do. Gold Loan, 95⅝@95⅞; North Pennsylvania 50@51½; do. 6s, 102½@102½; do., 7s, 96¾@97¼; do. Chattle 10s, 110@116; Philadelphia and Erie, 28@28¼; do. 6s, 89¾@90; Minehill, 53@54; Catawissa, 16@18; do. pref., 46⅛@46⅜; Lehigh Valley, 60⅛@60¼; do. 6s, new coupon, 96@—; do. reg., 98@—; do. 7s, 105⅜@105½; Fifth and Sixth streets, (horse,) 46½@47; Second and Third, 64@68; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57@58½; Hestonville, 20@20½; Union, 75@—; Germantown, 35@37.

Boston.— Rutland R. R. scrip, 80; do. 7s, 1880, 70; Vermont Central 8s, 1891, guar., 99⅞; do. 1st mort., 80; do. 2d mort., 81; Burlington and Missouri River R. R., in Iowa, 113; do. 8s, 109; do. 8s, in Nebraska, 102¼; Cincinnati, Sandusky and Cleveland R. R., 22¼; Boston and Albany 7s, 1892, 107; Vermont and Massachusetts 6s, 1883, 93¼; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 92½; Central Railroad of Iowa 7s, 1899, gold, 90¾; Cedar Rapids and Missouri 7s, 1916, 89; Michigan Central 7s, 1892, 101⅜; do. 8s, 109; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82⅜; do. 1900, land grant, 81¾; Chicago and Michigan Lake Shore 8s, 86¼; Omaha and Southwestern R. R. 8s, 92; Stanstead, Shefford and Chambly 7s, 80¾; Connecticut and Passumpsic Rivers R. R., 91¼; do. 6s, 92½; Nashua and Lowell R. R., 142¾; Eastern (N. H.) 96¼; Portsmouth, Gt. Falls and Conway R. R., 94; Cary Imp., 18⅛; Brooklike Land, 6⅞; New Hampshire 6s, 1874, 98⅛; do. 1884, 99¼; Maine 6s, 1889, 100¼; Vermont 6s, 1879, 100; Bath 6s, 1891, 90; St. Louis 6s, 1887, 90; Highgate Vt. 6s, 5.20s, 89; Portland 6s, 1887, 94⅞; Lowell 6s, 1890, 98¾; Cincinnati 7s, 3-10s, 1889, 105⅞; Chicago 7s, 1895, 98⅝; Charlestown 6s, 1875, 98¾; do. 1892, 99½; Albany 6s, 1891, 94; Rox-

bury 6s, 1884, 101; Boston 6s, 1880, currency, 101⅛; Portland 6s, 1887, 95¾; Cleveland 7s, 1892, 102⅞; Hartford 6s, 1878, 98¾; Allouez Mining Co., 10½; Calumet and Hecla, 155; Hancock, 3½; International, Silver, 5⅝; Minnesota, 7; Petherick, 3½; Shuniah Silver, 9½.

Baltimore.—Northern Central 6s, 1900, gold, 96⅜; Orange, Alexandria and Manassas 7s, 84½; Virginia and Tennessee 1st mort., 95; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84½; Richmond and Danville 1st mort., 78¾; Atlanta City 8s, 86; George's Creek Coal, 90. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96½@96⅞; Baltimore and Ohio, 150@152; do., pref., 99@—; do., 6s, 1875, 98½@—; do., 1880, 97@—; do., 1885, 96¾@97¼; Parkersburg Branch, 10@15; Northern Central 38⅝@39¼; do. 6s, 1885, 96@97; do., 1900, 87½@88½; do., 6s, 1900, gold, 96¼@96½; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 99½@99¾; do., 2d mort., 7s, 89½@90; do., 3d mort., 8s, 84¼@84½; Central Ohio, 32@—; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87@93; do. 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78⅛@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s, 83@—; do., 3d mort. 8s, 90⅛@94; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84¼@84⅞; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@—; do. 1886, 100⅛@100½; do., 1890, 98½@—; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do. Defense Loan, 1883, 102@104; City Passenger R. R., 25@25; George's Creek Coal, 98⅛@100; Atlantic Coal, 1.25@1.65.

☞ The directors of the Colorado Central Railroad Company, recently elected, are: H. M. Teller, W. A. H. Loveland, C. C. Welch, R. D. Hall, and H. H. Given, of Colorado—Eastern Directors, F. Gordon Dexter, Fred L. Ames, Oliver Ames, T. E. Sickles, J. B. Taft and T. J. Carter. President, H. M. Teller; Vice President, Oliver Ames; Secretary and Treasurer, E. H. Rollins.

☞ The third installment of $100 per share on 1,477 shares ($738,500) Boston and Lowell Railroad new stock (par $500) voted February 6, 1871, will be due June 15. The two remaining fall due December 1, 1872, and July 1, 1873. Seven per cent is paid on the installments, or six per cent. on any sum anticipated.

☞ Track laying on the Canada Southern Railway was commenced on the 1st of May, and by the 1st of December the road will be open for business from Buffalo to Amherstburg and Toledo and also the branch to St Clair. A single track of steel rails is to be laid first, and as soon as it is completed a second track is to be laid.

☞ The St. Louis, Jerseyville and Springfield Railroad is being pushed forward with commendable energy. The force under Col. J. B. Moulton, Chief Engineer, arrived at Chesterfield on the 1st inst.

Rhode Island and Massachusetts Railroad.

Another meeting of gentlemen interested in the construction of this road was held in Worcester, Mass., on the 7th inst. The route of the road as surveyed by Mr. E. H. Stone, the civil engineer, will commence at Worcester, passing through the towns of Millbury, Grafton, Milford, Upton, Franklin, Wrentham and Attleboro,' in Massachusetts, to tide water near Providence, R. I.

The articles of association were taken up and discussed, and a company was formed under the general railroad law, to be known as the Rhode Island and Massachusetts Railroad. The capital stock was fixed at six hundred thousand dollars. The vote passed at the last meeting, fixing the gauge of the road at three feet, was recousidered and the four feet eight and one-half inch gauge was adopted.

The following gentlemen were elected Directors: George F. Wilson and J. H. Southwick of Providence; Harvey Chace of Valley Falls; Wm. E. Rice, H. H. Chamberlain and L. L. Nelson of Worcester; Geo. F. Slocumb of Grafton; Wm. Knowlton of Upton; Samuel Walker of Milford; Gen. W. F. Draper of Hopedale; James P. Ray of Franklin; and H. N. Daggett of Attlboro'.

Illinois Central Railroad.

The statement of this Company for the month of May, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,147.81 for	$19,024 09
Acres Inter't Fund Lands Sold	80.00 for	720 00
Acres Free Lands Sold	471.44 for	4,778 96
Total sales during the m'th of May, 1872	2,699.25 for	$24,523 05
To which add Town Lot Sales	for	30 00
Total of all	2,699.25 for	$24,553 05
Cash collected in May, 1872		$48,710 97

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$369,304 00	$61,999 00	$431,303 00
Passengers	98,722 50	35,947 75	134 670 25
Mails	6,375 00	3,059 34	9,434 34
Other sources	58,625 00	2,340 66	60,965 66
Tot'l May 72.	$533,026 50	$103,346 75	$636,673 25
Total actual earn'gs, May, 1871	$594,519 64	$118 641 88	$713,161 52

☞ The following gentlemen have been elected directors of the New York Central and Hudson River Railroad Company: Cornelius Vanderbilt, William H. Vanderbilt, Horace F. Clark, Augustus Schell, James H. Banker, Samuel F. Barger, H. Henry Baxter, Joseph Harker, New York; Henry R. Pierson, Albany, N. Y.; Chester W. Chapin, Springfield, Mass.; George J. Whitney, Rochester, N. Y.; James M. Marvin, Saratoga Springs, N. Y.; Solomon Drullard, Buffalo, N. Y.

☞ We learn that the work of tunneling West Point for the West Shore Railroad has been commenced. The tunnel will be three-fourths of a mile in length, and two years will be required for its completion.

☞ The extension of the Portsmouth, Great Falls and Conway Railroad has been completed to North Conway, its terminus, 140 miles from Boston.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ A dividend of three per cent. on the preferred and common stock of the Central Ohio Railroad Company, as reorganized, has been declared for the six months ending 31st May ultimo, payable at the Treasurer's Office, Baltimore and Ohio Railroad Company, in Baltimore, on and after the 22d instant.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have declared a dividend of four cent., pay July 5.

☞ The Chicago and Northwestern Railway Company have declared a dividend of three and one-half per cent. on the preferred stock, payable on and after the 27th of June.

☞ The New York and Harlem Railroad Company have declared a dividend of four per cent., payable on the 1st day of July next.

☞ The Fitchburg Railroad Company has declared a dividend of $4 per share, free of National and local taxes, payable July 1.

☞ Locomotives are now being shipped to Russia from the Baldwin Works, Philadelphia. Nearly 40 locomotives are made at these works every month.

Journal of Railroad Law.

RAILROAD COMPANIES—WHAT IS THEIR LIABILITY FOR UNCALLED-FOR BAGGAGE OF PASSENGER, WHEN HE HAS LEFT THEIR CARS.

The facts in the recent case of Burnell *vs.* The New York Central R. R. Co., (45 N. Y., 184,) are fully and clearly stated in the following opinion by--

CHURCH CH. J.—The plaintiff took passage at Palmyra, on the defendants' road for New York, and purchased a ticket and checked his trunk to the latter place. On his arrival in New York, the plaintiff, without calling for his baggage, went to Brooklyn, and the second day after his arrival presented his check and demanded his trunk but it could not be found, and has not since been found. This action was brought to recover the value of the trunk and contents. The Referee found that the trunk was lost through the negligence of the defendants and their servants, and that the plaintiff was entitled to recover upon which a judgment was entered, which was reversed by the General Term, in the first district, and a new trial ordered, from which the plaintiff appealed to this Court.

The Supreme Court placed its decision upon the ground that the defendants' liability ceased with the transportation of the trunk by the Hudson River Railroad Company to New York, and its readiness to deliver it within a reasonable time after arrival, and that whatever responsibility was incurred afterward, in keeping or storing it, was incurred by the latter company, for which the defendants were not liable.

The correctness of this decision depends upon the nature of the contract between carrier and passenger, in respect to the custody and loss of baggage upon the failure of the owner to call for it within a reasonable time after its arrival at the place of destination.

As to what is a reasonable time cannot be definitely determined but must be left to the circumstances of each case. Up to the expiration of that period the strict liability of common carriers continues. After that a modified liability analogous to that of warehouseman only exists. The rule of exemption from strict liability was carried to the utmost limit of propriety, to say the least of it in Roth *vs.* Buffalo and State Line R. R. Co. (34 N. Y. 528.)

It is unnecessary to attempt a definition of *reasonable time* as applied to this subject in this case, because it is clear that sufficient time had elapsed to relieve the carrier from his peculiar liability as insurer of the property. But there still remained a duty or obligation on the part of the Hudson River Company, to exercise ordinary care in keeping and preserving the property until it was called for or was disposed of according to law. The question is whether this obligation, with its modified liability, was imposed by the contract of carriage, or whether it was a new and independent obligation, arising from the unprovided-for and accidental circumstances of leaving the trunk in possession of the carrier. If the latter is the correct theory, then the defendants are not liable, and the action should have been against the Hudson River Company; if the former, they are liable, because by their contract they assumed the responsibility of every duty and obligation imposed by the contract of carriage. The Hudson River Company were then agents in performing the contract.

In considering such questions, it is proper to regard the improved facilities of traveling with its incidental contingencies, accidents and conveniences, and the usual mode of transacting such business, to the end, that while on the one hand onerous unnecessary duties should not be imposed upon the carrier by an unnatural or arbitrary construction of the contract, on the other hand, that is should be so construed as to afford reasonable protection to the public. The rule applicable in the construction of all contracts, that existing facts and all the surrounding circumstances are to be regarded for the purpose of effectuating the intent of the parties is also to be applied. I think the duty or obligation referred to, of storing the property and exercising ordinary care to preserve and protect it upon the happening of the contingent event of its not being called for, was incurred at the time the contract was made, and is a part of the contract itself. It is to be presumed that the parties intended to provide for every contingency incident to the subject of the contract.

Leaving baggage with a carrier by railroad, either for temporary convenience, from necessity, sickness or accident is not such an unusual exceptional circumstance, as to create a presumption, that it was not within the contemplation of the parties at the time the contract was made.

The duty of exercising care over property thus remaining in their possession, is a part of the duty of carriers, incidental it is true to their principal or main duty, but nevertheless incumbent upon them, and it is no less a duty growing out of their relation of carriers, because their liability is mitigated to that of ordinary bailees for hire. Besides this is the ordinary mode in which this business has been transacted, as the evidence in this case shows and as all railroad companies are in the habit of doing. Baggage thus left is and always has been kept and cared for, and the manner of disposing of it, if not finally called for, was long since regulated by law (Law of 1837, p. 311), and it is presumed that the parties contracted with reference to the existing state of facts, and to the customary manner of transacting such business.

The other view terminates all relations between carrier and passenger immediately upon the expiration of the "reasonable time," within which the baggage must be called for, and transforms the carrier into a mere accidental finder, or gratuitous bailee liable only for gross negligence. In other words, it makes two contracts in every case where baggage is left, and complicates the rights and duties of the respective parties, and while it essentially impairs the security of the public confers no substantial benefit upon the carrier. Its tendency would be to induce carelessness and negligence where care and vigilance is necessary. The fair construction of the contract is that the defendants agreed for a consideration to transport the plaintiff and his trunk to New York, and deliver the latter to him on its arrival, if called for, if not that it should be property stored, and reasonable care exercised to prevent injury or loss until it was called for, or was lawfully disposed of. This simplifies the transaction, carries out the intention of the parties, legalizes the uniform practice, and does justice to the carrier and the public. Although the rule on this subject has not been very definitely settled, yet the principles herein indicated are not new (Cary *vs.* Cleveland and Toledo R. R. Co 29 Barb., 35,).

These views in effect determine the liability of the defendants to this action. The Hudson River company being the agents of the defendants in performing the contract, and the contract of storage, being a part of the original contract of carriage, it follows that the defendants are liable for the loss in that case if any one is liable. Allen J. in 29 Barb. 35, said "There was but one contract, one hiring and one consideration paid for the carriage and storage of the baggage; the contract for storing resulting from and being an incident to the main contract for carriage. It follows that the party liable upon the main and express contract, is liable upon the incidental and implied contract, and the Buffalo and State Line Road, in the storage as in the carriage of the trunk must be deemed the agent of the defendant performing its contract."

The only remaining question is whether a cause of action was established, based upon the negligence of the Hudson River Company. The failure of that company to produce the subject of bailment when demanded, *prima facie* established negligence and want of due care. When there is a total default to deliver the goods bailed on demand, the *onus* of accounting for the default lies with the bailee. It is claimed that the failure to produce the trunk, and the charge of negligence is fully met by the evidence produced on the part of the defendants, that the building used for storing baggage was safe and in charge of trusty agents and servants, and properly guarded night and day. There was no evidence as to how this particular trunk got out of the possession of the Hudson River Company. If it had been burned or stolen, without fault on their part, the defendants would not have been liable.

The evidence certainly shows commendable vigilance in the general arrangements to protect this class of property, but it fails to point out how or by what means this trunk was lost. The inference that it was delivered to the wrong person by mistake is quite as ligitimate as that it was stolen. To say that the servants were generally careful, does not establish as a question of law, that they were not careless in respect to this article. It was incumbent on the defendants to show that the loss of this trunk was not attributable to the want of care of their servants and the evidence was such that the referee was justified in finding that they had failed to do it.

If this trunk was delivered to the wrong person the circumstances should have been shown, otherwise it would be presumed negligent, as no such delivery would be proper without the presentation of the duplicate, check, or satisfactory evidence of its loss, and of the ownership of the property. If the trunk had been delivered upon such evidence as vigilant, careful persons would regard as sufficient the defendants might have been relieved from liability, but no evidence of this character was produced, and we think the finding of the referee was fully warranted.

The order granting a new trial must be reversed, and the judgment affirmed.

Ordered accordingly.

Canadian Pacific Railway.

The report of Mr. Sanford Fleming on the Canadian Pacific Railway exploration survey has been laid before Parliament. It states that a point opposite Lake Nipissing, named Mattawa, was selected as the eastern end of the survey. This point, it is claimed, is easily connected by projected local lines. The Pacific terminus is undetermined, the line of route through British Columbia being still a matter of uncertainty. The physical features of the country naturally divide the country into three great divisions, as follows, viz :—1st, from Mattawa to Fort Garry; 2nd, from Fort Garry to the Rocky Mountains; 3rd, from the Rocky Mountains to the Pacific Coast. The distance from Mattawa to Fort Garry was sub-divided into eleven different surveys of seventy-five to ninety miles in length. The country is densely wooded, and the survey was therefore unusually difficult. A branch surveying party explored the country from Nipissing to Sault St. Marie, to connect with lines south of Lake Superior, or steamboat navigation. Another expedition was sent north to James Bay. West of Fort Garry, owing to the simple and well known features of the country, a continuous instrumental survey was not thought necessary. The number of rivers in this region flowing through deep and wide beds, are said to be suggestive of bridging on a gigantic scale. A double expedition was organized to proceed westward of Fort Garry, and to penetrate the Howe Pass and Yellow Head Pass of the Rocky Mountains. One of these passes, it is believed, would be most eligible for a railway. The obstacles to railway construction in British Columbia are represented as most serious. Six surveying parties in all were organized to explore the interior of the Province, and ascertain the route affording the fewest difficulties to that section of the line. Twenty-one surveying parties in all were organized, and no small portion of the duty devolving on the department arose out of the necessity for supplying the staff with sufficient commissariat, in a region "uninhabited, trackless and seemingly impenetrable." The total number of persons employed in the survey was nearly 800. The first detachment left on the 10th of June, and others at subsequent periods. The engineer feels satisfied, although communication has been beset with many difficulties, that the surveys between Mattawa and Nepigon are completed, and that there are only two breaks between Nepigon and Fort Garry. From the Ottawa to the north of Lake Superior, no serious engineering difficulties were met with; but for one hundred miles eastward of Lake Nepigon, the country is extremely rough and mountainous, and no practicable line for a railway could be discovered. With respect to the British Columbia survey, the report says: "Some hopes are entertained that a line may be found from the north Thompson across the Selkirk range, to the Quesnel Lakes, and thence via Quesnel to Bute Inlet; but should this fail, a careful examination will be made about 50 miles further to the south, on a line projected through Horse Lake and Lake La Roche. Should all these prove fruitless, it is confidently believed that it will be quite possible to reach Bute Inlet by a practicable line from Tete Jaune Cache, going round the Cariboo country on the north side, along the banks of the Fraser river, and thence across the Chilcotin Plains. The only objection to the latter route would be its length. The gradients can scarcely fail to be favorable on account of the line following the river for over 250 miles of a uniform and gradual descent. The harbors spoken of as accessible from the Pacific for the terminus are Burrard's Inlet, Esquimault, Alberni (at the head of Barclay Sound), a harbor on the Nootka Sound, Bentinck Arm, and Port Essington. A map accompanies the report and also a diagram showing the levels at which the proposed lines will run, in comparison with the Union Pacific. From this it appears that the latter runs for 1,306 miles at a higher level than the Yellow Head Pass, and that this point, the highest summit traversed by the Canadian Pacific Railway line, is less than half the elevation attained at several points on the line now being constructed across the continent. An approximate estimate of the length of the line is formed, and it is calculated that the distance of the Canadian Pacific between Montreal and Fort Garry is 1,[illegible] miles, while the line by Sault Ste. Marie and Pembina is 1,440, and by Chicago and St. Paul, 1,843 miles. From Toronto the distance to Fort Garry would be 1,110 miles; or via Sault Ste. Marie, the distance is 1,290 miles, and by Chicago 1,507 miles. The distance via the Union Pacific Railway, from New York to San Francisco is 3,363 miles; and from New Westminster to Montreal only 2,730 miles. The Canadian Pacific Railway, it is asserted, would, even from New York, Boston or Portland offer an advantage in distance of from 300 to 500 miles, as compared with the Union Pacific. The Canada route will shorten the distance between Liverpool more than a thousand miles. The Indians met with during the survey are reported to have proved friendly on the object of the expedition being explained to them.—*Monetary Times.*

☞ The Philadelphia *Ledger* of 10th inst., reports the net anthracite coal tonnage for the week ending on the 1st inst., from all sources, at 439,891 tons, and for the year 7,033,665 tons, against 2,646,213 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,387,452 tons. The production of bituminous coal for the week was 62,080 tons, and for the year 974,234 tons, against 830,633 tons to the corresponding time last year—an increase of 143,601 tons. The total production of all kinds of coal for the week was 502,781 tons, and for the year 8,010,899 tons, against 3,476,896 tons to corresponding time last year, showing an increase of 4,534,003 tons.

☞ The directors of the Lake Ontario Shore Railway have decided to pass Rochester on the north at Charlotte (the mouth of the Genesee river), and to terminate their line at Lewiston, where, by a suspension bridge, they will connect with the Canada road. The line will proceed west from Charlotte along the lake shore, thus giving a new set of small towns the benefit of railroad facilities.

☞ At the recent annual meeting of the stockholders of the Milwaukee and St. Paul Railway Company, the following directors were chosen: Frederick P. James, Walter S. Gurnee, James Buell, E. L. Franks, of New York; S. S. Merrill, of Milwaukee; F. A. Mueller, of Rotterdam, Holland. Alexander Mitchell, was unanimously elected president, and Russell Sage vice-president.

☞ The town of Gardner, Me., has voted to subscribe for 250 additional shares of stock of the Boston, Barre and Gardner Railroad, when it appears that stock enough is subscribed to secure the extension of the road to Winchendon.

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THE CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

Texas and Pacific Railroad.

AN ACT supplementary to an act entitled "An act to incorporate the Texas Pacific Railroad Company and to aid in the construction of its road, and for other purposes; approved March third, eighteen hundred and seventy-one.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the name, style and title of the Texas Pacific Railroad Company shall hereafter be "The Texas and Pacific Railroad Company;" and the said The Texas and Pacific Railway Company shall have, possess and enjoy all the rights, privileges and franchises heretofore conferred upon the said Texas Pacific Railroad Company.

Section 2. That the said Texas and Pacific Railway Company shall have power and authority to issue the construction and land bonds authorized by the eleventh section of said act of incorporation, for such amounts, not exceeding forty thousand dollars per mile of said road, of construction bonds, as said company may deem needful to provide for the construction and equipment of its line, and to include in the mortgage or mortgages to secure said construction bonds all or any portion of the lands granted in aid of the construction of said Railroad: and in the mortgage or mortgages to secure said land bonds, any portion of said lands not so used to secure the construction bonds aforesaid; and all or any portion of the lands acquired by the terms of consolidation lawfully authorized by the fourth section of said act of March third, eighteen hundred and seventy-one, with any railroad company or companies to whom grants of land may have been made, or may hereafter be made, by any congressional, State, or Territorial authority, or who may have purchased the same previous to any such arrangements or consolidation, and within the time limited for the completion of the road, and all such lands of every description shall be subject to all limitations and conditions now by law existing in relation thereto, and as modified by this act; and this act shall not be construed to revive, enlarge, extend or create any land grant whatever, beyond that heretofore granted by Congress, and which shall duly inure to said company upon compliance with the terms of this act in relation to the times fixed for completion of said railway, and all such mortgages shall be subject to all the conditions and limitations by law existing under this act and the acts to which it is supplementary in respect to such lands, and shall not be held to vest any title in the mortgage or create any lien on such lands, other than such company is or may become lawfully entitled to vest or create thereunder; but the amount of said land bonds shall not exceed two and half dollars per acre for all lands covered by the mortgage or mortgages securing the same.

Section 3. That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution: *Provided*, That the aforesaid bonds and the authorized capital stock, or the proceeds thereof, shall be applied only for the purpose of securing the construction, operation and equipment of the contemplated railroad line, under lawful contracts with such parties, and on such terms and conditions as said company may deem needful, and for the further purpose of purchase, consolidation, completion, equipment and operating of the other roads, as contemplated by said act and specified therein, being a part of the aforesaid railroad line, and for the expenses necessary and incident to the works authorized thereby: *Provided, however*, That said road and its equipment shall be of the standard heretofore required by the United States Government for the existing Pacific railway lines: *And further Provided*, That said mortgage or mortgages shall in nowise impair or affect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 4. That said road shall be constructed of iron or steel rails manufactured from American ore, except such as may have been contracted for before consolidation by any railroad company which may be purchased by or consolidated with this company.

Section 5. That the said Texas and Pacific Railway Company shall commence the construction of its road at or near Marshall, Texas, and proceed with its construction, under the original act and this supplement, or in pursuance of the authority derived from any consolidation as aforesaid, westwardly from a point near Marshall, and towards San Diego, in the State of California, on the line authorized by the original act, and so prosecute the same as to have at least one hundred consecutive miles of railroad from said point complete and in running order within two years after the passage of this act; and so continue to construct, each year thereafter, a sufficient number of miles, not less than one hundred, to secure the completion of the whole line, from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and said road from Marshall, Texas, throughout the length thereof, shall be of uniform gauge: *Provided, however*, That the said company shall commence the construction of said road from San Diego eastward within one year from the passage of this act, and construct not less than ten miles before the expiration of second year, and, after the second, not less than twenty-five miles per annum in continuous line thereafter between San Diego and the Colorado river until the junction is formed with the line from the east at the latter point or east thereof; and upon failure to so complete it Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion; and it shall also be lawful for said company to commence and prosecute the construction of its line from any other point or points on its line; but nothing in this act shall be so construed as to authorize the grant of any additional lands or subsidy, of any nature or kind whatsoever, on the part of the Government of the United States: *Provided*, That said Texas and Pacific Railway Company shall be and is hereby authorized and required to construct, maintain, control and operate a road between Marshall, Texas, and Shreveport, Louisiana, or control and operate any existing road between said points, of the same guage as the said Texas and Pacific Railroad; and that all roads terminating at Shreveport shall have the right to make the same running connections, and shall be entitled to the same privileges, for the transaction of business in connection with the said Texas and Pacific railway, as are granted to roads intersecting therewith: *Provided farther*, That nothing herein shall be construed as changing the terminus of said Texas and Pacific railway from Marshall, as provided in the original act.

Section 6. That all acts or parts of acts inconsistent with this supplement be and the same are hereby repealed.

Approved May 2, 1872.

Chicago and Northwestern Railway Extension.

The contractors on the Northwestern Extension of the Chicago and Northwestern Railway, Messrs. Wolf & Carpenter, are pushing their work along north of Menominee as fast as possible under the circumstances. About 25 miles of the timber north from Menominee is cut out and about five miles graded. About 350 men are employed on the work and more are being secured daily. It is the design to increase the force to 1,000 men. The first locomotive crossed the Marinette and Menominee bridge last week, and the iron is being laid Northwest as fast as possible. The line of the road about midway between Menominee and Escanaba is not yet located. Several lines have been run but it is desirable to select one offering less topographical difficulties than any of them. The engineers working from either end are now within about eight miles of each other on what will probably be the final line. The branch tracks of the road are being built, or rather the grading being done, on both sides of the river, in Marinette and Menominee. The Menominee road bed for a considerable distance is being formed by dredging through the lowlands and throwing up an embankment.—*Green Bay Advocate.*

☞ The stockholders of the Boston, Concord and Montreal Railroad have adopted the following plan for consolidating the different classes of stock: the whole capital to be represented by a single class of stock, to be apportioned to stockholders in place of stock which they now hold, on this basis—three shares for every two shares of preferred stock, one share for every two shares of new stock, and one share for every five shares of old stock, the whole amount of stock thus apportioned to the stockholders will be $1,562,000, and it is believed that the income of the road will be sufficient to insure regular dividends at the rate of $4 per share per annum on that amount. It was also voted to unite the Boston, Concord and Montreal Railroad with the White Mountain Railroad, and to increase the capital stock $2,000,000.

☞ The *Financier* says that a contract has been entered into between the Illinois Central, the Mississippi Central and the New Orleans, Jackson and Great Northern Railroad Companies, to consolidate these roads into one line under one management, so as to have one continuous line from Chicago, by way of Cairo and Jackson, to New Orleans. The road from Cairo southward toward Jackson, is at once to be built, so as to complete the connection; and the Illinois Central is to furnish $6,000,000 of funds, in the way of money and bonds, for the purpose. The continuous line to Cairo from the south will be completed about the first of January next.

☞ At a late meeting of the board of railway assessors, held at Topeka, Kan., ten railroads in the state reported their gross earnings for 1871, as follows: Atchison, Topeka and Santa Fe, $487,086 72; Leavenworth, Lawrence and Galveston, $593,992 33; Central Branch Union Pacific $179,042 86; Missouri, Kansas and Texas, $447,808 90; Kansas Pacific, $3,119,936 03; Missouri River, Fort Scott and Gulf, $683,882 35; St. Jo and Denver, $197,217 04; Atchison and Nebraska, $81,966 06; Atchison and N. W., $49,015 45; Missouri River, $88,794 49.

☞ The gentlemen selected by Councils to test the Worthington pumps at the Waterworks in West Philadelphia, for the purpose of ascertaining whether they were able to perform the work according to contract, have completed their labors. We understand that the tests applied show the pumps capable of performing all the work which they were contracted to do.

☞ Street railroads are to be laid in Paris. Thirteen have been projected, and four are to be commenced immediately. First and second-class cars will be run, the fares being charged according to distance, at the rate of three cents per mile for the first-class and two cents per mile for the second.

☞ The Decatur and State Line Railroad Company has filed, with the Secretary of State of Illinois, a notice of the change of its name to the Chicago, Decatur and St. Louis Railroad Company.

☞ At a meeting of the stockholders of the Cobourg, Peterboro' and Marmora Railway and Mining Company at Cobourg, Ca., on the 17th ult., a resolution was passed conferring on the directors full power to push forward the proposed completion of the road to Peterboro,' and the extension to Mud Lake. Col. Chambliss, Managing Director, stated that the mine had turned out a complete success, and that it was the intention of the board to push the road on to Peterboro' and Fenelon Falls, and ultimately to Parry Sound, without delay, provided the proposed bonus already granted by the town of Cobourg and that from Peterboro' was obtained with the grant from the Government.

☞ The survey of the two routes for the proposed Lowell and Andover Railroad has been completed, and the estimates of cost for suitably preparing either route are now under consideration, and will soon be submitted to the proper authorities of the road. Both routes pass over the Lawrence Railroad, near Shedd's crossing in Tewksbury, and both are said to be quite feasible and favorable, requiring comparatively slight cuts and but moderate filling and grading. By either route three bridges will have to be constructed. When the route shall have been adopted the work of building will be immediately commenced.

☞ Stock to the amount of $852,000 has been taken in the Ontario and Quebec Railway, and ten per cent paid thereon. It was agreed between Sir Hugh Allan, representing the stockholders, and the provisional directors, that Mr. Keefer's line between Carleton Place and Peterboro' would be taken; that the survey would be commenced within two months and prosecuted with vigor, and that the work of construction shall be commenced at the earliest possible moment. The gauge is to be 4 ft. 8½ in. from Ottawa to Toronto.

☞ The officers of the New York Bridge Company, recently elected, are: Henry C. Murphy President, John H. Prentice Treasurer, and O. P. Quintard Secretary.

Executive Committee—Seymour L. Husted, Abram S. Hewitt, James S. T. Stranahan, Wm. H. Applegate and Henry W. Slocum.

Finance Committee—C. A. Sprague, Andrew H. Green, Wm. Marshall, Lloyd Aspinwall and John W. Lewis.

☞ The contract for building the Massachusetts Central Railroad bridge across the Connecticut River at Northampton has been awarded to J. R. Smith of Springfield. The total contract price is upwards of $130,000. The bridge will be 1,400 feet long and will be completed by September, 1873. Work will begin at once, and will be vigorously pushed during the Summer.

☞ At an adjourned meeting of the Penobscot Central Railroad, held in Bangor on the 6th inst. Wm. T. Pearson of that city was chosen President, and Timothy P. Batchelder of Kenduskeag Treasurer. Engineers will commence in about two weeks to make a preliminary survey of the route up the Kenduskeag valley.

☞ The total expenditures on the Intercolonial Railway up to March 30, 1872, have been $8,641,104—of which $3,565,692 had been expended prior to December 31, 1870.

THE CINCINNATI & TERRE HAUTE
Railway Company,

Desirous of enlisting the attention of manufacturers to the advantage of locating manufacturing establishments upon the line of their Railway, will give to any Rolling Mill or Blast Furnace Company so locating forty (40) acres of ground for works, and the coal in one hundred (100) acres of Clay or Owen County, Indiana, block coal field; the ore from one hundred (100) acres of the Hardin, Pope or Massac County, Illinois, brown hematite beds, and agree to furnish them with all orders for merchant iron required for the Railway's use for a period of two years.

To any Railway Car Manufactory located upon its line, they will give twenty acres of ground required for works, the timber from one hundred acres of the best oak timbered land in Owen County, and an order for one thousand cars to commence work upon.

To any Car Wheel Foundry or Axle Forge, the necessary grounds for works, and liberal orders for their products in kind.

To all other manufacturing establishments ample facilities in the locating and successful prosecuting of their works.

Circulars descriptive of the manufacturing points upon the line of the Railway will be mailed to any address upon application to

MATT. P. WOOD,
Gen'l Sup't C. & T. H. R. R., Terre Haute, Ind.

A DESIRABLE INVESTMENT

A New Outlet for the Bituminous and Block Coal of Indiana.

AN UNDOUBTED SECURITY.

PAYING 60 PER CENT. MORE INCOME THAN GOVERNMENT BONDS,
AND 9 1-2 PER CENT. ON THE INVESTMENT.
FIRST MORTGAGE SINKING FUND GOLD BONDS
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STEEL PENS.

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we designate | THE QUEEN, | Or. No. 15.

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☞ A Sample Card, containing all the 17 numbers, securely enclosed, will be sent by mail, on receipt of 25 cents. Address

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138 and 140 GRAND ST., N. Y.

Notice to Contractors.

SEALED PROPOSALS will be received until June 20th, 1872, for the graduation, masonry and bridging of the Peach Bottom Railway east of the Susquehanna River. A profile can be seen at the National Bank of Oxford. For specifications and blank proposals, address, by mail,

S. B. RUSSELL, Secretary,
Oxford, Chester Co., Pa.

To Contractors.

PROPOSALS received for Sections at Wilton, N. H., for the Graduation, Rock Work, etc., on the Peterboro' Railroad. Apply to

GEO. W. CRAM, Contractor,
Wilton, N. H.

HEYERDAHL, SCHONBERG & CO.
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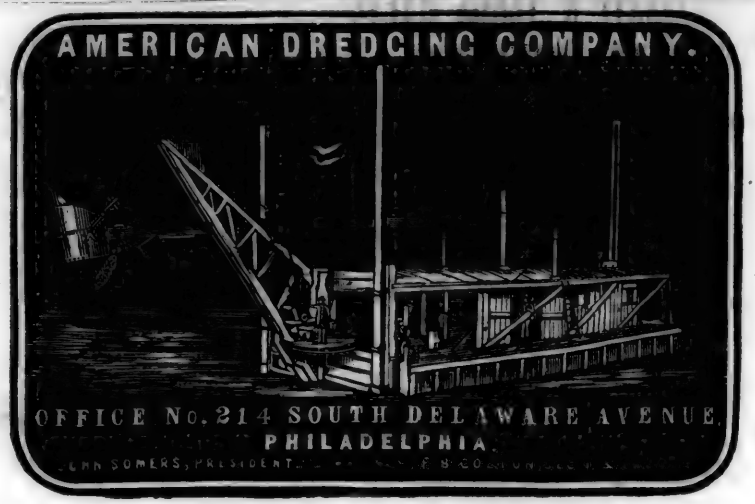
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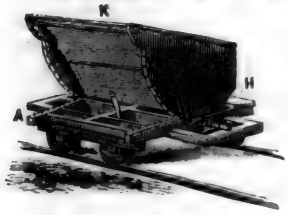
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CAMP'S IMPROVED DUMPING CAR.



(Used by the American Dredging Company.)

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N. H. CAMP,

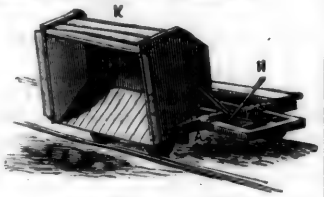


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, N. H. CAMP,
Care N. C. MILLER, 61 Broadway, New York City:
or HAWKINS, WILLARD & CO., 38 Market St., Chicago.

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Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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1,000 Tons TREDEGAR RAILS.
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KINGSTON, JAMAICA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 15, steamer HENRY CHAUNCEY, CAPT A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jam., connecting at Panama with steamer ARIZONA, Capt. ——, touching at Acapulco, Manzanillo and Mazatlin, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 13.

An extra steamer will leave San Francisco, June 15, 1872, for Japan and China.

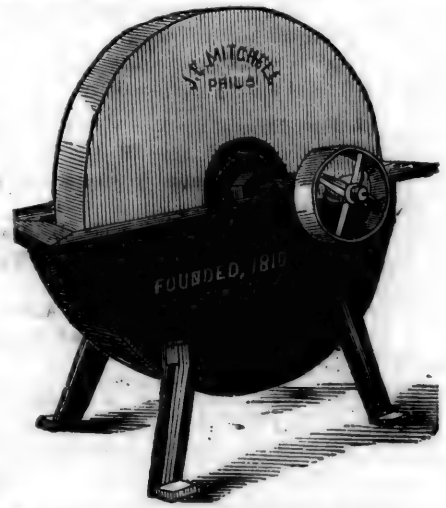
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, June 22, 1872.

Northern Pacific Railroad.

The Northern Pacific Company has filed its route through Montana, and the Commissioner of the General Land Grant Office has accordingly ordered the lands to be withdrawn from the market. The road enters the territory at or near the intersection of the forty-seventh parallel with the eastern boundary, thence southeasterly, following the Yellow Stone River to the Bozeman divide, over which it passes; thence north of Bozeman City and Hamilton down to Gallatin, crossing the Gallatin River at Gallatin City; thence up the Jefferson River to Big Hole, and following that stream for a short distance; thence through the Deer Lodge Pass; thence down the Deer Lodge, Hell Gate, and Missouri Rivers; thence southwesterly, leaving the territory on the north side of Clark's Fork of the Columbia, about twelve or fifteen miles north of the intersection of the forty-eighth parallel with the boundary of the territory.

Work is progressing favorably on the Pacific end of the Northern Pacific Road. A steamer is to be put on the upper Cowlitz, to run as a ferry between Pumphey's and the end of the 25 miles until the road is completed to and across the Cowlitz, which will probably be about Sept. 1. From New York 1,372 tons of iron has just arrived, and another cargo was expected shortly.

SEVEN-THIRTY GOLD BONDS.

The NORTHERN PACIFIC 7-30 GOLD BONDS are issued in denominations of $100 to $1,000 Coupon, and $100 to $10,000 Registered, have thirty years to run, bear interest 7-30 per cent. in gold, and are exempt from United States tax to the holder.

They are secured by a First and only Mortgage upon the Railroad, its franchises, earnings, and all the lands and property possessed by the company.

These bonds are now selling at par and accrued interest, in currency, and, with their ample security and high rate of interest, we believe there is no investment accessible to the people which is more profitable or safe. They furnish to the public an investment security which combines the ready negotiability, the convenience and high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on land worth at least twice the amount loaned.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

POOR'S MANUAL.—We are informed by DR. R. S. FISHER, the industrious compiler of the work, that the "Manual" for 1872-'73 is completed, and that if the binders are as industrious and persevering as the projector and author of the work that a few copies will be ready for delivery on this day (Saturday). During next week the general delivery to bankers and others interested will commence.

St. Joseph and Denver City Railroad.

We hear a good account of the progress making by the great American railways whose bonds have been offered for sale through our columns during the past few months. Notably among these stands the St. Joseph and Denver City, whose financial agents, the Messrs. Tanner, have just received a message from the engineers in charge announcing the completion within the previous ten days of an additional ten-mile section of road, leaving of the entire route of 280 miles only forty to be finished. For these forty miles the iron and all other materials are on the ground, and the work is to be continued at the rate of one mile per day. The ready cash resources of the Company have enabled it to carry on this great work with an economy of expenditure and a regularity of progress scarcely parallel in the history of railroad building, reflecting the highest credit upon the financial agents as well as upon the engineers in charge. In 40 days more at the past and present rate of progress, the entire route will be completed, when the company will at once enter upon a through traffic between the City of St. Joseph on the East, and Fort Kearney junction with the Union Pacific Road on the West, which, it is believed by its projectors, will tax its utmost resources of transportation, while it will accommodate a vast amount of business that, to reach the same Western point, must now travel 200 miles out of its way. Inasmuch as the Union Pacific is prohibited, by the terms of its charter, from discriminating against connecting roads, it is confidently believed that this through trade alone will pay all expenses, including the interest upon the bonds, leaving the Company with a portion of the issues of land grants still on hand, a profitable and gradually increasing way business, and 1,500,000, more or less, acres of valuable land, from the sales of which, it is believed, the entire issue of bonds may be redeeming long before maturity. With the same judicious management that has heretofore characterized its affairs, the St. Joseph and Denver City Railroad Company ought to become one of the wealthiest in our country, since it is quite likely to be the last to receive any such grant of land as that owned by it and pledged, with the road itself, for the re-

demption of its Western Division First Mortgage bonds.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$395,153 65	$368,638 39
" freight	1,082,119 71	940,045 29
" mail	22,825 21	25,328 64
	$1,500,098 57	$1,334,012 32
Expenses, viz:		
Conducting transp.....	$228 905 41	$219,932 53
Motive power	273,704 77	257,041 60
Maintenance of way...	276,009 14	243,998 44
Maintenance of cars...	54,939 95	85,262 53
	$832,559 27	$806,235 00
Earnings less expenses.	$667,539 80	$527,777 32

Out of which have been paid—

For five new locomotive engines	$66,742 58	
For new passenger depot at Atlanta.....	26,867 58	
For new depots at way stations.....	2,300 76	
For 2 new passenger cars and expenses to Augusta	10,453 24	
For new baggage car (mail and baggage combined).	3,300 00	
For new cab car (first class)	2,000 00	
For ⅛ interest in 8 Thro' express cars on line between Mobile and Augusta.....	4,839 80	
For new steam pump at Oconee.....	2 034 52	
For new culverts.....	1,008 00	
		119,546 48
Net income.....		$408,230 84

Compared with the previous year the gross earnings of 1871–'72 show a decrease of $166,086 25; with a decrease in expenses and payments, both ordinary and extraordinary, of $112,217 80—making the decrease in net income only $53,-868 45. The President in his report says:

The income of the company, both gross and net, from all sources, may be thus stated:

Receipts from road operations.....		$1,334 012 32
Dividends on stock, interest and rent		39,008 05
		$1,373,020 37
Charged with railroad expenses and all expenditures on road account.		925,781 48
Profits from road operations, dividends, &c.....		$447,238 89
Charged with incidental expenses and salaries	$13,410 35	
Charged with interest on bonds.....	50,977 50	
Charged with State tax..	2,339 75	
Charged with circulation redeemed.....	5.137 85	
		71,865 45
		$375,373 44
Add net profits of bank.....		11,991 81
Net profits from all sources.....		$387,365 25
From these profits two dividends of $4 per share have been paid, free of tax to the stockholders.	$336 490 70	
United State tax.....	8,008 98	
		344,499 68
Carried to credit profit and loss.....		$42,865 57

It may be here observed that income account is entitled to a credit of $16,000 for January dividend on Atlanta and West Point Railroad stock, declared, but not yet collected.

The past year has been a trying year upon Southern Railroads. The long and continuous spells of wet weather have rendered the duty of keeping track in adjustment impracticable, and our rolling stock has greatly suffered in consequence. The ditches will be thoroughly dried this Summer by an extra force, and as much new iron put on the track as the disposable means of the company will allow. The rail is of uniform pattern, and the fish-bar fastening is used. When completed, the company will have a first-class road the entire length of main line. This will, of course, greatly cheapen the operating expenses.

Through the cheapening influences and extended operations of the Green Line, and the improved condition and management of the Western and Atlantic Railroad, our Provision trade has been greatly enlarged and extended. On this Western trade we mainly rely for a Summer business, and the loss of it would greatly affect our income.

As the organization and operations of "the Green Line" have not been generally understood, the Superintendent, in answer to various inquiries, has given a full and lucid explanation of its system and management, which will doubtless be interesting to some of the stockholders. It may sometimes affect local interests, but to the great mass of consumers, who depend on foreign supplies, it is an unmitigated blessing!

Notwithstanding the very short crop, and the heavy loss at all competing points by the Yellow Fever in Charleston, the falling off in cotton transported over the road has been only 7,797 bales, being 162,470 bales against 170,267 the previous year.

The Board will not here dwell upon the many changes in the bearings of trade, occasioned by the war and its results. For obvious reasons, the center of population is moving Westward from the Northern and Eastern States. Many articles which were formerly supplied from the Northern cities and Baltimore, and sent from our own seaports, over our own roads, for consumption in the interior, are now more cheaply manufactured in the West, creating a demand for more direct exchanges between the two sections. Hence arises a tendency in North and South roads to encroach upon fields which the East and West roads of the South had formerly considered exclusively their own. Weakened and impoverished by the war, and without capital, they cannot control this tendency, and they should adapt their policy with a sound discretion to the new state of things. This is one of the objects of "the Green Line."

It will be seen that the expenditures, both ordinary and extraordinary, have been large. They must continue so until the road is thoroughly renewed, and war damages fully repaired. With some increase of rolling stock, and fifty miles more of new iron, this expensive job will be drawing to a close. With a full equipment, and the road in first-class condition, the relation between gross receipts and net profits will be materially changed. This relation, however, has been greatly affected by causes of a more discouraging character, growing out of our civil conflict—

1st. By heavy taxation, not only upon income, but every element of cost in operating railroads.

2d. By low rates from increased competition, and especially by roads built and sustained by the unjust and pernicious system of State aid! Well located roads, really needed and resting on an honest basis, may merit judicious encouragement, but no policy can be more impolitic and oppressive than to tax the honest industry of the country to encourage useless enterprises and wild and wasteful speculation!

3. From the demoralized condition of the country, in some localities, and a total disregard of all moral duty where corporations are concerned, is often little better than a judicial farce! Some protection has been found in the judiciary, but for this, the railroad interests of the country would be subjected to a spoliation equivalent to confiscation. Protection to property honestly acquired is essential to good government. Without this there is no encouragement to private industry, and no accumulation of national wealth. It is hoped the legislature will see the necessity of doing something for the protection of this important interest, which constitutes a large portion of the little productive wealth remaining to us. It is now virtually in a state of outlawry, and unless something be done for its protection, it will soon become worthless as an investment.

Since the chartering of the Port Royal Railroad Company, various applications have made to our company for material aid. But with one exception, and under a misapprehension of facts, the board has not seriously entertained any proposition for the aid required. The board has always recognized the importance of that improvement as an additional outlet from our Eastern terminus to deep water. They have always recognized its importance to Augusta, with whose interests those of the road are mainly identified. They believed it very important to the whole planting and exporting interests of Middle Georgia, and the country West tributary to our road. Believing all this, but in spite of all this, the directors had come to the conclusion, almost unanimously, to give no aid to the Port Royal Railroad, or in any way to identify our company with its interests, by relations any closer than with other roads connecting at Augusta. The directors had settled upon this policy for several seasons:

1st. We have no surplus means for aid to other enterprises.

2d. We believed it to be injustice to other roads terminating at Augusta.

3d. And mainly, we wished to avoid any policy that would appear aggressive upon the interests of Savannah or Charleston, or the railroads connecting us with those cities, with whom we had long enjoyed mutual and friendly business *relations*. We do not wish to be placed in a position that would seem to make it the duty of the officers to favor one connecting route more than another. They could not do so without opposing the traditional policy of the city, which has been for free competition, and a perfect choice between all outlets from Augusta as a terminus and entrepot.

But early in the present year reports were current that an unfriendly combination was engaged in purchasing a controlling interest in the South Carolina Railroad, with a view of restricting our Eastern Connections to other routes! We were, at first, incredulous! We hesitated and inquired. The evidence was unbroken in its tenor, and came from both sides! One side was jubilant with hope, and the other full of apprehension and despair! We were admonished by friends and goaded by the press! At length, when all reasonable doubt vanished, a special meeting was called, and the evidence laid before the board. With some hesitation, and great reluctance, the board yielded to the pressure. A proposition, previously made and rejected, was finally, with some modifications, accepted with great unanimity! This proposition was to endorse the First Mortgage Bonds of the Port Royal Railroad for one million dollars, and receive a controlling interest in the stock. Not much value is attached to the stock, except for its voting and controlling power. Without this controlling power, the stock might again change hands, and fall into the hands of speculators and rivals, and all advantage from the arrangement be lost.

The directors declined to take the responsibility, and required the ratification of the stockholders. The question is an important one, and should receive attention in proportion to its importance. It involves a large responsibility, and may be attended with loss. The question is, whether these risks are not more than counter-balanced by more threatening danger?

Though Charleston is in another State, a free and unrestricted connection with it is almost vital to our interest. We do not underestimate the value of our connection with Savannah, the

seaport of our own state, but Charleston is vastly more important to us. It is equally well located for the foreign trade and much better located for the coasting trade, in connection with our road. Shipments made from or through Charleston, to points west of Augusta, all go over our road. From or through Savannah, the chances are that we lose them. We feel no hostility to Savannah, or Charleston either, but feel bound, to a fair extent, to protect our own interests, as we understand them.

In this connection it may be observed, that the proposition required us to purchase control of the Savannah and Charleston Railroad. This was respectfully declined.

The company have 53 locomotives, 26 passenger, 8 baggage, 3 mail, 3 express, 403 box, 13 cab, 102 platform, 35 stock, 22 coal, 17 shanty and 2 wood cars. Miles run by locomotives, 971, 050, an increase over the previous year of 60,297. Miles of road in use, 231. Bales of cotton transported, 162,470. Bushels of grain, 887,531. Barrels of flour 77.875. Pounds of guano, 31,545, 418. The Superintendent in his report says:

It is impossible to say, with any degree of certainty, to what extent, if any, the earnings of your road may be effected by new competition which will be offered, upon the completion of the South and North Road, opening up the line under one management from Louisville, Ky., to Montgomery, Ala.; and upon the completion of the Air Line (as it is termed) from Atlanta to Charlotte, with one management from Atlanta to the Eastern cities; the former bidding at Montgomery, and the latter at Atlanta, for business which has formerly been done almost exclusively by the Georgia and Central Railroads.

The managers of both these projected lines calculate largely upon carrying cotton from the interior of Georgia and Alabama to the Eastern cities by their all rail routes. Those managing the Louisville line expect to load cars from the West with produce, live stock, agricultural implements, &c., and return the same cars over their road loaded with cotton. We apprehend that the managers of the route via Charlotte, from Atlanta to the Eastern cities, will offer low rates for carrying merchandize traffic from the Eastern cities to the interior with the hope of loading the cars back with cotton.

These are unwelcome truths. But it would be unwise not to see them, discuss and meet them.

How much this spirit of competition, when fully developed, may effect your interest, cannot now be seen; but its extent and influence will depend greatly upon the facilities which your route can offer and the promptness with which business over it can be dispatched. The management of the Western and Atlantic Railroad is in the hands of parties friendly to the Railroads of Georgia, and has uniformly refused to enter into any combination for ruinous competition.

The officers of your road will not ignore the fact of these threatened dangers, but look them squarely in the face, and, if possible, meet and avert their damaging influence by enlightened, liberal and energetic management.

The earnings of the Macon and Augusta Railroad were $94,130 02; and the expenses, $120,-031 89—showing an excess of expenses over receipts of $25,901 87. To put this road in condition to do much increased business satisfactorily will require considerable outlay for bridging, grading, new depot buildings, etc. In reference to the system and management of "the Green Line," referred to in the Report of the President, the Superintendent says:

Previous to the present arrangement, freight between distant points—between Louisville, Ky., and Augusta, Ga., for instance—was transferred from the Cars of one Road to the Cars of the Connecting Road at the terminus of each Road. At Nashville, Chattanooga and Atlanta, each Company using its own Cars exclusively on its own Road, required three transfers between Louisville and Augusta, or four transfers between St. Louis and Augusta.

This system was found to be very expensive to the Railroad Companies and damaging to shippers in direct loss and in delay of freight.

To obviate this loss and delay to both shippers and the Railroad Companies, the present system of running Through Cars, and of painting them green, was adopted, which is nothing more nor less than the following arrangement and agreement:

Each Road is assessed for Cars pro rata, according to the volume of its Through Western business. These Cars are appropriated to this Through business exclusively, and to insure certainty and regularity in the service they are all painted green.

An Agent is appointed and paid jointly (in proportion to revenue received) by all the Roads, who keeps at Atlanta the mileage account of these cars. He receives detailed reports from the officers of each Road of the mileage made over their respective Roads by cars in the "Green Line" belonging to other Roads. At the close of each month this Central Agent balances the mileage account of each Road, with such checks as to do exact justice to each Company in the settlement of the mileage accounts. As remarked, it is intended that each Road should put in cars in proportion to this Western business passing over the respective Roads; but this is not always done. For instance, at present the Nashville and Chattanooga Railroad has 165 cars in the Green Line; the Western and Atlantic Railroad 250; while the Georgia Railroad has only 38. At present some of the Roads have in the Line less than their proportion, while others have in the Line a greater number of cars than their proportion; but this is equalized and made just by the balancing of the mileage accounts at the close of each month.

There are fifteen Roads running cars under the Green Line system.

The Tariffs for Freight under this arrangement are considered and agreed to by the officers of the different Companies, just as they were when the freight was transferred at the terminus of each Road, and the whole revenue derived divided exactly pro rata per mile between the Roads over which the freight passes.

This line is unlike most of the fast Freight Lines in the country, in this, that there is no private interest in any way connected with it, but it is conducted exclusively for the interest and profit of the Railroad Companies furnishing the cars.

The arrangement has proven eminently satisfactory to both shippers and Railroad Companies, and must continue to prove profitable to both in lessening losses and preventing delays.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on the 30th day of March, 1872:

The road and its outfit		$4,156,000 00
Real estate		116,458 61
Banking house and lot		35,000 00
Materials on hand for road		112,841 06
Road expenses & expenditures for the road	$995,183 88	
Incidental expenses and salaries	13,410 35	
Interest on bonds	50,977 50	
U. S. tax on dividends	8,008 98	
Tax to the State of Georgia	2,339 75	
		1,069,920 46
Stock of other companies		939,891 67
Bonds of other companies		98,960 00
Note of Western R. R. Company of Alabama		20,000 00
Bills receivable		18,476 80
Assessment on stock		207 50
Macon & Augusta R. R. Company		81,667 53
Cash		191,723 78
		$6,841,147 41
Capital stock		$4,200,000 00
Profit and loss		288,429 80
Income from railroad	$1,373,596 19	
Transportat'n of mails	27,419 53	
Dividends on stocks	28,108 17	
Rent	50 00	
Interest	10,849 88	
		1,440,023 77
Bills payable		50,000 00
Bonds of this company		722,500 00
Dividends unpaid		41,496 85
Due to other companies, agents, &c.		12,213 85
U. S. tax on company's coupons		14 16
Circulation		86,469 48
		$6,841,147 41

President.—JOHN P. KING.

Directors.—E. E. Jones, Geo. T. Jackson, Edward R. Ware, James S. Hamilton, Antonie Poullain, M. P. Stovall, James W. Davies, D E Butler, L. M. Hill, Wm. M. Reese, Thos. J. Burney, George Hillyer, Josiah Sibley, John Davison, Stevens Thomas, Wm. W. Clark.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

☞ The Philadelphia *Ledger* of 17th inst., reports the net anthracite coal tonnage for the week ending on the 8th inst., from all sources, at 454,411 tons, and for the year 7,622,945 tons, against 3,-200,784 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,-432,161 tons. The production of bituminous coal for the week was 62,444 tons, and for the year 989,679 tons, against 888,939 tons to the corresponding time last year—an increase of 100,740 tons. The total production of all kinds of coal for the week was 516,855 tons, and for the year 8,622,624 tons, against 4,089,723 tons to corresponding time last year, showing an increase of 4,-532,901 tons.

☞ The Washington, Cincinnati and St. Louis (narrow gauge) Railway was formally organized at Luray, Page Co., Va., on the 19th inst., by the election of a board of directors with Hon. P. B. Borst as President. The road is to run from Washington city, through Virginia and West Virginia, thence westward to St. Louis. It will pass through one of the grandest agricultural, iron and coal regions on this continent. The charter of the road, which was granted by the Virginia Legislature last winter, is one of most favorable provisions. The enterprise has met with a most favorable reception from the people of Virginia and West Virginia along the line of its contemplated route.

☞ Two sets of engineers are now engaged in surveying the route of the Baltimore and Drum Point Railroad. One party is running a line from Rutland to Crownsville, in Anne Arundel Co., Md., and the other from Davidsonville to a point near Millersville. The latter route is near the line run by the late Col. Hughes.

☞ Judge Sargent having dissolved the injunction restraining the directors of the Nashua and Rochester Railroad from collecting subscriptions and transacting business, contracts for building the road will be closed at once and ground broken.

☞ Henry Colony has been elected president and E. Hatch clerk of the Manchester and Keene (N. H.) Railroad. It is expected the work of constructing the road will soon be commenced.

Hanover Branch Railroad.

The annual report of this company, whose road, extending from the Northern Central Railway west to Hanover, Pa., is 12¼ miles long, is a very good statement of what can be done with a short local line, with careful and honest management. The capital account gives the cost of road, real estate, rolling stock, etc., at $272,868 50, which is at the rate $21,830 per mile. The company owns, besides material, etc., $36,000 in the stocks and bonds of connecting roads. Its capital stock amounts to $116,850, and there is no bonded debt, that having been paid out of the profits, which stand recorded in capital account, at $229,615 13. The following is a statement of the operations of the last fiscal year, ending March 31, 1872:

RECEIPTS.

From through freight		$39,790 68
" local freight		1,228 42
" passengers		18,597 10
" Adams Express Company		333 36
" United States mails		650 00
" interest on loans		1,727 69
" rents		430 66
" materials sold		6,428 98
Earnings of the Hanover Branch Railroad proper		$69,187 48
To which is to be added receipts—		
For working Gettysburg Railroad	$12,371 54	
For working Littlestown Railroad	2,665 20	
		15,036 75
Total receipts		$84,224 23
The expenditures were—		
Transportation	$36,750 31	
Maintenance of road and buildings	11,850 33	
Taxes on dividends and U. S. taxes	3,332 04	
Contingencies, office expenses, &c	638 86	
General superintendent	600 00	
Salaries and expenses of board	1,228 00	
		54,399 54
Balance		$29,824 69
Balance, in treasury from last year		36,834 24
Total		$66,708 93

The expenses were about 64 per cent. of the gross receipts, and the net earnings were equivalent to 25 per cent. of the capital stock. A ten per cent. dividend was made, half as much was expended for new construction, rolling stock and other additions to the property, and an investment equal to about 20 per cent. was made in the stock and bonds of the connecting railroads, though part of this came from a previous year's balance. Altogether the stockholders should be very well satisfied with their property. The connecting roads which this company is assisting are the Frederick and Pennsylvania Line, which is an extension of its leased Littlestown Railroad from Littlestown (two or three miles from the Maryland line), southwestward to Frederick, Md., about 30 miles, and the Bachman Valley Railroad, from a point on its line southward 13 miles to Ore Bank, Md., through hematite iron ore deposits.

Florida Ship Canal.

A Ship Canal across the peninsula of Florida is proposed. The route is up the St. John's river 127 miles, then up the Ocklawaha river 60 miles. To this point a ship canal for the distance of 40 miles must be cut through the swamps to the Amaxara river, at a spot 35 miles from its mouth, where it empties into the Gulf of Mexico, near Cedar Keys. By this route 650 miles will be saved on the voyage between the mouth of Mississippi and the Atlantic ports. As the trade of 1871 between the ports on the Gulf of Mexico and those on the Atlantic coast amounted to 800,000 tons, it is believed a handsome revenue would be derived from the proposed canal.

Delaware and Hudson Canal.

The Board of Managers herewith submit to the stockholders the annual statement of the business of the company for the year ending December 31, 1871, showing a net profit of $1,665,622 78, or a fraction over 11 per cent. on the capital stock.

At the date of the last annual meeting the operations of the company had been for some months suspended by a general strike in the mining region. This strike continued until the 20th day of May, when the men accepted the reasonable terms offered them by us, and work was resumed.

Notwithstanding the loss of nearly one-half of the year by this interruption, our production for the season was 2,011,133 tons, being only a very little short of that of 1870.

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had subsequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with large stocks, a light demand, and a very gloomy outlook for the business of 1872. There are, as yet, no indications of a recovery in prices. Coal is now relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there is no reason to expect any advance during the present year. The low prices which now rule will, however, extend and stimulate consumption, and so gradually bring about a more satisfactory state of things in our branch of trade. Meanwhile we must aim, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep ourselves in a position to reap the sure and not distant harvest when consumption shall have again overtaken the ability to produce.

On the 1st day of May last this company completed an arrangement for the perpetual lease of the property of the Rensselaer and Saratoga Railroad Company. By the terms of the lease we are to pay the interest on the funded debt of the Rensselaer and Saratoga Company, and after 1871, eight per cent. on its stock. The experience of the past year has abundantly satisfied the Board that this lease will prove to be a good one for our company, both directly in the income from the leased property, and indirectly in furnishing a greatly extended and profitable market for the sale of our coal.

During the past year the branch road from Nineveh to Susquehanna, known as the Lackawanna and Susquehanna Railroad, has been constructed, by which the distance between our mines and the Northern and Eastern markets has been shortened about 20 miles. A third rail has also been laid on the Albany and Susquehanna road for the use of narrow gauge cars, and with a view to the ultimate abandonment of the wider and more expensive gauge. A greatly increased traffic has already resulted from these improvements, exceeding our best hopes, and is is now more than ever evident that the acquisition of the Albany and Susquehanna road will prove of the highest permanent value in its bearing on the success of our company.

It is hoped that arrangements may soon be completed for the extension of the Rensselaer and Saratoga line of road along the west short of Lake Champlain to connect with the roads leading into Montreal. This will secure for us not only a large market for coal, but also profitable return freights of iron ore and lumber for our cars.

The President of the company, Mr. Thomas Dickson, has been for some months absent from the country. His return, which will be warmly welcomed by all interested in the company, is expected in the course of the coming summer. By order of the Board, GEO. TALBOT OLYPHANT, President pro-tem.

Statement of the business of the Delaware and Hudson Canal Company, for the year ending December 31, 1871:

To coal on hand January 1, 1871	$372,831 00
To coal purchased	810,741 85
To mining coal	2,619,902 68
To R. R. transportation and repairs	786,818 81
To freight on coal on canal	966,405 82
To canal expenses, repairs, etc	280,611 53
To Rondout expenses	151,615 76
To freight of coal via Erie Railway	895,448 17
To harbor and yard expenses	118,690 16
To salaries, rent, law expenses and current expenses at N. Y. office	185,911 60
To Government and State taxes	239,282 50
To interest	434,562 90
To balance	1,665,622 78
	$9,028,410 56
By sales of coal to Dec. 31, 1871	$7,604,456 10
By canal tolls collected	111,361 38
By miscellaneous profits	670,580 82
By coal on hand December 31, 1871, at Honesdale, on line of canal, Rondout and New York	642,042 26
	$9,028,440 56

Condensed balance sheet Delaware and Hudson Canal Company, January 1, 1872:

Cost of canal	$6,339,210 49
Cost of railroad and equipment	4,533,857 68
Cost of Lackawanna and Susq. R.R.	975,632 82
Cost of opening mines and improvements	1,285,332 71
Cost of mine fixtures and equipment	246,682 85
Cost of telegraph lines	12,000 00
Cost of real estate	5,918,831 82
Cost of boats and barges	942,592 04
Cost of coal yards and fixtures, tools, implements, etc	195 774 11
Supplies on hand	413,035 89
Advances to business, 1872	266,984 27
Miscellaneous assets	3,310,085 73
Cash assets, notes receivable, etc., deducting liabilities	1,028,130 03
Coal on hand	688,189 89
	$26,156,839 83
Capital stock	$15,000,000 00
Funded debt	8,491,000 00
*Profit and loss	2,665,839 83
	$26,156,339 83

*Dividends payable February 1, 1872, $750,000 (not declared at date of this report, and since paid), to be deducted.

Statement of tolls received on the Delaware and Hudson Canal and Railroad in each year since the completion of the works:

1830	$16,422	1851	$158,441
1831	20,554	1852	293,174
1832	28,717	1853	378,479
1833	37,004	1854	587,849
1834	36,946	1855	652.362
1835	41,976	1856	583,737
1836	45,154	1857	435,198
1837	44,832	1858	307 698
1838	40,828	1859	311,597
1839	40,095	1860	397,677
1840	35,450	1861	367 963
1841	39,888	1862	316,376
1842	33,894	1863	954 822
1843	30,996	1864	1,213 570
1844	33 525	1865	201,679
1845	25,880	1866	118,482
1846	26,068	1867	96,530
1847	38,971	1868	89,846
1848	46,548	1869	110,172
1849	34,817	1870	110,258
1850	97,990	1871	123,886
		Total	$8,604,824

Board of Managers: Charles N. Talbot, Edward J. Woolsey, George Talbot Olyphant, Abiel A. Low, Robert Lenox Kennedy, James M. Halsted, Le Grand B. Cannon, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, W. J. Hoppin, Isaac N. Seymour.

President—Thomas Dickson, Scranton, Pa.
Treasurer—Charles P. Hartt, New York city.
Secretary—Daniel Wilson, New York city.
Sales Agent—James C. Hartt, New York city.

General Superintendent—Coe F. Young, Honesdale, Pa.; Superintendent of Coal Department—E. W. Western, Providence, Pa.; Superintendent of Railroad Department—R. Manville, Carbondale, Pa.; Superintendent of Canal Department—Asher M. Atkinson, Honesdale, Pa.; Sales Agent Southern and Western Departments—Joseph J. Albright, Scranton, Pa.

Railroads of Ohio.

The resignation of Gen. George B. Wright, and the appointment in his place of the Hon. R. D. Harrison, as Commissioner of Railroads and Telegraphs of the State of Ohio, took place late in October, 1871—just about the time the Annual Report of the Commissioner was expected to be published. This event resulted in an unanticipated delay in its publication; and the subsequent and more recent death of the successor of Gen. Wright has evidently had the effect of delaying the operations of the department over which these gentlemen successively presided. General Wright's resignation was the consequence of his election to the Vice-Presidency of the Atlantic and Great Western Railway Company as re-organized.

The incident drawbacks of such a condition of the department are very apparent in the report before us, but are natural, and such as might easily be anticipated, but not so easily provided against. It requires considerable experience, let alone natural tact, to conduct the intricate machinery of the office. Gen'l W. was the proper man to organize such machinery; and when his successor came into office he could but continue the processes adopted by the organizer of the department in question. And so he did, with great credit to himself; and in his death the public, interested in internal commerce, lost a faithful and efficient representative.

The report recently published, covering a respectably sized volume, in consequence of the difficulties above represented, is not therefore what it would have been had no changes been made in the department. We find also that several important companies have failed to comply with the law establishing the department, and have sent in very bare, inadequate, and, in some instances, faithless summaries of their affairs. It is impossible, however, for us to go behind or after the figures given in the Report (even when our information is more complete), and hence the table which accompanies these remarks is simply a codification of what had been accepted and acknowledged by the official authorities.

We have not the name of the successor of the late Mr. Harrison; but we must say that in the compilation of the statistics for the official year ending June 30, 1872, we hope for not only a continuance of the form of compilation adopted by his predecessors, but also for a gradual enlargement of the several chapters in railroad economy, and finance, to proportions adequate to the proper representation of the grand subject he has to treat upon.

Ohio Falls Car Company.

The great car works at Jeffersonville, Indiana, which suffered a disastrous conflagration on the 20th of March last, is now rapidly undergoing the process of rebuilding, much to the gratification of the people of that town. The stanch and durable brick buildings, which are fast assuming shape under the handiwork of the busy bricklayers, is a sight at once enchanting to all who love the prosperity of the town and vicinity. The new car-works will not have any resemblance whatever to the old car-works; the buildings will be thirty in number, and in their arrangement will be entirely different to those of old. The walls of the "hardwood" machine shop are all up, and the roof is being put on. Three freight-erecting shops have already been commenced and the iron machine-shop was commenced last Monday. The bricklaying work of the latter is expected to be completed by Saturday night, ready for the roofing. The foundry is being erected just adjoining the eastern limits of the car-works grounds, four hundred feet back from the front fence. It will be the largest foundry west of the Allegheny mountains. President Sprague expects to commence building freight cars in August. The following is a list of the buildings (all of which are to be fireproof which will comprise the new car-works when they are rebuilt: Large wood machine-shop, 230 by 82½; small wood machine shop, 108 by 37. The first is intended for working the heavy lumber, the second for light material; blacksmith shop, 200 by 90; iron machine shop, 110 by 82; foundry, 822 by 88; wheel and axle shop, 62 by 55; truck house, 70 by 35; three erecting-shops, respectively 126, 96 and 111 feet long, and 47½ feet wide. Two erecting-shops, respectively 105 and 140 feet long, by 77 feet wide; machine-shop, 140 by 60; cabinet-shop, 140 by 75. To this list should be added three sets of engine and boiler-rooms, the pattern loft and shop, and various storehouses. The large wood machine shop is being roofed in, the three freight-erecting shops, foundry, engine and boiler-rooms, in connection with the wood machine shop, are in various stages of construction.

Canada Southern Railway.

The managers are pushing the work on their road, and will have the entire line between Buffalo and the Detroit river completed and in operation during the present year. The larger portion of the road has been graded, 9,000 tons of iron are already on the ground, and track laying will be commenced at once. A contract has also been made with J. S. Casement, the well known railroad builder, who undertakes the construction within four months of a road from Toledo to the western terminus of the Canada Southern at Amherstburg. This link will form the connection between the Canada Southern and Toledo, Wabash and Western roads, and shorten the distance between Buffalo and Toledo 23 miles. The road will give an outlet to Toledo for a large amount of freight which the Wabash Road brings to that place, and has in the past been detained there during the winter for want of railway facilities. When finished, the road will form the most direct route from Buffalo to Chicago, with no grades above 15 feet to the mile. At Chicago the road will connect with the Chicago, Rock Island and Pacific, which is also represented in direction of the Canada Southern Company. The managers of the road anticipate that the easy grades of road and shorter distance to be traversed will have an important influence in cheapening freights between the Atlantic and the Great West.—*Railroad Record.*

Safe and Profitable!

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,322	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892 341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	230,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,650	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	253,235	342,369	384,999	368,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,471	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,096,966
1870	203,060	226,897	244,182	246,046	280,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	578,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,575	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,483
1870	623,383	661,780	601,326	555,087	684,539	712,647	627,216	599,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,370	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,558	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,843	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,184
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,846
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	638,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,095
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 390 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253,085	270,934	248,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	286,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,173	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121.205	1,351 579	1,419,232	1,198,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	860,742	887,793	874,974	436,990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129.489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	164,133	144,164	186,889	202,238	205,760	189,361	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	160,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107.524	126,012	127.412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,703	270,630	317.052	329,075	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	328,270	399,439	4,015,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,695	295,278	318,499	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,793
1871	365,174	328,701	393,455	444.210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	623,560	617,585	758,467	999,065	837,388	716,829	5,709,183
1870	594,529	540,129	539,288	706,608	802,586	746,450	643,068	664 051	728,571	719,698	503,163	703,053	7,884,094
1871	479,573	373,925	499,890	584,540	724,466	728,174	678,698	681,805	800,402	777,362	706,142	542,908	7,574,940
1872	578,936	564,116	686,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1871.

Compiled from the Annual Reports of Railroad Companies made to the Hon. R. D. Harrison (since dead), State Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Roads & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate.
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Atlantic and Great Western	29,598,695	29,999,900	.....	59,598,595	387.50	32.84	96.12	59,598,695	507.16	975,774	3,485,382	195,983	4,667,139	5,373,594	(Loss)	.....	....
Carrollton and Oneida	14,400	.....	200	14,600	12.00	.....	0.90	101,000	12.00	2,647	3,122	800	6,569	3,402	3,167	697	5
Central Ohio (Balt. and Ohio)	3,000,000	2,500,000	.....	5,500,000	137.00	.....	27.25	5,499,999	137.00	305,092	605,542	64,359	974,994	739,861	235,133	159,770	5½
Cincinnati and Baltimore	866,600	134,000	225,503	726,103	7.00	.....	7.00	723,152		(Included in the Marietta and Cincinnati returns.)						.....	....
Cincinnati, Hamilton and Dayton	3,500,000	2,032,000	.....	5,532,000	59.90	.....	108.80	5,320,769	59.93	420,155	553,396	242,253	1,216,807	519,983	696,824	282,983	8
Cincinnati and Indiana (I., C. & L.)	500,000	2,000,000	.....	2,500,000	20.50	.....	8.10	1,894,478	20.50	116,046	162,774	9,614	288,434	222,167	66,267	.....*	....
Cincinnati and Muskingum Valley	4,000,000	1,500,000	.....	5,500,000	.....	.....	.....	5,500,000	.....	(In progress—16 m. finished. Total 132 m., and sidings, &c., 10.25.)							
Cincinnati, Richmond and Chicago	382,600	625,000	21,294	1,028,894	36.00	.....	2.55	947,885	42.00	72,104	90,288	7,348	169,740	129,248	40,492	.....	....
Cincinnati, Sandusky and Cleveland	3,409,596	2,419,421	1,800	5,830,817	155.00	15.50	22.00	5,830,817	190.50	261,433	468,177	71,092	800,702	524,913	275,789	.....*	....
Cleveland, Columbus, Cincinnati and Indianapolis	11,620,000	3,000,000	.....	14,620,000	341.00	50.00	48.00	12,957,975	391.00	796,437	2,583,306	225,394	3,605,137	2,446,498	1,158,639	742,528	7
Cleveland and Mahoning (Alt. & Gt. Western)	2,056,950	1,512,600	.....	3,569,550	67.00	12.50	47.25	3,147,934	.....	.....	.....	274,272	274,272	.....	274,272	145,891	7
Cleveland, Mt. Vernon and Delaware	1,390,000	1,357,000	.....	2,890,000	63.75	.....	9.00	2,890,000	76.25	71,900	159,243	14,161	245,304	154,981	90,323	.....	....
Cleveland and Pittsburg	7,839,300	3,678,000	.....	11,579,300	166.75	.....	32.75	11,577,789	.....	(Leased to P. Ft. Wayne & Chic.)				1,480,961	.....	764,113	10
Columbus, Chicago and Indiana Central	13,189,337	24,096,824	16,571	37,302,232	(No returns made but all included in P. C. and St. Louis R. R. report.)												
Columbus and Hocking Valley	866,852	1,800,000	143,934	2,810,786	76.00	13.00	11.40	3,165,945	89.00	118,523	347,683	12,144	473,351	224,114	249,237	.....	....
Columbus, Springfield and Cincinnati	(No returns.)		.....	.....	(20 m. in operation, worked by C. S. and C. Company. Now completed thro' 44 m.)											.....	....
Columbus and Xenia	82,350	527,445	12,906	622,701	31.78	.....	1.82	602,594	48.00	51,963	59,816	6,806	118,585	95,585	22,996	.....	....
Dayton and Michigan	2,393,146	4,244,500	118,835	6,736,481	140.71	.....	20.19	6,612,016	142.00	308,003	730,986	41,267	1,080,256	671,500	408,756	.....	....
Dayton and Union	82,350	527,499	8,191	618,990	31.80	.....	2.85	600,746	46.80	48,425	68,194	7,708	124,327	109,256	15,071	.....	....
Dayton and Western	309,276	701,000	.....	1,010,276	41.50	.....	3.25			(Included in Little Miami returns.)						.....	....
Harrison Branch	200,000	.....	.....	200,000	7.00	.....	0.49	200,000	7.00	2mo. 1,667	1,977	.....	3,644	515	3,129	.....	....
Iron	129,550	32,949	3,399	165,898	13.00	.....	1.00	333,283	13.00	9,772	82,153	4,390	96,315	78,437	17,878	.....	....
Junction (Cincinnati and Indianapolis)	3,055,000	2,171,000	962,776	6,208,776	98.40	25.00	14.00	4,664,581	123.00	115,065	154,923	50,679	299,309	200,009	99,300	.....	....
Lake Erie and Louisville	1,212,500	500,000	.....	1,712,500	37.00	.....	3.00	1,712,500	37.00	20,481	36,428	4,926	61,025	47,749	13,276	.....	....
Lake Shore and Michigan Southern	34,404,500	24,524,000	208,764	58,137,264	540.00	422.00	256.00	54,808,621	962.00	3,977,846	9,392,903	776,739	14,147,488	9,429,878	4,717,611	2,821,169	†8
Little Miami and Dayton and Xenia	5,891,950	2,561,000	.....	8,452,950	119.50	76.50	40.22	21,900,663	.....	.....	.....	.....	683,324	.....	.....	337,104	8
Marietta and Cincinnati	13,980,086	8,304,447	1,681,773	23,966,306	190.80	86.00	43.00	6,710,312	276.80	438,640	1,050,767	69,067	1,558,474	1,652,092	906,383	.....	....
Marietta and Pittsburg	(In process of construction. No report rendered.)																
Massillon and Cleveland	192,255	132,337	.....	324,692	12.50	.....	4.00	324,692	.....	(Leased to C., Mt. V. & D.)			9,000	.....	.....	.....	....
Newark, Somerset and Straitsville	305,000	800,000	.....	1,300,000	24.00	.....	2.60	1,086,500		(Not yet in full operation—total length 44 miles.)						.....	....
Niles and New Lisbon	500,000	500,000	127,420	1,127,420	35.80	.....	3.10	1,112,857	35.30	25,692	125,866	2,602	154,160	81,138	73,022	.....	....
Ohio and Mississippi	24,030,000	6,534,850	298,943	30,863,793	340.00	53.00	39.28	30,863,793	393.00	1,158,157	1,883,780	155,216	3,197,153	2,398,941	798,212	.....*	....
Pittsburg, Cincinnati and St. Louis	5,424,350	10,017,440	2,560,633	18,002,423	894.50	84.00	102.16	17,665,163	280.00	2,553,435	5,731,660	659,712	8,944,907	8,186,998	757,909	.....	....
Pittsburg, Fort Wayne and Chicago	19,714,286	13,668,000	17,230	33,394,516	468.30	85.00	109.30	24,926,440	503.30	2,423,576	5,320,459	363,670	8,107,705	4,296,895	3,811,810	1,407,004	7
Rocky River	75,863	30,000	3,662	109,525	5.53	.....	0.26	117,817	5.53	13,228	73	.....	13,301	8,252	5,049	.....	....
Sandusky, Mansfield and Newark (B. & O.)	1,000,000	2,807,742	1,100	3,808,842	116.25	.....	10.75	3,808,842	116.25	163,280	320,881	26,763	510,124	440,728	69,396	.....	....
Toledo, Wabash and Western	16,000,000	17,700,000	.....	33,700,000	476.80	154.20	109.72	33,700,000	631.00	1,286,335	3,494,348	382,702	5,113,385	3,543,026	1,570,358	.....*	....

* Stipulated interest on preferred stock paid regularly.

† Including 10 per cent. on M. So. and N. Ind. guaranteed stock.)

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '71 3½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '71 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	July '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,109,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio* 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung* 100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Rive 50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,388	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O.J.	Apl. '72 2½
Detroit & Milwaukee *.. 5	452,360	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,300,200	J. & J.	Jan. '72 4
East Mahanoy * 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.) 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	J & J.	July '72 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	19,169,400	J.A. J.O.	Apl. '72 2½
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,648,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " prof.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey* 100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*..... 100	4,000,000	irregular.	July '72 3
N. Eastern (N C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,088,400	J. & D.	June '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	Jan. '72 5
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt. ... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " prof.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*... 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass. 100	2,860,000	M. & N.	May '72 2
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	J. & J.	Jan '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	800,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 6
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Hest on, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	106,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	197,320	— & —	.....
Orange and Newark 100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	388,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec'69 85c
Canton..... 16⅔	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,336,600	— & —	.....
" pref..... 100	3,693,400	— & —	.....
" certif..... 100	7,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 7½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities June 1, 1872.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114¾
.. .. coupon	4,678,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,253,000	6	Jan. & July	1881	114¾
.. .. coupon	64,067,950	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s).....registered	34,184,200	6	May & Nov.	1882	115
(5-20s).....coupon	242,509,300	6	" "	1882	114¾
Loan of March 3, 1863.....registered	53,414,050	6	Jan. & July.	1881	114¾
.. .. coupon	21,585,950	6	" "	1881	120
Loan of March 3, 1864 (5-20s).....registered	2,379,500	6	May & Nov.	1884	114¾
Loan of June 30, 1864 (5-20s).....registered	34,791,400	6	May & Nov.	1884	114¾
.. .. .. (5-20s).....coupon	39,012,250	6	" "	1884	114¾
Loan of March 3, 1865 (5-20s).....registered	39,629,000	6	May & Nov.	1885	113½
.. .. .. (5-20s).....coupon	120,103,850	6	" "	1885	115¼
.. .. 2d series (5-20s).....registered	62,622,600	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	161,869,450	6	" "	1885	116½
.. .. 3d series (5-20s).....registered	92,461,900	6	Jan. & July.	1887	113¾
.. .. .. (5-20s).....coupon	228,309,700	6	" "	1887	117
.. .. 4th series (5-20s).....registered	13,305,500	6	Jan. & July.	1888	113¾
.. .. .. (5-20s).....coupon	25,958,750	6	" "	1888	117¼
Loan of March 3, 1864, (10-40s).....registered	138,435,350	5	Mar. & Sept.	1904	110¾
.. .. .. (10-40s).....coupon	56,131,950	5	" "	1904	111¼
Consols of July 14, '70 & Jan. 20, '71.registered	123,404,050	5	F. M. A. & N.	1881	115
.. .. coupon	76,595,950	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	12 085,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114¼
U. S. Notes and Fractional Currency.....	382,901,064	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1880.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1894	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100¾
.. — .. of 1863, (20s)..		6	" "	1883	100¾
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1866).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100¾
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'86-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	581,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1866.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	81¼
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —N. La. & Tex. R. R. Bonds of 1869	500,000	7	" "	1909	....
Maine—State Bonds	546,000	6	April & Oct.	1909	92½
.. —War Loan of April 25, 1861	301,000	6	Various.	'75-'78	....
.. — .. .. of Jan. 31, 1863.....(cur.)	800,000	6	Various.	1871	....
.. — .. .. of Mar. 26, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of May. 19, 1864.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. —Municipal War Debts assumed..(cur.)	2,832,500	6	June & Dec.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	3,084,400	6	April & Oct.	1889	100½
.. — .. .. converted	2,288,888	5	J. A. J. & O.	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	448,500	5	" "	1880	....
.. — .. .. converted	1,855,335	6	" "	1890	....
.. — .. .. of 1834...	1,687,345	5	" "	1890	....
.. —Balt. & Susq. R. R. Loans.....	1,403,146	6	" "	1870	97
.. —	289,000	3	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	429,000	6	" "	1890	100
.. —Susq. and Tide-Water Canal Stg..	96,420	6	" "	1889	....
.. — .. .. .. converted	773,000	5	" "	1865	....
	215,923	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	100
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1898	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	6	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	97½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	94
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	....
.. — .. of Sept. 1, 1864..	800,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	98½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	105
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106¾
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1876	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,900	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new)..	2,026,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)..	1,739,000	6	April & Oct.	'92-'98	21½
.. —Funding &c. Bonds of '66-'68	2,900,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	22½
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	16½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	103½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1888	109
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	52
.. —State Capitol bonds.....	1,997,738	6	" "	'72-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	34½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73
.. —*Funding Bonds	4,089,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. — .. Certificates	201,000	6	" "	71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	45
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....compon	1,473,000	6	" "	"	64
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7-3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	3,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	...
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	8-½
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	42½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River:						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	8-½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free gold	16,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	103½
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	105
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1911	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR. (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1886	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,560,000	7	May & Nov.	" "	1915	96
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	86
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.):						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
2d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1898	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	116,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	91
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,248,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	92½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	87
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	550,000	7	Jan. & July.	New York	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803.500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1860	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia	1888	65½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1900	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	864,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1856, (send).	1,916,639	6	" "	N Y.& Detroit	1886	....
Bonds of Sept. 6, 1866.	300,000	6	March & Sept	New York.	1886	....
Sterling (Ontl. & Ottawa R. R.).	150,867	6*	May & Nov.	N Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. 8kg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. 8kg fund	3,500,000	7	Jan. & July.	New York.	1900	95½
Eastern Mass.						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	94½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev. & Ill. R. R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R. R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1851	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,900,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1897	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264.	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510.	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210.	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,486	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	97
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	89

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	103½
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & N. York Ext.(Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	88
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	94
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	400,000	8	Feb. & Aug.	" "	1892	92½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 95.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. 8kg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	100½
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,000,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg. & Gr. R. (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1863	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam. & Three Riv. (L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam. & W. Pigeon (L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M. on R.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov. & Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1 '65.....	237,000	7	June & Dec.	" "	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1895	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel. & Pres. (C. & N.W.):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds (LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol. M. coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort. (M.S.& N.In.RR.52½m)	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. (" ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev. & Tol. R.R. 162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buff. & E.R.R. 83m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
1st Mort. (D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort. (Kal.& W.P. R.R. 37 m)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort. (Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort. (Kal.& Schoolcraft R.R.)	100,000	8	" "	" "	1887	....
1st Mort. (Kal. Ad.& Gr. R. R.)	100,000	8	" "	" "	1887	....
1st Mort. (Jamestown & Frank.)	840,000	8	" "	" "	1888	85½
2d Mort. (" ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi:	500,000	7	June & Dec.	" "	1894	....
1st M. RR. lands, &c., SF. free. gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	97½
1st Mort. of '70 (reg.) tor $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105
1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18:0	....
1st Mortgage (Col. & Xenia)....	307.000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	19 0	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv. Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1890	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1890	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451.200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112.000	6*	April & Oct.	"	1900	....
1st Mort. (B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	100
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	85
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1859....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.		1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	56
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	109
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2.294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	109
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal. & So. Haven RR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort. (Det., Hills. & Ind. R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102½
2d Mortgage.....	2,892,000	7	" "	" "	1877	98½
Middletown, Unionville & W. Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	95½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	...
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91½
1st Mortgage (Minn. Cent).....	207,000	7	" "	" "	....	...
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	...	91
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	'08
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	1 0
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1888	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640.000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	104½
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100⅝
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1880	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	280,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000.000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,620	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1870	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	108,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	96
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	96½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	88
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	99
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	96½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	85
Va. State Loan	249,962	7	" "	" "	1898	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & For R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage	7,000,000	6*	Jan. & July.	" "	1880	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	88
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	102
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	97½
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	97
State lien on whole property	5,758,908	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	94½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	88
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	98
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	268,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,900	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
3d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,500,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sky f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1869	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'7[illegible]	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	300,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'78-'90	78½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st Mortgage, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864.	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St. P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M (W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for$6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	92½
Sand., Mansfield & Newark(B&O.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	605,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,860	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1893	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free.	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1875	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	93½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,146,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	600,000	7	Jan. & July.	Philadelphia.	1900	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	80½
2d Mortgage	1,500,000	7	" "	"	1891	31
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,128	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	289,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	102
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	6	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	760,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July	Baltimore.	1890	87
2d Mortgage preferred	600,000	6	" "	"	1890	77
Bonds endorsed by Balt	600,000	6	" "	"	1890	96½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	86
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,200	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,00 ,0.0	8	" "	" "	'87- 97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	.....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,999,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,980	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Phi'adelphia.	1884	92
Mortgage Loan	2,0 0,000	6	" "	"	1897	4
Gold Loan	4,944,000	6*	June & Dec.	"	1897	100½
Gold Loan	1,942,000	6*	" "	"	1894	94
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1876	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
Schuylkill Navigation:						
1st Mortgage	1,751,218	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage	4,006,870	6	Jan. & July.	"	1882	80½
Plain Bonds	171,364	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	623,850	7	—— & ——	"	1889	86
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	80
2d Mortgage	700,000	6	" "	"	1896	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1880	....
3d Mortgage	426,333	6	" "	London.	1876	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1873	....
2d Mortgage	297,000	6	May & Nov.	"	1858	....
3d Mortgage	13,900	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1888	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1891	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,002	7	May & Nov.	New York.	1875	....
2d Mortgage	99,500	7*	Jan. & July.	" "	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	90
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased and oper. by Cheshire.)			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,680	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	—	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	68	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	—	—	194,250	20,000	.....	.....	15 5	20,032	500,063	61,100	32,944	12,480	24	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	465,580	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	157½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000.000	3,000,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	90,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	28	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600.000	—	—	—	—	—	—	—	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased & oper. by Fall Brook Coal Co.)			12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	295	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800.500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	8½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	166,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	20	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	158
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,736,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	150
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	—	—	4,898,000	5,980.000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286.000	583,500	—	—	—	(Leased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...p'enn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,182	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	—	3,360,000	.....	.....	—	(Operated by Burlington & Mo.River.)			.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000.000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,860	9,570,068	.....	.....	—	.....	.....	.....	.....	.....	10	100	128½
Dec. 31, 1870	23.0	7.1	2.8	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715.362	—	—	—	332,925	338,000	44,437	—	—	(Leased & oper. by Camd and Amboy.)			42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,852	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	51½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased and oper. by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	—	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,212	231,106	—	50	36½
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased and oper. by Del., L. and W.)			54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174.000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased and oper. by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased and oper. by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,048	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased & oper. by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,767	3,354,927	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased and oper. by Phila. and Read.)			.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,258	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	115
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,052	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,516	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	130

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased	and oper. b	y Mich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	50,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—	—	—	1,510,968	1,803,312	250,000	—	197.0	181,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased	& oper. by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2 273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	89
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	575 644	.....	.....	2,412,150	843,903	12	100	168
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	122.2	544,772	14,447.202	5,051.366	888,755	123,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	234,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,250	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869 500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	137½
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under	construct	ion at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	—	—	—	.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	188.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	82,000	16,531	187,379	13.0	.....	.....	.....	98,618	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	.....	.....	.....	—	(In cour	se of cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	.....	.....	.....	—	(Recent	ly comple	ted.)	.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,978	1,895,000	217,602	308.746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	186	Jacksonv., Pensacola and Mobile..Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033.000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10(	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	....	....	....	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400,000	.....	.....	42.0	(Recen	tly comple	ted.)	.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	.....	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640.000	.....	.....	—	(Leased	& oper. by	M.chigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	—	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	—	—	—	—	Kansas City and Santa Fe.....Kansas.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	30,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	—	.....	.....	.....	1,209.000	.....	.....	112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	—	.....	.....	.....	25,000pm	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶...Tennessee.	.....	—	.....	.....	.....	.....	.....	.....	—	(Tennesee				.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,825,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	60.686	14,497	—	100	...
Sept. 30, 1870	—	—	148.8	—	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	.....	.....	.....	—	(Under	construct	ion at $33,0	18,457,541	5,088,720	8	100	96
Dec. 31, 1870	166.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opene	d for traff	00 p. m.)	.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	c Sept. 15,	1870.)	.....	—	103	...
Dec. 31, 1870	100.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4,000.000	—	85,418	....	2,649.250	2,856,030	& Chi.)	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)	.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co. & now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	3,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	.....	.....	5,938,167	2,320,760	10	50	120½
Dec. 31, 1870	—	—	55.2	—	....	....	....	....	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under	constr. to	be compl.	n 1871.)	.....	—	50	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—	—	—	6,000,000	5,000,000	—	—	—	(No retu	rns -Is ne	ar comple	tion.)	.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	..	..	..	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—	—	—	.....	750,000	—	—	—	(Under	cons. to be	comp. to P	.Bl. 70 m.	n 1871.)	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783.000	.....	.....	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1 500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	—	—	3,000,000	775,000	.....	.....	15.8	416,704	29.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)	.....	.....	—	50	...
Jun. 30, 1870	98.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472 183	2.859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 846	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	—	—	—	3.000 000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,845,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	.....	6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased & oper. by	Summit Branch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operated by Geo	rgia.)	59,416	7.849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	589,956	124,853	222,040	3,334,118	3,800,000	85,172	90,175	195.0	348.922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	217	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased & oper. by	Phila.& Reading.)	.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400.500	2,895,320	149,349	—	123.8	229,572	6,581.581	5,539,891	596,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned & oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased & oper. by	Bos., Clin. & Fitch.)	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	...	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recently compl. n	o statem't	of oper.)	.....	.....	—	100	----
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	3,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnished.	—	In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,523,000	590,810	—	130.3	457 876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000 p.m	—	—	—	20,000 p.m	20,000 p.m	—	—	—	(Under construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recently	sold by	bondho	lders.)	800,000	250.000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	119½
Dec. 31, 1870	56.5	—	2.9	—	—	—	—	—	Michigan Lake Shore	Michigan.	832,085	*	—	—	41,048	880,000	—	—	56.5	(Commenced oper	ations Aug	29, 1870.)	.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113.113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,488	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego at	7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	66 350	—	13.0	21,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	8	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased & oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased & oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	63
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased & oper. by	Phila.& Re	ading.)	.....	—	7½	50	108½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	...	Minnesota and North Western	Minn.	.....	*	.....	.....	20,000 p.m	20,000 p.m	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,930	—	—	237.0	(Oper. by	S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	187.0	—	—	—	—	Mississippi River	Tennessee.	—	—	—	—	1,200,000	17,000 p.m	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000 p.m	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	42½
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,28	759,768	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,316	177,000	4,550	—	—	(Operat	ed by Erie.)	.....	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. by	Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	96
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,463	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	142½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,506	698,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.8	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,843	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	—	—	—	.....	—	—	—	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	112
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	28,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.8	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1870	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	—	—	—	—	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper. in	cons. with	Camd. &	Amboy.)	.....	10	100	125½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	6	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,006	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	28
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	190.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	—	—	—	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,223	.....	.....	39,428,330	43,681,807	.....	.....	842.2	11,499,877	321,365,953	169,087,777	22,363,329	8,295,240	8	100	97½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	66	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,200,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	120
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,189,406	7,500,000	1,061.500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	147
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas. &	oper. by N.	Y. Cen. & H.	Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,432	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320.200	360,738	4,000,000	553,413	292,030	753,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	18	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	.....	—	—	—	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,806	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	101
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521.712	2,816,662	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	—	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	115
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	827,452	*	—	850,000	—	1,000,000	400,000	—	—	(Leased & oper. by	Erie.)	.....	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000 p.m	—	—	—	(Under construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas. &	oper. by V.	Central.)	.....	.....	6	100	88½
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,380	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,807	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,109	—	39.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	44½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,168,836	960.160	.....	.....	4,259,450	3,170,000	.....	.....	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	79
Sept. 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,308	7,461.085	1,276,843	474,712	6	100	110½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	29.6	565,226	8,827.750	13,430,793	939,680	359,477	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,139	3,709,850	6,023,247	349,635	85,569	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶.")

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394 3*4	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115						100	....
Dec. 31, 1870	63.5	—	2 3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5							100	....
Sept. 30, 1870	47.6	—	6 0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,764,136			47.6							100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....							100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie.)		.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by Erie)		.....			100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Linco'n and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leased	and oper. by Erie.)		.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	100,000	36,542		—	(Leas. by	Tol. Wa. & W'tn.)		.....			100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas &	oper. by C'm. & Am.)		.....			100	....
Dec. 31, 1870	354.9	49.2	504.3	—	4*2	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,564,549	33,850,000	32,760 090	4,991,734	1,524,392	—	(Leas.&	oper. by N. Jersey Southern.)		.....			100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	601.6	10,185,233			17,531,707	6,271,222	10	50	119
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811.700	*			1,811.700	3,000.000			62.9	(Traffic	chiefly coal. Div. from coal trade.)				20	100	....
Dec. 31, 1870	46.0	—	7 9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600.000			106 9	.....						100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased | & oper. by Chic., R. I. & Pac.)			949,686	311,914	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246.648						100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey	214,581				57,200	100.000	57,381		90.0	(Recently	completed.)		.....			100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295 094	93,442		6.5	(Owned	by Cam. & Amboy.)		21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,0 06	1 100,000	326,690		92.3	.....			260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565		58.1	155,390			251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,2 0	55,900	.....	.....	289.6	2,228,683			3,144,045	366.316	—	50	56½
Nov. 30, 1870	98.4	55.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29.994,325	5,487,700	15,612,478	—	30,401.700	9,657,700	4,184,177	1,851,024	33.6	405,605			700,465	303.186	10	50	176
Dec. 31, 1870	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1.259.100				575.3	5.100.175	41.508,247	457,787,779	9,571,367	3,062,582	10	50	123½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9 562.650	2.359.500	530.471	434.578	33.4	(Oper. by	Unit. Co.) (14 mos.		1.389.328	129, 06	10	100	126½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5.424.350	10,027,980	99,030		101.7	995,234			2,577,147	929,288	8	50	109½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,05*	.....	1.794.576	5,500,000	818,538		200.5	.....			2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714.285	13.66 4,000	18,230	—	72.0	522,044			655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443.678				450,000				500.6	5.381,430			7,863,574	3,123,*31	7	100	98½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,613	44,100	505 000	76,319		—	(Leas.&	oper. by Bos.& Alb'y.)			27.000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,2*4	*			993,10	1,222,848	268,519		.....							100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50.000		109.5	416,955	8,003,844	7,724,807	41.259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.000	79,576	1,500,000				27.5	.....			646,265	125,219	6	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000			—	(Leased	& oper. by Eastern.)		.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200.000			—	(Under	construction.)		.....	.....	10	100	133
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483.874	10,000	176,302		26.0	.....			88,144	31,755	—	100	93½
Nov. 30, 1870	15.0	—	0 6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		.....							100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618.575	509,711	114.275	56.137	2,000.000	46,000	135.000	117.698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	345,465	.....	(10 mos.)	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190.093	—	(Leas. &	oper. by Ch., Burl. & Quinc.)		.....	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1.000.000	1,056,405		97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*			6,000.000	1,689.750			48.0	172,982			2ul.689	56,209	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	885,084	737,841	4,000,000	2,680,000	288.392	1,782.488	151.0	600.87.	16.481.419	22.373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	76.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	1,927,035	89.741	1,464.128	466,605	34.949	557.817	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	97,618	122,548	847,100	326,296	89,636	32.698	75.5	173,100	4,737,532	904,930	328,129	65,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	8	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	86,082	21,433	650.000	712,175	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427.402				38.5	.....			86,052	24,919	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....						100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	285,235	*			250,844				—	(Leased	& oper. by Erie.)		.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.3	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	392,953	.....	2 997,800	1,777,900	334	.....	20.0	.....						100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593.514	15,296,580	19,605.175	1,324,943	476.270	10	100	100
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	.....	8,314	206,724	123,606	20,642	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	15
Dec. 31, 1870	112.0	—	—	159.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000.000	6.000.000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4.340.000	6,700,000			112.0	(Under	construction.)					100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	.....	.....	.....	.....	.....	.....	.....	209.0	.....			1,890,376	580,474	—	100	....
Dec. 31, 1870	195.0	15 0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000.000	3,200,000			—	(Under	construction—80 m.i	n oper. Jn. 1, '71.)				100	22
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			10,000,000	4,000,000			201.0	635,019						100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725.000			—	(Leas. &	oper. by Chicago & Alton.)		1,372,236	385.803	—	100	101½
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3,250.000	.....	.....	—	(Under	construction.)		.....	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,000,000	1,000,000			—	(Leas. &	oper. by N. Missouri.)		.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	60.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	1.500.000	4,500,000	.....	.....	—	(Leas. &	oper. by Terre H. & Indianapo.)		.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,936	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by West Jer.)		.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by B. & Lowell.)		.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	68	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	.....	300,000	40.000	.....	.....	—	(Leas.&	oper. by Rensselaer & Saratog.)		.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	65,882	449,588	—	140,901		—	(Oper. temporarily	by Mac. & West'n.)		.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	—	576,050	320,000	—	—	—	(Under	construction.)		.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila. & Reading.)		r. 23,803		5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	197,000	118,988		54.0	202,476			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*		186,213	105,226	1,151,460	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	280.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000						800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	18	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	In a bad	condition. No return &c.					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,871	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	55	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000					1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,624					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina	South Carolina.	9,500,000	*		1,241,909	315,966	5,819,275	4,434,249	452,080	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091		115,070	62,169	18,934	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938	10,319,774		1,377,540	359,168	162,982	—	100	75½
Sept. 30, 1870	59 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,088,133		642,124			100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	...	...	...	....	Southern Pacific	California.										—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	...	...	...	....	Springfield & Ill. So. Eastern	Illinois.							15,000p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1 1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874		—				95,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304		32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,226	400 000		23,557	45,843	11.7	66,346			(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	...	...	...	....	Tennessee and Pacific	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,466,285	42,464	1,988,150	800,000	284,849	1,096,523	72.0	578,258	9,988,392		85,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	75½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,960		4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,811,518	*				36,745,000	74,067,512			1,038.7		74,917,335		71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,666,990	150,000			59.0	85,360	3,192,078		1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,990				....	99,975	3,391,816		978,119	208,358	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	333,487		6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	93½
May 31, 1870	168.0	27.0	36.0	—	77	40	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331		65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	5,465,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166			(10 mos.	456,651	loss.	—	100	82
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recen'l	y completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,518		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,137,076	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 yr's at $25,000 monthly.)				3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland	Maryland.	3,000,000	*				650,000	1,400,000			46.0	—	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						3,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	307,150	16,363,324		3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	98.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	ons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	306	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	350,000					500,000	350,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon	N. Carolina.	3,083,066	*		35,164	114,711	1,468,775	1,484,668	180,021	154,570	181.0	436,316			594,222	250,726	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0		2,861,440		6,131,960	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816		7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—		258,679	151,967	2,031,988	2,039,150	1,825		12.5	—	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—				8,229,594				184.5							25	
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—				1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—		13,245,880	—	15,000,000	5,000,000			108.0				107,947		10	100	121
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—				5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	138.0	28.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—				64,000	635,759	689,446		161.0	(Leased	1870 by Pennsylvani		67,252	loss.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—				1,003,500	110,000			83.0				220,216	130,187	10	100	88½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—		19,947,779		8,739,800	15,662,979			108.0				344,308	181,042		100	50
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—			110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,550	183,076		100	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—				4,337,950	2,232,000			360.0				609,552	142,888		50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716		284,140		4,797,155	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)					50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—				2,002,746	2,634,367	284,873		45.0				135,162	61,602		50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—				2,907,850	3,000,000	20.000		87.6				59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—				1,100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	92½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	89
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	84
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	76¾
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	....
Harrisburg and Lancaster,* guar....	1,182,550	7	7	69
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	28
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,707	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref....	4,051,744	6	...	14¾
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,600,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103¾
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	62
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Sol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	— —	@ 54 —
Pig, American, No. 1		— —	@ 50 —
Pig, American, No. 2		49 —	@ 51 —
Pig, American, Forge		48 —	@ 50 —
Bar, Refined, English and American		— —	@105 —
Bar, Swedes, assorted sizes	(gold)	85 —	@100 —
		Store Prices.	
Bar, Swedes		125 —	@135 —
Bar, Refined, ½ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in.		110 —	@ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2¾ rnd. & sq.		115 —	@ — —
Bar, Refined, 1 & 1½ by ½ & 5-16		117 50	@ — —
Large Round		122 50	@127 50
Scroll		122 50	@152 50
Ovals and Half-round		127 50	@137 50
Band		— —	@122 50
Horse Shoe		120 —	@130 —
Rods, ½@3-16 inch		115 —	@155 —
Hoop		135 —	@177 50
Nail Rod	per lb.	— —	@ — 8
Sheet, Russia, as to assortment	(gold)	— —	@ — 18½
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8
Sheet, Galtanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	72 —	@ 74 —
Rail-, American, at Works in Penna. c'y.		85 —	@ 90 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality)	per lb.	— 16½	@ — 18½
English Spring (2d and 1st quality)		— 7½	@ — 10½
English Blister (2d and 1st quality)		— 10½	@ — 17½
English Machinery		— 11½	@ — 13½
English German (2d and 1st quality)		— 10½	@ — 12
American Blister		— —	@ — 12
American, Cast, Tool		— 15	@ — 16
American, Spring		— 9	@ — 11
American Machinery		— 10	@ — 10½
American German		— —	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— —	@ 5 75
Cut, 8d. and 9d.		— —	@ 6 —
Cut, 6d. and 7d.		— —	@ 6 25
Cut, 4d. and 5d.		— —	@ 6 50
Cut, 3d.		— —	@ 7 25
Cut, 2d and 3d. Fine		— —	@ 8 —
Cut Spikes, all sizes		— —	@ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25	@ 7 75
Clinch, Kegs		7 25	@ 7 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal		— 30	@ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 48
Straits	(gold)	— 34½	@ — 37
English	(gold)	— 34½	@ — 37

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 12 25	@13 50	15 —	@ 15 50
I. C. Coke	12 26	@12 50	13 75	@ 14 75
Coke Terne	10 50	@10 75	12 —	@ 12 50
Charcoal Terne	12 —	@13 —	14 —	@ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 13	@ — 13
Crude, 40 @ 47 gravity (in shipping order)	— 17	@ — —
Refined, Standard White (in ship'g order)	— 23½	@ — 23
Refined, S. W. (in jobbing lots)	— —	@ — 24½
Refined, S. W. (in tin)	— 28½	@ — 29
Naptha, Refined, (65 @ 73 gravity)	— 6½	@ — 18
Residuum per bbl.	4 —	6½ @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 43
Copper, Bolts	— —	@ — 45
Copper, Braziers' (over 16 oz.)	— —	@ — 45
Copper, Nails	— —	@ — 45
Copper, Old Sheathing, &c., mixed lots	— 26	@ — 28
Copper, Chile Pig	— 32½	@ — 33
Copper, American Ingot	— 34	@ — 34½
Yellow Metal, New Sheathing and Bronze	— —	@ — 30
Yellow Metal, Bolts	— —	@ — 32
Yellow Metal, Nails	— 30	@ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	— —	@ 6 62½
German	(gold)	— —	@ 6 62½
English	(gold)	6 62½	@ 7 12½
Bar		— —	@ 8 75
Pipe		— —	@11 —
Sheet		— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel		— —	@12 —
Liverpool House Cannel		— —	@19 —
Anthracite	per ton of 2,000 lb.	4 —	@ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
Canton Co.	....	....	...	98	....	100
Central Pacific 6s	105	104½	105	....	105	105
Central of N. Jersey	109½	109½	....	....	....	....
Chicago & Alton	....	....	....	115	115	....
" pref.	....	....	....	....	....	....
" 1 M	106	106	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	130	....	130	....	....	....
" 8s, 1883	....	....	115	....	....	....
Chic. & Northwestern	71½	71¾	71½	71¾	70½	71¾
" pref.	93½	94	93¾	90½	....	90¾
" 1st M	100½	100¾	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	96	....	....
Chic., Rock Isl. & Pac.	110¼	109¾	109¾	109¾	109¼	109¾
Chi., R. I. & Pa. 7s, 1896	104½	104¼	104¼	104¼	....	104¼
Clev., Col., C. and Ind.	....	....	94	....	94	....
Clev & Pittsburg guar.	91½	91¾	91½	91½	91¾	91¾
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	36¾	35½	35¼	34¼	33¾	33¾
" 1 M	90½	90¾	91	90½	92	91
" 2 M	....	....	78	....	....	....
Del. & Hudson Canal	121	....	121	....	....	....
Del. Lack. & Western	107¾	....	....	....	....	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	99¼	100	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	60	59¾	59¾	57¼	53¾	53¾
" pref.	....	....	....	....	....	78¾
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	100	....	....
" 4 M. 7s, 1880	94½	....	94¾	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	40	39¾	....	39	38¾	39
" pref.	....	....	....	69	....	....
" 8s, conv	....	....	....	....	92	92
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	137¾	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95¼	95¾	95¾	95¾	95¾	96
Lake Shore Div. bonds	97	....	....	97	....	....
Marietta & Cin. 1st pref.	28	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	120	120	119¾	....	119¾	....
" S. F. 8s, 1882	....	....	115	....	....	....
M. S. and N. I. 1 M. S. F.	102¾	....	102¾	....	....	....
" 2 M.	....	....	98¾	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	2¼	....	2¾	2¼	2¼
Milw. and St. Paul	53¾	53¾	....	....	52	53
" pref.	77¼	77¾	....	....	77¾	....
" 1st mort.	....	....	....	96	95¾	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	108¾	....	....	108
" 7 3-10s con.	99	100	....	....	....	....
Missouri 6s	....	....	....	97¼	97¼	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	....	....	92¾	93	93	93
" 1st mort.	....	104¼	....	....	....	....
" 2d mort.	100	100¾	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	92¾	93	....	93	....
" 6s. S.F. 1887	94	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96¾	97¼	97¼	97¼	96¾	97¼
" certificates	96¾	96¾	97¼	97¼	96¾	97
N. York and Harlem	119¾	....	....	....	120	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	100¾	....	....	....	....
N. Carolina 6s. old	....	....	....	32¾	32¾	....
" new	21¾	21¾	....	....	....	21¾
Ohio and Miss.	46	45¾	45¾	45¾	44¾	44¾
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	71¼	68¾	68¾	68¾	68	68¾
Panama	....	....	115	....	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	98¾
" 1 M.	106	....	....	....	....	106
" 2 M.	102	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	37¾	38¾	39	41	37	39¼
St. L., Alton & T. H.	....	....	....	....	22	....
" pref.	....	....	....	....	....	45
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	91½	....	91	....	....	92
" Income bds.	....	....	....	....	....	....
Tennessee 6s. old	73¾	73¾	....	....	73	73
" new	....	....	....	73	73	....
Tol., Wab. & Western.	75¾	75¼	....	....	75¾	75¾
" pref.	....	....	....	....	....	....
" 1 M.	98	98	....	....	....	....
" 2 M	....	....	....	....	93¼	93¼
" Equipment	....	....	87	....	....	....
" St. Lou. Div.	93½	....	93	93½	....	....
Union Pacific	38¾	37¾	38¼	38	38¾	37¾
" 1st mort.	94	94	94	94	93¾	93¾
" L. Gt. 7s	81¼	81	81¼	....	81¼	81¼
" Inc. 10s	86¼	....	86¾	86¾	86¾	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	50¼	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	110½	....	110½	....	....
U. S. 5s, 10-40s, coup.	....	....	....	....	....	111½
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	113⅜	....	....	....	....	....
U. S. 6s, 1881, reg.	115	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	120	....	....
U. S. 6s, 5-20s reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	114½	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	114⅜	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n. '65.	117	116⅝	....	....	116½	....
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	117½	117⅜	117⅜	117⅜	117⅜	117
U. S. 6s, 5-20s, reg. '68.	....	113½	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	117⅜	....	117⅜	117⅜
U. S. 6s, Pac.R.Rissue.	114⅜	114⅜	114⅜	....	114⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa preferred	46½	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	91	....	....	....	90½
" mort. 6s, '89	96	....	....	96½	96½	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	45	44½	44⅜	44½	45	44⅜
" 6s, 1884	....	....	....	....	....	....
" Gold L.	96⅞	96⅝	96⅜	....	93½	93⅛
" R. R. L.	94½	....	....	95	....	94
" Conv. L.	91	....	....	....	....	....
Lehigh Valley R. R.	60½	60½	60⅜	60½	60⅜	60⅝
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	48	48½
" 7s	....	....	....	....	....	....
Minehill	54½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	51	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	96⅜	....	96⅜	96⅜
" 10s, 1887	....	....	....	....	....	....
Northern Central	39	....	....	....	....	....
Oil Creek & Alleg. Riv.	40	....	39½	40	....	....
" 7s	80	80	....	80	....	....
Pennsylvania R. R.	59⅜	59½	59⅜	59½	59½	59⅜
" 1st M.	....	....	....	102	102	102
" 2d M.	....	....	....	....	....	....
" Gen. mort.	97½	97⅞	....	....	....	....
" " reg.	96	....	....	....	96½	....
Penn. State. 6s. 1st series	....	....	....	....	103	102⅜
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	96½	....	96½	....	....	96⅜
" new	100	100	100	100	100	100
Philad., Germ. & Nor.	90	....	....	....	....	....
Phila. & Reading	61½	61⅜	61½	62	61⅞	61⅜
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	90	....	....	....
" 7s	94	....	94	94	94½	....
Phila., Wilm. & Balt.	56	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	15½	....	....	....
" 6s, 1882	....	80½	81	....	....	78
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	128½	129	....	128¾	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	45½	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	....	99½	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	....	....	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	99½	....	99	....	....	....
" bonds, 1875	157½	....	....	157½	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	99	99½	99⅝	99½	....	....
" 2d M.	....	....	90	90½	90½	....
" 3d M. 8s	....	84½	84½	....	....	85
Northern Central	39	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	89	....	....	....
Pittsb. & Connellsv. 7s.	96½	96½	97	97	96½	96½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	56½	....	55½	....
" Defer. Certif.	17	17	17	....	....	....
City Passenger R R.	....	....	25½	25½	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	149	....	....	148¾	149¼	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	138	....	139	138	
Boston and Providence	....	160	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	....	43½	....	43½	42	
Cheshire, pref.	....	....	....	84	84	
Chi., Burl. & Quincy	131	131	....	....	....	
Concord	....	....	....	....	....	
Connecticut River	....	132	....	....	134	
Eastern	104¼	....	103½	....	104¾	104¼
Fitchburg	....	....	133½	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	119¾	120	120	....	120	
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	88	....	....	88	88¼	
" pref.	104	....	....	103¾	....	
Old Colony & Newport	112½	....	113½	....	110	110¼
Ph., Wil. & Baltimore	56¼	....	56¾	....	55x	54¾
Portl'd, Saco & Porta	133	133	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s	91½	91⅜	....	....	....	
" Land Grant 7s	80	....	....	....	....	
" Income 10s	....	....	....	83½	83¼	
Vermont & Canada	94	93½	....	....	93¾	
Vermont & Mass.	82¾	82	....	....	....	
South Boston (Horse)	....	71½	....	....	....	
Cambridge	....	....	....	....	104	
Metropolitan	....	72½	....	72	72	
Middlesex	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls	13¼	15¼	....	....	....	
Franklin	....	....	....	....	....	
National	....	....	....	....	7	
Pewable	....	10¼	....	10½	....	
Quincy	54	....	....	....	....	

London Stock Exchange.

	—Closing Prices.— June 7.	May 31.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	74 — 77	74 — 77
Do. do., 2d mort., 1881	63 — 65	63 — 65
Do. Penn., 1st mort., 1877	38½ — 39½	39½ — 40½
Do. do., 2d mort., 1882	99 —101	100 —102
Do. Consol. 7 per cent. mort. 1890	89 — 90	89 — 90
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	49½— 50	49½— 50½
Do. sterlg. 6 p. c. convertible bonds	93 — 95	91 — 93
Illinois Central, 6 per cent., 1875	49 — 50	50 — 51
Do. Redemption mort. bonds 6 p. c.	110 —102	100 —102
Do. 100 dol. shares, all paid	109½—110½	109½—110½
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 90	89 — 91
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96¼— 97½	96¼— 97½
Do. $50 shares	48 — 48	48 — 48
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, June 22, 1872.

Stock Exchange and Money Market.

Money has been quite plenty, and rates have favored borrowers, throughout the week, closing with call loans quoted easy at 4@6, and choice to very good discounts at 6@8 per cent. per annum, on which basis all the current requirements of responsible borrowers have been promptly met, lenders having been generally quite liberal of aid. The city banks have been responding very readily to the calls of their customers. The market is assisted by free offers of private banking balances and by loans of London credits by the Canadian Banks. These loans and the success of one or two American negotiations abroad, have increased the supply of Exchange, and diminished the export demand for Gold. The latter has suddenly fallen off one-half, as compared with the previous four or five weeks, which is all the more remarkable in view of the extraordinary rush of pleasure travel to Europe, requiring, of course, a large amount of Exchange. The U. S. Sub-Treasury office again reduced its coin balance nearly 1½ millions and enlarged its currency over 1½ millions. The city banks added to their loan and discount average 1⅝ millions during the week, and increased their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $8,264,867, and a coin reserve of $47,610,950.

The city banks, in their latest return, show an increase of $316,400 of legal tender notes with a decrease of $46,300 of specie, and an increase of $1,693,900 of deposits, also an addition of $1,651,100 to their loan and discount averages, and $16,800 to their item of circulation. The city bank exchanges, last week, averaged 96⅜, and thus far, this week, about 91 millions daily. The banks now hold $11,595,550 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,299,700, against $12,989,910 same time last year. The city bank deposits are now $228,995,300 against $243,276,150, week ending June 17, 1871. The legal tender reserve amounts to $55,424,500, against $72,178,964 same time last year. The circulation now stands at $27,519,300 against $30,662,098 same time last year. The loans are now $288,764,300 against $293,134,532 at this date last year.

The coin reserve of the city banks is now about 20¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 55½ millions against $46,616,000 on the statement of February 10th.

Government revenues have been yielding more satisfactorily in the way of excises, though moderately in that of customs. The excises yielded within the week about 3½ millions, and thus far since July 1, 1871, $125,340,776. The customs at the port of New York last week were $1,681,962; at the outports, equal to about $550,000 all in coin, or coin certificates.

Under the June programme of the Treasury Department, Government proposes to sell Gold, as follows: Thursday, June 27—Two Millions. And to buy in bonds as follows: Wednesday, June 26—Two Millions.

The Treasury Department, on Monday, controlled a coin reserve of $86,779,932, (including $24,729,000 represented by outstanding coin certificates) and a currency balance of $5,429,727.

Gold has been less active and less firm as to price. There has been less speculative inquiry noted. The customs demand is comparatively light, owing mainly to the amount of Merchandise now going into Bond to await the operation of the revised Tariff. The export drain is on a reduced scale.

The range of the price during the week has been from 113⅝@114⅜ and the closing quotation on Wednesday was 113⅝ against 114⅛ the preceding Wednesday. The specie outflow, last week, was $2,183,680. The Gold Exchange Bank clearances have averaged about 45⅞ millions per day during the week.

The specie exports from this port on Tuesday were only $80,000.

The customs demand for Gold last week, averaged $292 000 a day; thus far, this week, it has averaged $298,000 a day, or equal to a weekly aggregate of $1,788.000. The arrivals of specie from Europe, Havana and other foreign ports last week were $4,058, and since Jan. 1, 1872, $712,918, against $3,163,221 same time in 1871.

The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $150,179,958 against $142,948,473 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 15, 1872, $76,201,623, against $85,245,611 same time in 1870-'71.

The export drain of specie was $2,183,680 last week, against $1,392,491 same week preceding year. The shipments since July 1, 1871, have been $55,702,165 against $78,604,732 same time in 1870-'71.

Foreign Exchange has been rather more freely offered and has been in quite moderate request at easier rates, closing dull. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with June 18, were to the currency value of $4,395,843.

Government securities have met with a fair sale at generally firm prices. The offerings of the favorite issues have been on a very moderate scale. On Wednesday, government bought in $921,900 of Five-Twenties at 113 55@113 62, out of an aggregate offering of $3,104,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119⅞@120; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114⅛@114⅜; U. S. Five-Twenties of 1864 at 114⅛@114⅜; U. S. Five-Twenties of 1865, 114¾@115; U. S. Five-Twenties of 1865 consolidated, 116⅜@116½; U. S. Five Twenties of 1867, 117⅜@117½; U. S. Five-Twenties of 1868, 117@117⅜ U. S. Ten-forties at 111¼@111⅜; U. S. Fives of 1881 (Funding Loan) 112⅛@113; Six per cent. currency bonds, 114⅛@114⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 5.	June 12.	June 19.
Consols	92½	92⅜	92½
U. S. 5-20's of 1862..	90½	90¾	91
U. S. 5-20s, 1865	91½	91¾	91⅞
" 1867	93½	93¾	91⅜
" 10-40s	89½	89½	89¼
New Fives of 1881...	89¾	89¾	89¾
Erie.	50⅛	48½	42¾

State bonds have been quite moderately sought after at variable and less buoyant prices.

There has been a good investment inquiry noted for the most popular of the Railway mortgage loans at well supported prices. Central Pacific Sixes have been in fair request at 105@105¼. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been much less confidently dealt in, and values have been quoted lower, decidedly so in the instances of Erie shares, under a pressure to realize, particularly on speculative account. On Wednesday of this week, Erie went down to 50⅞, and up again to 55.

In the Metal line business has shown less animation. Scotch Pig-Iron is depressed, owing to the large arrivals; Glengarnock, $47, without sales; American Pig is firm at $50@$52 for No. 1. In Old Rails, 1,000 tons sold on private terms. English Rails are unchanged in price. Pig-lead is steadily held with a quiet market. Pig Tin has has been very dull at 36¾c.@37c., gold, for Straits. Tin Plates have been in moderate demand at steady figures. Sales embrace 500 boxes Charcoal at $13 25, gold; 500 boxes Coke, 14x20, at $12 25, gold. Ingot Copper has been quite active and prices have advanced; sales foot up 1,000,000 lbs. at 33½c.@34c., cash, and 34c.@34½c. for forward delivery; also, 50,000 tons English Best at 32½c @33c. Spelter is quiet at 7c.@7½c., gold.

General business has been moderately active in the leading kinds of domestic produce. Flour, Wheat, Corn, Oats, Hay, Butter and Cheese have been quoted cheaper, Pork and Lard steadier. Tobacco, Wool and Hops firm. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,648,457 bales, against 3,840,858 bales same time in the preceding year; exports 1,885,251 bales against 3,006,657 bales in the previous year; stock at the ports at latest dates, 166,917 bales against 237,914, bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate request at 11½@14 cts.; Veals at 6@9½ cts.; Sheep at 5@7¼; Lambs 9@13 cts.; Swine, dull at 4½@4¾ cts. per lb., all live weight. The week's receipts were 8,050 Beeves, 3,248 Veal Calves, 21,509 Sheep and Lambs; and 37,962 Swine.

Foreign goods have been less sought after at about former prices. The week's imports of foreign goods reached the amount of $8,528,534 including $1,551,820 of dry goods.

Ocean freights have been moderately active, with the main business in the line of Grain engagements but at easier rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 42⅝; Boston, Hartford and Erie R. R., 8⅛; do. 1st mort., 42⅛; do. guar. bonds, 64; Rome, Watertown and Ogdensburg R. R., 100; Hartford and New Haven, R. R., 168; do. scrip, 160; Winona and St. Peter 1st mort., 89; Central of New Jersey 1st mort., 105⅜; Long Dock bonds, 95; East Tenn., Va. and Ga. R. R. 1st mort., 95¼; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 100; Ohio and Miss. 2d mort., 88; do. consol., 99; St. Louis, Jacksonville and Chicago 1st mort., 94½; Chicago and Milwaukee 1st mort., 96; Cleveland and Pittsburg consol., 96; New Jersey Southern R. R., 28; do. 1st mort., 80⅛; North Missouri 1st mort., 96; Cedar Falls and Minnesota 1st mort., 86½; Buffalo, New York and Erie 1st mort., 95; Milwaukee and St. Paul 1st mort., Iowa div., 91; Albany and Susq. 2d mort., 98; Delaware and Hudson Canal 1st mort., 1884, 104; Lake Shore and Michigan Southern R. R. scrip, 92⅝; do. consol., reg., 101; Adams Exp., 97½; U. S. Exp., 86; Wells Fargo Exp., 90; Western Union Tel., 74; do. 7s, 95½; Quicksilver pref., 50; Consol. Coal of Md., 44; Maryland Coal, 20; Atlantic Mail Steamship, 26¾; Am. Dock and Imp. 7s, 100; Arkansas 7s, issued to Central R. R. 51; do. 6s, Fund Act., 57; North Carolina Fund Act, 1868, 22½; Texas 10s, 1876, 86; South Carolina 6s, new, Jan. and July, 84½; do. Apl. and Oct., 33; Louisiana 8s, Levee bonds, 79.

Philadelphia.—Philadelphia and Reading Gen. mort. 7s, 103⅛; Allegheny Valley 7 3-10s, 98⅛; Belvidere Delaware 2d mort., 88¾; Susq. Canal 6s, 80; Lehigh Nav. consol. gold loan, 100⅛; West Chester and Philadelphia 7s, 102; Elmira and Williamsport 5s, 59½; Sch. Nav. 6s, 1895, 80; Morris Canal 2d mort. 6s, 93; Sunbury and Lewis 7s, 95; Lehigh Valley 7s, new, 105; Connecting R. R. 6s, 88; Ches. and Del. Canal 6s, 94½; Catawissa 7s, new, 99⅛; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mt. pref., 13; Camden and Atlantic pref., 40; Delaware Division Canal, 50; East Pennsylvania R. R., 42; Delaware 6s, 100; 5th and 6th streets R. R., 50; The latest quotations are; City 6s, 96½@97; do. free of tax, 100@100⅛; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 106¼@107; do. 3d series, 108½@—; Philadelphia and Reading, 61⅞@61⅞; do. mort. 7s, 1893, 103@105; do. mort. 6s, 1880, 98½@100; United New Jersey Co., 128@128¾; Camden and Amboy mort. 6s, 1889, 95½@96¼; do. 1883, 92@—; do. 1889, 89½@91; Pennsylvania R. R., 59¼@59⅜; do. 1st mort., 102@102; do. 2d mort., 97@98; do. General mort. coupon, 96@96¾; do. reg., 96@97; Little Schuylkill R. R., 48@48½; Morris Canal, 51@52; do. pref., 127@—; do. 6s, 96@98; Susquehanna Canal, 8@9; do. 6s, 79½@80; Schuylkill Nav., 7@8; do. pref., 15¼@16; do. 6s 1882, 77¾@78½; Elmira and Williamsport pref., 42@—; do. 7s, 1873, 97@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44¼@44⅜; do. 6s, 1884, 91@92; do. R. R. Loan, 95⅜@95½; do. Gold Loan, 93¼@93½; North Pennsylvania 50@51; do. 6s, 102¼@102½; do., 7s, 96¾@97¼: do. Chattle 10s, 110@112½; Philadelphia and Erie, 28@28¼; do. 6s, 90@90; Minehill, 54@55; Catawissa, 17@18; do. pref., 45@46; Lehigh Valley, 60⅛@60¼; do. 6s, new coupon, 96½@—; do. reg., 97@—; do. 7s, 105@105½; Fifth and Sixth streets, (horse,) 48½@—; Second and Third, 64@66; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 45@47; Chestnut and Walnut, 57@58½; Hestonville, 20½@20½; Union, 75@—; Germantown, 35@37.

Boston.—Vermont Central and Vermont and Canada 8s, 98½; Burlington and Missouri River R. R., 8s, in Nebraska, 102¼; Connecticut and Passumpsic Rivers R. R. pref., 92½; do. 7s, 1876, 99⅛; Central Pacific R. R. 7s, 1883, gold, 101; Boston and Albany 7s, 1892, 107; Salem and Lowell 6s, 1878, 92⅛; Eastern R. R. 6s, 1889, 94¾; do. 1874, 98; Vermont Central 1st mort., 80¼; South Shore R. R. 6s, 95; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82¾; do., Land Grant, 1900, 81½; Michigan Central 7s, 1892, 101¾; Jackson, Lansing and Saginaw R. R. 8s, 1885, 101½; Chicago and Michigan Lake Shore R. R. 8s, 86; Cincinnati, Sandusky and Cleveland R. R., 21¼; Portsmouth, Gt. Falls and Conway R. R., 93¾; Rutland R. R. pref., 62; do. scrip, 80¼; Cary Imp., 12⅝; Boston Water Power Co., 52; Waverly Land, 8; New Hampshire 6s, 1874, 98½; Brooklyn 7s, 1902, 101; St. Louis 6s, 1887, 90½; Rock Island, Ills., 8s, 1887, 103½; Cincinnati 7s, 1887, 103¼; Chicago 6s, 1882, 93¾; do., 7s, 1895, 98¼; Charlestown 6s, 1892, 99½; do. 1875, 98¼; Portland 6s, 1887, 95½; Boston 6s, 1880, currency, reg., 100⅞; Roxbury 6s, 1884, 100; Lynn 6s, 1885, 98¼; Lowell 6s, 1890, 98¾; Roxbury 6s, 1884, 101; Newburyport 6s, 1886, 99; Allouez Mining Co., 10; Calumet and Hecla, 159½; Dawson Silver, 8; Hum-

boldt, 55c.; Hancock, 8½; Minnesota, 7; Mesnard, 1; Petherick, 3; Ridge, 11; Star, 30c., Shuniah Silver, 8⅝.

Baltimore.—Orange, Alexandria and Manassas 7s, 85; Orange and Alexandria 4th mort. 8s, 84¼; Northern Central 6s, 1900, gold, 96½; Central Ohio 1st mort., 87; Virginia consol, 6s, reg., 48; George's Creek Coal, 95. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96¾@97; Baltimore and Ohio, 155@157½; do., pref., 99@—; do., 6s, 1875, 98⅛@98¾; do., 1880, 98@—; do., 1885, 96½@97½; Parkersburg Branch, 12@13; Northern Central 39¼@39½; do. 6s, 1885, 96@97; do., 1900, 88@89; do., 6s, 1900, gold, 96@96; N. W. Va. 1st mort., 96¾@97; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100@100⅝; do., 2d mort., 7s, 90@90¼; do., 3d mort., 8s, 84¾@84⅞; Central Ohio, 32⅛@33½; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87@92½; do. 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds. 78@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s, 84½@87½; do., 3d mort. 8s, 90⅛@94; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s, 84¾@85; Virginia and Tennessee 6s, 1st mort., 95⅛@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90⅛@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98½@99½; do. 1886, 100⅛@100½; do., 1890, 99⅜@99½; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do. Defense Loan, 1883, 102¼@104; City Passenger R. R., 25⅛@25¼; George's Creek Coal, 94@96; Atlantic Coal, 1.25@1.55; Alexandria City 6s, 70½@72; Savannah City 7s, 86@87; Lynchburg City 6s, 77⅜@78; Indianapolis water bonds, 88@96½.

☞ Passenger trains have commenced running into Cincinnati over the Cincinnati and Baltimore Railroad, which is the new road through Mill Creek Valley just completed for the use of the Marietta and Cincinnati and Baltimore and Ohio Railroads.

☞ The production of petroleum for the month of May, as reported by the Titusville (Pa.) *Herald*, reached 568,695 bbls. The total shipments for the month were 509,286 bbls. of 42 gallons each.

☞ The Coal-Gas Tax imposed by the Act of Congress of June 30th, 1864, and amendatory acts, has been repealed. After August 1st, 1872, no tax will be imposed on gas made of coal, wholly or in part, or of any other material.

☞ E. S. Nutter of Concord has been elected President, Josiah Carpenter of Pittsfield Treasurer, and George R. Fowler of Concord Clerk of the Manchester and North Weare Railroad Company.

☞ The British Government has agreed to subscribe $12,500,000 to the projected Canada Pacific Railroad.

☞ George S. Richardson has been elected President, and Thomas D. Purnell, Treasurer, of the Worcester (Md.) Railroad Company.

HARVEY FISK. A. S. HATCH.

☞ FISK & HATCH, BANKERS,
No. 5 NASSAU ST., New York.

THE CHESAPEAKE AND OHIO RAILROAD, extending from the Chesapeake Bay to the Ohio River, and connecting at its eastern terminus with European and coastwise lines of steamers, and at the western termini with 12,000 miles of inland river routes, as well as the whole railroad saystem of the West, Northwest and Southwest, 30,000 miles in extent, is now nearly finished, and within the present year will be prepared for extensive business in the transportation of products between the principal cities at the West and the Atlantic coast cities, for which ITS SHORT LINE AND LOW GRADES RENDER IT PECULIARLY FAVORABLE. It also affords a new outlet for a large and superior agricultural territory, and opens to market the richest coal and iron deposits on this Continent besides traversing a beautiful and picturesque country abounding in medicinal Springs and Summer resorts.

We have for sale on behalf of the Company, and recommend as a substantial and secure investment, the remainder of their

SIX PER CENT. GOLD BONDS.

Secured by mortgage on the whole railroad line, equipment, franchises, &c. Principal redeemable in coin, 1899; interest payable also in Gold, May and November; denominations $1,000, $500, and $100, coupon or registered. Price, 94 and accrued interest. Full information furnished on application.

FISK & HATCH.

Cairo and Fulton Railroad.

Col. Hughes, assistant engineer of the Cairo and Fulton railroad, was in our town a few days since. He is surveying the route of the road south of Little Rock, preparatory to its permanent location. We understand that on Thursday night the corps pitched their tents at Easley's about eleven miles northeast of this place, and that they will be through here next week. Col. Hughes speaks confidently of the early completion of the road. Everything looks favorably for its location through this place, and the early completion of the Cairo and Fulton railroad may now be regarded as a fixed fact.—*Arkadelphia Standard, June 8.*

☞ The Indiana and Ohio divisions of the Baltimore and Ohio Railroad have been consolidated, and Mr. C. J. Bates, superintendent of the divisions has established his headquarters at Tiffin, Ohio, where they will remain.

☞ The Chicago, Clinton and Dubuque Railroad has been completed to Bellevue, 40 miles below Dubuque. J. K. Graves, Esq., is president of the company.

☞ Work on the new branch of the Rensselaer and Saratoga Railroad, across Green Island, is rapidly progressing. The grading is finished, and the track is laid for a portion of the distance.

☞ The last spike was driven on the Baltimore and Potomac Railroad at Huntington, Md., on the 10th inst. This completes the road between Huntington and Pope's Creek.

☞ The traffic receipts of the European and North American Railway for the month of May, 1872, were $29,779 29, against $25,818 69 in May, 1871, and $19,189 59 in May, 1870.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ The estimated earnings of the Erie Railway for the week ending June 15, 1872, were $412,947; against $403,441 for the corresponding period of 1871—an increase of $9,506. Total earnings since April 1, 1872, $4,104,747—an increase over the same time in 1871 of $658,173.

☞ A dividend of four cent. for the past six months will be paid to the stockholders of the Oil Creek and Allegheny River Railroad Company by Geo. P. Little, at Room No. 8, Pennsylvania Railroad Buiding, Philadelphia, Pa., on and after July 1.

☞ Dividends of 3½ per cent. will be paid to the stockholders of the Albany and Susquehanna and Rensselaer and Saratoga Railroad Companies on and after July 1st, at the National Bank of Commerce, New York.

☞ Messrs. MEAD & CLARK, having placed the first mortgage bonds of the Wallkill Valley Railroad Company, are now advertising for sale the second mortgages at 80 and accrued interest.

☞ The West Troy Bridge Company will be ready to receive proposals for building the bridge on or before July 1st.

Journal of Railroad Law.

RAILROAD COMPANIES—PRECAUTIONS TO BE TAKEN BY PERSONS AT CROSSINGS.

The case of Gorton *vs.* The Erie Railway Company (45 N. Y., 660,) was an action brought to recover for personal injuries sustained by the plaintiff, as well as injuries to his property by reason of having been struck down by one of the defendant's locomotives while he was attempting to cross the defendant's railroad in the town of Corning, Steuben county. The plaintiff was familiar with the crossing, and knew that a train was liable to pass at that time. The plaintiff, although the view is uninterrupted for a long distance, did not look up and down the track; had he done so, he might have avoided the accident. Evidence was given showing that no bell was rung, nor whistle sounded, as the train approached the crossing.

The Circuit Court rendered a verdict for the plaintiff, which was affirmed by the General Term.

The following is the opinion of the Court delivered by—

ALLEN, J.—At the close of the evidence on the part of the plaintiff, the defendant moved that the plaintiff be non-suited, upon the ground that he was shown to have been negligent in approaching as well as in crossing the railroad track; that is, that the plaintiff was not wholly without fault, but that the injury was in part attributable to his own negligence and want of care. Evidence had been given tending very strongly to show that as the train of cars approached the road crossing the bell upon the locomotive was not rung or the whistle sounded, as required by statute, and that no signal of the approaching train was given by the persons in charge. In the absence of proof of any negligence or other fault on the part of the plaintiff contributing to the injury, this would have authorized a verdict for the plaintiff.

The omission to ring the bell, or sound the whistle, or give other signal, to warn persons who might be upon the highway, in the vicinity of the intersection of the railroad track with the public traveled road, of the approach of the train, was, *per se*, negligent, subjecting the defendant to liability for all damages that might accrue to any one by reason of such omission.

The highway crossed the railway at an acute angle, and the plaintiff was moving along the road and across the railroad in a south-easterly direction approaching the railroad from the north-west, and the colliding train of cars approached from the west, on the southernmost of the two railroad track. The course of the railroad at that point was in a direct line both east and west, and the plaintiff testified that when he got on to the track there was nothing to prevent him from looking both east and west; that is, there was nothing, as he approached and reached the railroad track to intercept or obstruct his view, or prevent his seeing the approaching train had he looked in that direction; that the space between the two tracks was three or four feet; that when he drove up to the rail (that is, to the north rail) he made no effort to look west to see whether a train was coming; that he did not try to look west at that time. Another of the witnesses testified that some years before he had come direct to the track when a train of cars going east had passed, and that he supposed he could have seen a mile up the road if he had looked, but he was not paying attention, and came near being caught.

Dr. Graves, the attending physician, and a witness for the plaintiff, had just crossed the railroad from the south, and was sitting in his wagon by the roadside, some twelve or fifteen rods northwesterly from the railroad crossing when plaintiff passed him going toward the crossing. He had seen the coming train as he approached the railroad from the south, and he saw it as he was crossing the railroad, and it was then just going into or coming out of a bridge some distance from the road crossing. There was no doubt upon the evidence given by the plaintiff and his witnesses, that had he looked to the west, as he drew near the railroad, he could have seen the train of cars approaching from the west, and avoided the collision. There was no proof of, or attempt to prove any obstruction or hindrance to the view westward along the line of the road, or that a train of cars coming from that direction was not in plain sight for a long distance. Dr. Graves, and a Mr. Goff, with whom the Doctor was conversing when the plaintiff passed them on the road, saw the train from their position on the road before it reached the crossing, and testified that it was in sight from Rowley's crossing, which is some distance west of the crossing at which the plaintiff received the injury complained of. Mr. Goff, who lives at that place, testified that a person near to the western bound (that is the northern) track, could see the track westward to the culvert bridge; that he could see up a mile and a quarter, he thought, and no trouble about it. It was the clear duty of the plaintiff as he came near and upon the railroad track, to use all proper precautions to avoid injury, and the least that he could do was to look in both directions.

It is not imposing an onerous duty upon the traveler crossing a railroad in broad daylight, over which trains of cars were frequently passing, and are liable to pass at any time, to make use of the most common and lowest degree of observation and care, and to cast his eyes in both directions, and in every direction, from which danger may be apprehended. He may not shut his eyes and stop his ears, and rush on regardless of the peril, and hold the railroad company as the insurer of his life, not only against the acts of its servants, but against his own suicidal negligence. The doctrine has been declared by this Court, and reaffirmed that a traveller approaching a railroad track is bound to use his eyes and ears so far as there is an opportunity, and when, by the use of those senses, danger may be avoided, notwithstanding the neglect of the railroad servants to give signals, the omission of the plaintiff to use his senses and avoid the danger is concurring negligence entitling the defendant to a non-suit. (Ernst *vs.* Hud. R. R. R. Co., 35 N. Y., 9 S. C. 39 N. Y. 61.) There was no conflicting evidence upon this point. There was a conflict as to the existence of objects obstructing the view of a train approaching from the west, at points on the highway, between the railroad and Goff's house, and up to within from two to four rods of the railroad; and the evidence upon that subject presented a fair question for the jury; but these obstacles, if they existed and hid from view the railroad and approaching trains to the extent claimed, did not relieve the plaintiff from the duty of looking for an eastward bound train at the first opportunity, but rather rendered a cautious approach to the crossing the more necessary. Upon the undisputed evidence, that if the plaintiff had looked to the west as he approached and reached the north track of the railroad, he could have seen the approaching train; and that he did not look, he should have been non-suited. This may be explained upon another trial, but upon this record the judgment should be reversed and a new trial granted.

Judgment reversed.

Richness of the Kanawha Valley.

The opportunities presented to the capitalist are always more or less numerous, but an opportunity to realize 100 to 200 per cent. on a legitimate investment is but seldom found. The Kanawha Valley, West Virginia, possesses mineral resources as yet undeveloped. There are to be found lime, coal, fire clay, and iron ore, together with ample railroad and water communication. It is claimed by those familiar with the subject that iron can there be manufactured five to ten dollars cheaper than anywhere else in the United States. The raw or uncoked coals of Kanawha have proved to be equal to any in the country for the manufacture of iron. They are hard, dry, splint coals, remarkably free from sulphur, and can be mined and delivered at a furnace (parties owning their own coal) at an actual cost of three to five cents per bushel, twenty-five bushels to the ton, according to location or furnace.

Iron ore can be transported also from the Alleghany ore region to Kanawha county at a cost (freight included) of less than $3 per ton, to which must be added a fair profit or royalty on the ores, if parties do not own their own mines, and thus the total cost would be about $3 50 per ton. About two tons of the ore make one of iron in practical furnace-working. These ores are very easily smelted, requiring less fuel than most ores, and much less than the hard ores of Lake Superior and Iron Mountain. The quality is also excellent, and the United States Government preferred it to any other for the manufacture of guns.

It is estimated that at these rates for ores and coal, iron can be made, at the most, for $15 per ton; and as iron is now worth $50 to $55 per ton in the market, there is left a large margin of profit after the payment of freight, &c.

It addition to the Alleghany ores, there are also fine deposits of ore in Kanawha, giving thirty-three to fifty per cent. to the ton, which would be valuable for mixing, and would also cost but very little. Good coal lands, conveniently located to the river and railroad, can be bought from $10 to $50 per acre.

Sites will be given to those who will erect furnaces, and $25,000 to $50,000 will be subscribed toward a furnace which shall cost $100,000. It is estimated that such a furnace could not fail to pay 100 per cent. on its cost the first year.

It may be asked why, if these things be, these people do not build these furnaces themselves? But unfortunately they have not the means, and although rich in lands and minerals they are poor in ready money, and therefore look to outside capital to develop the mineral riches by which they are surrounded.—*Boston Commercial Bulletin.*

☞ The Fredericksburg *Ledger* says that the latest rumor relating to the through line just completed between that place and Alexandria is that the contract between the Pennsylvania and Richmond Fredericksburg and Potomac Railroads is for a term of 15 years, and that the all-rail route will be used for night trains only, except during the winter months, when navigation of the Potomac is likely to be obstructed by ice.

Toledo, Wabash and Western Railway.

Kansas City has been called upon to consider, *seriatim*, the projected extension of the Toledo, Wabash and Western Railway from Moberly, its present western terminus in Missouri, to that point. At a recent meeting of its Board of Trade, Mr. Anderson, Vice-President of the Company, stated their desire to have a direct line to that point. From Moberly it would take about 125 miles of road, passing through Lafayette, Saline and Jackson counties, to reach that city. Col. Lamb, President of the Hannibal and Central Missouri Railroad (running from Hannibal to Moberly) urged the prosecution of the enterprise whether the Louisiana road be built or not. With the latter and the extension proposed, Kansas City would have two competing lines to the East and without it would have a direct Eastward connection, in any event, if a helping hand be given in favor of the extension, which the Toledo, Wabash and Western Company stood ready to build at once. The company ask of Jackson county the means to grade and fit the road for its iron: Says the *Times* (we condense):

"The Board of Trade and several gentlemen in the interests of the above company, have been in communication for some time in regard to the extension of the Toledo and Wabash Railway to Kansas City. The company would probably ask from Jackson county, to complete the road through it, $100 000. The difficulties in the way are that there are already two subscriptions for which the county stands pledged—$450,000 to the Louisiana road, and $300,000 to the Kansas City and Memphis road. * * * The former company have commenced and are pushing work rapidly. The affairs of the Memphis road remain in *statu quo*, nevertheless the subscription stands in the name of company. Such being the *facts*, the Board of Trade are to consider some other plan to aid the Toledo and Wabash enterprise. The county is in no condition to subscribe for any road, but townships to be benefitted might. Private subscriptions also might and should be obtained. If $100 000 are all that it required, some plan might be adopted to guarantee it. No one can deny the importance of the road."

Notwithstanding these discouragements, we have faith to believe that this important line, so vital to the interests of every mile along the line, will be extended as proposed. The sum called for from Jackson county, even supposing it is already down for a large sum, is not additionally enough to justify a wet blanket to be thrown over a project so beneficial. All the aid that may be subscribed for it will be amply repaid. The "Toledo and Wabash," it must be remembered, are already successfully operating 1,000 miles of road, and are abundantly able—as they profess to be willing—to iron, equip and operate the extension; and that, too, in a manner which will remunerate—although indirectly—all the local aid it seeks.—*Railway Review.*

Arkansas Central Railroad.

We again announce that work has been resumed on the Arkansas Central Railroad, and there will be no stoppage until the road is completed to White river. Col. Dorsey telegraphs that he will be here on Monday to pay off their indebtedness. Col. Gregg, of the Central road, sends cheering news to the friends of this enterprise. We were shown yesterday a telegram from him, from New York, saying that work would be vigorously resumed at once, and he predicted the cars would be running out to Palmer's station by the 1st of September next.—*Helena World.*

☞ A committee of the American Association of Railway Master Mechanics has reported that for packing stuffing boxes, hemp is more effective than soapstone dust, metal rings, or any other material. By the use of hemp no danger from fire is apprehended, as this substance will stand 500 degrees of heat.

☞ An iron steamer was launched at Wilmington, Del., on the 15th inst., by the Harlan Hollingsworth Company, for the Messrs. Morgan, of New York, designed for the Southern trade.

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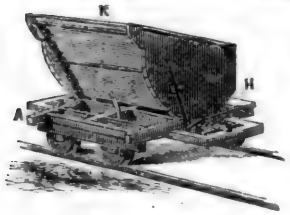
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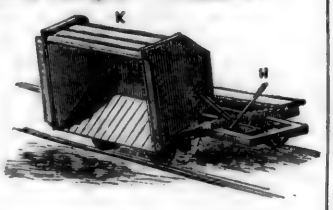


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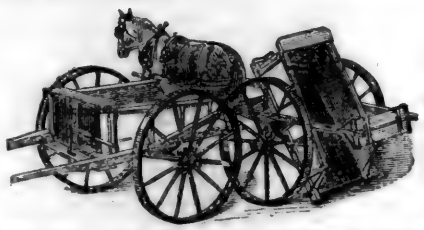
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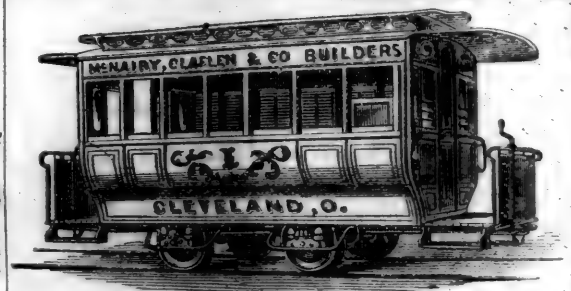
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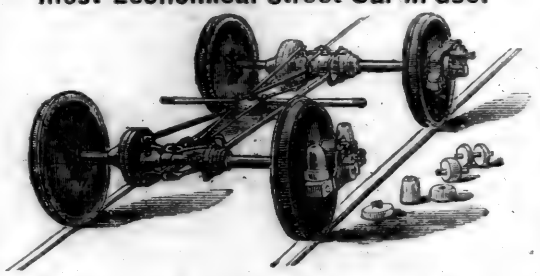
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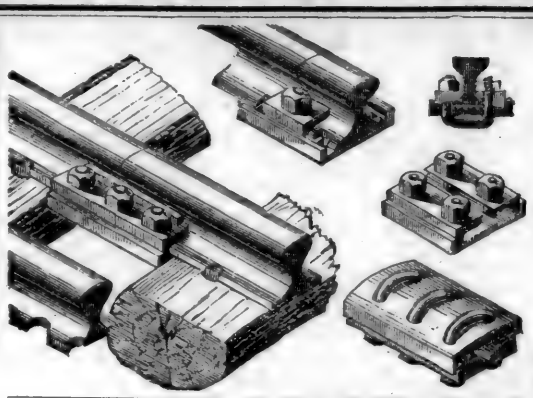
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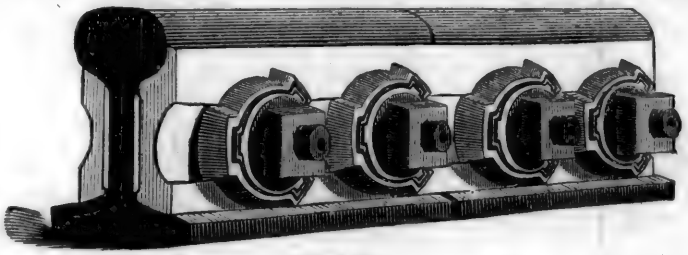
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MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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RAILROAD IRON.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, June 29, 1872.

Baltimore and Ohio Railroad.

The two cases of the State against the Baltimore and Ohio Railroad Company, decided by the Court of Appeals, as published in the court report on Saturday, involved not only the gold claim of the State for dividends on the preferred stock, but also the claim of the State for the arrears of the one-fifth of the passenger receipts on the Washington Branch road, which amounted to some $320,000.

The gold case being decided in favor of the railroad company, relieves it, as heretofore stated, of the payment of the $285,000 claimed by the State as the difference between currency and gold, and establishes the fact that the company is only obligated to pay the dividends on the State preferred stock in currency. The other decision was in favor of the State, reaffirming the former decision of the Court of Appeals and the judgment of the Superior Court, in favor of the State's claim for arrears of its one-fifth of the passenger receipts on the Washington Branch road.—*Balt. Sun.*

Denver and Rio Grande Railway.

The Denver and Rio Grande Railway was completed to Pueblo, Col., on the 19th inst., the last rail having been laid at 7 P. M. Freight and passengers for New Mexico will now go by railroad *via* Denver to Pueblo, saving over one hundred miles of transportation by wagon or coach. Another hundred miles of the road southward will be soon under contract. Arrangements are being perfected for its speedy completion to El Paso, where it will connect with a narrow gauge railroad to be built through the Mexican States of Chihuahua, Durango and Zacatecas to the City of Mexico, forming a continuous narrow gauge line of about two thousand miles.

JULY INVESTMENTS.

The Large Sales of Northern Pacific 7-30 Gold Bonds show their popularity with investors, and we recommend them to the public because of their ABSOLUTE SAFETY, both as a first-class Railroad Security and a Real Estate Mortgage on Lands worth twice the amount of the proposed Loan.

The Bonds have thirty years to run—payable, principal and interest, in Gold—exempt from United States Tax to the Holder—are a first and only mortgage on the Road and its earnings, and upon 50,000,000 acres of land—mainly agricultural, timbered and mineral.

The Bonds are issued in denominations of $100 to $10,000, Coupon and Registered, and are sold at par and interest in Currency.

The semi-annual Interest on the Registered Bonds, is paid with GOLD CHECKS, sent to the Post office address of the holder.

All marketable securities received in exchange.

Maps, pamphlets and full information will be furnished on application to Banks and Bankers, agents for the loan throughout the United States and Canada.

JAY COOKE & CO.,
New York, Philadelphia and Washington.

Montana Territory.

A correspondent writes from Stevensville, Montana Territory, under date of June 18, that the weather in Montana is beautiful and warm, and that the rivers and mountain streams are rapidly rising in consequence of the melting snow from the Sierras. The grain crops are looking finely, in fact everything betokens an abundant harvest and a prosperous season, which only needs, he adds, the rumble of the locomotives of the Northern Pacific Railroad through the Territory to render it complete.

Progress of Railway Construction in Arkansas.

Before the war Arkansas had only about forty miles of railroad in operation in the State. Now she has several important lines in an encouraging condition of progress, with prospects of an early completion. The Memphis and Little Rock Road (131 miles in length,) was finished about a year ago and is doing a handsome business. The Cairo and Fulton is graded over sixty miles, and forty miles of track laid from Little Rock, with the certainty of being finished by Fall to the point of intersection with the Iron Mountain Road, thus forming an unbroken line from Little Rock to St. Louis. The Little Rock and Fort Smith Road is in operation over 65 miles from Little Rock up the Arkansas Valley, and arrangements are now in progress for the completion of the entire line to Fort Smith by 1st of next January. The Arkansas Central is graded to a point several miles beyond the White river, and over twenty miles of track laid, with sufficient iron at Helena to lay forty miles more.

Having negotiated their first mortgage bonds in Europe, the company intend to push the work ahead with all possible despatch. When completed this will give Little Rock an important eastern connection with the rich agricultural districts of the White river region and the growing city of Helena.

The Little Rock, Pine Bluff and New Orleans Railroad is graded to Pine Bluff, a distance of 60 miles from the Mississippi river, and track-laying is now progressing at the rate of half a mile per day. Already thirty four miles have been laid and the iron purchased to secure its completion to Pine Bluff this Fall.

The Mississippi, Ouachita and Red River Railroad is graded about 70 miles west from the town of Chicot, and is in operation a distance of thirty-two miles, with trains running twice a day each way. The road is doing a good business, and during the last season an immense amount of cot-

ton passed over the road. The road will be completed to the Saline river in time for the Fall trade.

There are other projected roads now being located, and it is safe to assume that in two or three years Arkansas will have from six to eight hundred miles of road in operation in different sections of the State.

Chicago, Rock Island and Pacific Railroad.

The income of this company for the years ending March 31, 1871, and 1872, was as follows:

	1871.	1872.
From passengers	$1,713,123 16	$1,394,140 12
" freight	4,023 271 60	4,213,371 65
" mails	83,190 63	100,701 19
" express	83,543 70	89 033 81
" rents, etc	82,820 42	103,550 61
" inter't on loans, etc	42,337 78	221,000 61
	$6,028,287 29	$6,121,797 99
Expenses, viz:		
Salaries of agents and clerks	$253,611 16	$231,663 77
Books, printing and stationery	43,349 32	48,145 95
S ation house expenses	67,177 48	63,104 22
Labor handling freight, watchmen, etc	370,614 30	330,647 75
Conductors, baggagemen and brakemen	150,066 84	153,992 90
Engineemen & firemen	232,260 35	250,494 17
Fuel account	280 060 02	279,473 20
Oil, tallow and waste	58,025 36	44,266 21
Loss and damage of goods and baggage	13,387 93	8 195 93
Damage for injuries to persons	30,452 35	16,775 23
Exchange, interest and discount	1,312 77	
Contingent account	88,623 47	74,006 33
Repairs of engines and tenders	199,701 21	135,531 72
R-pairs of cars	351,854 04	319,601 95
Tools and machinery in shops	19,994 36	20,154 66
Repairs of roadway & track	470,735 51	426,910 07
Cost of iron for repairs and renewal of rails	388,348 71	234,115 78
Repairs of fences and gates	17,640 10	18 049 66
Repairs of bridges and draws	76,981 56	57,368 03
Repairs of buildings & fixtures	56,048 59	102,488 84
Damages for cattle killed or injured	30,542 87	14,109 24
Repairs of telegraph	7,822 13	6,488 84
Car service account		8,622 63
	$3,218,610 48	$2,838,206 58
Legal expenses	24 884 43	25,049 84
Taxes on real estate	133,117 11	87,006 44
U. S. Gov. tax	28-847 09	
	$3,405 459 06	$2,950,262 86
Net earnings	$2,622,828 23	$3,171,535 13
From which deduct—		
Rent of Peoria and Bureau Valley Railroad	$125,000 00	
Interest on bonds	609,175 00	
Dividends, April and Oct. 1871, 4 per ct. each	1 439,708 00	
		2,173,883 00
Leaving a balance of		$997,652 13
Add balance of income account March 31, 1871		2,719,377 89
Total, as in Balance Sheet		$3,717,030 02

Passenger earnings, as compared with the previous year, show a decrease of $318,983 04, while the earnings from freight increased $190,100 05. The gross income show an increase of $94,510 70; with a decrease in expenditures of $454,796 20—making the increase in net income $548,706 90. The balance after payment of rent, interest and dividends, is $47,041 65 more than at the close of the previous year. The report says:

During the fiscal year ending March 31st, 1872, the operations of your road have been conducted wi h a good degree of regularity and success, the road-bed and track have been maintained in excellent condition, the equipment has been largely increased, and its efficiency improved. No serious injury to passengers, or large loss of property by accident has occurred, with the single exception of loss occasioned by the Chicago Fire. Passengers and freight have been promptly transported, and the net earnings show a fair increase compared with the previous year.

LAND GRANT.

The land commissioner reports sales of 13,-964.42 acres, realizing the sum of $107,692 86. $4,013 80 of the above have been received as a compromise on swamp lands, to which the company's title has never been fully established. The balance has averaged $8 65 per acre.

The policy heretofore adopted of selling in small tracts to actual settlers has been closely adhered to, and increased efforts have been made in advertising in English and German, to attract the attention of immigrants and others to the superior advantages claimed for the company's lands. $40.-000 derived from sales of lands, have been paid over to the Commissioners of the Sinking Fund, to be invested by them in bonds of the company, as directed by resolutions of the executive committee.

SINKING FUND.

The Commissioners of the Sinking Fund report that they hold securities for the final redemption of the Sinking Fund Bonds as follows:

197 bonds of the Chicago, Rock Island and Pacific Railroad Co., of $1,000 each, which have been fully registered on the books of the company in the name of the c mmissioners, and the coupons canceled	$197,000 00
24 bonds of the Peoria, Pekin & Jacksonville Railroad Company of $1 000 each	24,000 00
Cash on hand in Corn Exchange Bank	430 26
Making a total of	$221,430 26

BRANCHES.

During the past year the Des Moines, Indianola and Missouri Railroad has been completed from Des Moines to Indianola, a distance of twenty two miles, and has been in operation since last November.

Another branch, extending from Somerset, a point on the Indianola road, fifteen miles south of Des Moines, has been constructed to Wintersett, Madison County, a distance of twenty-six and a half miles, known as the Des Moines, Wintersett and Southwestern Railway. It is expected this line will be so far completed as to allow of running trains in May.

The right of way, grading, bridging, and ties for these roads were furnished from proceeds of taxes and private subscriptions, your company furnishing iron and laying the track, taking therefor the bonds of the companies, and a controlling interest in the stock, thus virtually becoming owner of the roads.

There has been expended, on account of construction of the above branch roads, the sum of $352,461 23.

These roads reach two important towns situated midway between your main line and the Burlington and Missouri River Railroad, and will command the traffic of two of the richest and best agricultural counties in Iowa.

The extension of the Washington Branch Railroad to Sigourney, has been vigorously prosecuted, and will be in operation about the middle of May. This extension is twenty-nine miles long, and has cost to date, $501,901 17.

CHICAGO AND SOUTHWESTERN RAILWAY.

It is well known that this company, by action of their board of directors, approved by vote of the stockholders, endorsed the bonds of the Chicago and Southwestern Railway Company to the extent of five millions of dollars.

It was believed this enterprise, designed to connect your line with Kansas and her system of railroads, leading West and South, would prove a valuable feeder to your main line, and help develop a large territory in Southern Iowa and Northern Missouri, as yet but partially supplied with railway facilities.

With the aid and encouragement thus given, the Chicago and Southwestern Railway Company constructed a railroad from Washington, Iowa, to the Missouri River, opposite Leavenworth, a distance of two hundred and sixty-nine miles, which was opened for traffic on the 9th of October.

Previous to that date, portions of the line when ready for use had been stocked, and operated by your company, the Chicago and Southwestern Company not having provided rolling stock.

Owing to various causes, prominent among which may be named, the want of bridge and railroad connections at Leavenworth, short crops caused by drought and insects through a considerable portion of the territory traversed by the road, and the derangement of business caused by the Chicago fire, the earnings of the line thus far have not equaled the expectations of the board.

It has been found necessary, in order to complete, equip and operate this line, to expend a large sum, about $500,000, in excess of the entire earnings, which has been taken from the surplus earnings of your main line, and charged to account of construction of Chicago and Southwestern Railway.

A considerable additional amount will yet be required to furnish side tracks, water and station accommodations, fencing, ballasting, etc, etc.

As settlements increase, towns and villages will spring up along the line, creating a demand for lumber and merchandise, which must be supplied mainly from Chicago and the towns on the Mississippi River. These towns in return will invite immigration, make large shipments of grain, live stock, etc., and this rapidly growing local traffic, together with the share of through business from Kansas and territories west, it is confidently believed, will soon enable the road to pay its own expenses, and ultimately repay in full the investments now being made to complete and carry on the work.

The Chicago and Southwestern Company are constructing a branch from their main line to Atchison, Kansas, twenty-nine miles in length, by which connections will be made with the Atchison, Topeka and Santa Fe Railroad, the Central Branch Union Pacific Railroad, and the Atchison and Nebraska Railroad.

This branch will doubtless prove a valuable feeder to the main line, and the Chicago and Southwestern Company expect to have it ready for service in June.

Parties interested in the different railroads centering in Atchison are negotiating a contract that will ensure the building of a bridge across the Missouri at an early day. Until completed, transfers will be made by steam ferry, already established.

The Kansas and Missouri bridge, a fine structure of iron, crossing the Missouri River opposite Fort Leavenworth, is nearly completed and will be ready for the passage of trains in April.

To connect the bridge with the system of railroads running to and through the city of Leavenworth, it was necessary to construct about two miles of railroad in the State of Kansas, known as the Fort Leavenworth Railroad. It is expected this will be in use in May.

The following amounts have been expended during the year, and charged to construction and equipment account:

Land and land damages	$22,719 68
New equipment	863,943 74
Grading, including masonry	50 130 06
New side tracks	35,664 10
Station buildings, shops and fixtures	32,312 40
Ballasting track with stone	17,644 00
New st'k feeding yards,(at Geneseo,)	16 348 75
New fences	53,425 13
New bridge and approaches, Rock Island	45,890 20
Indianola and Wintersett Railroads.	352,461 33
Sigourney Railroad	501,901 17
Fort Leavenworth Railroad	61,869 75
	$2,054,310 31

New equipment account includes cost of thirty-seven new engines, two sleeping coaches, and six hundred and ninety-three new freight cars of all classes.

The aggregate amount expended in the construction of branch roads as before specified, is $916,232 25, covering seventy-nine miles of road, or $11,597 88 per mile. One (the Indianola) has been in operation since the first of November; the others will be opened for traffic in May.

The expenditures on account of permanent improvements to roadway, additional side tracks, new buildings, and stone ballast, amount to $135,750 56.

The leading items of expenditures for repairs and renewals of track have been as follows:

257,330 ties	$111,696 57
4,074 iron rails, re-rolled	120,375 94
649 iron rails, new	53,938 02
237 steel-capped rails	23,581 43
146 Bessemer steel rails	11,614 45
194,300 lbs. railroad spike	8,467 46
276,900 lbs. fish bars and bolts	11,395 75
18,223 rails repaired in company's shops	14,920 28

During the year 54.86 miles of track were relaid with iron and steel. The company have laid in all 5,855 tons of Bessemer steel rails, and 348 tons of steel capped rails. The superintendent says "the Bessemer steel is doing great service. The steel capped rails have not in all cases proved as satisfactory." Owing to the increased demand and consequent large advance in the cost of steel rails, but a trifling addition was made during the past year. It is expected a considerable quantity will be laid the current season.

The company own of main and branch lines, 565 miles; and lease the Peoria and Bureau Valley Railroad, 46½ miles. There is of second track, 21 miles, and of side tracks, 114 miles—equivalent to a single track of 746½ miles.

The company owned at date of last report 145 locomotives; to which have been added by purchase during the year 25, and by construction in the company's shops 12—making a total of 182. The company have also 9 sleeping coaches, 51 day coaches, 6 baggage and passenger coaches (combined), 5 railway post office, 21 baggage, mail and express, 1 paymaster's, 2,358 box freight, 404 stock freight, 830 flat, 66 caboose and drovers', 2 pile driving, 1 wrecking, and 40 dumping gravel cars. There have been added during the year and cost charged to equipment account: by purchase, 400 box cars; and by building in company's shops, 237 box and stock cars, 50 flats, and 2 sleeping coaches. The company lost by the Chicago fire, 3 sleeping and 8 day coaches, 5 baggage and mail and 6 freight cars. There have been built in the company's shops, to fill the place of those destroyed by the Chicago fire and otherwise, and their cost charged to repairs: 7 passenger coaches, 4 U. S. postal, 4 baggage and express, 1 combined passenger and baggage, and 74 freight cars of all classes. Thirty-six cars have had Miller's Platform and Buffer applied.

The number of miles run by locomotives on passenger trains was 980,001; on freight trains, 2,588,184; on wood, construction and gravel trains, 305,371—total 3,873,556, at an average cost per mile run for repairs, oil, waste, fuel and wages of engineers, firemen and wipers of 18.99 cents. Earnings per mile run by passenger and freight trains, $1 63. Expenses per mile run by all trains, $0 76.

The number of passengers transported during the year was 708,448, of which, 698,548 were first-class, 7,678 second-class, and 2,217 emigrant. Of the total number, 51,952 were through and 656,491 way; 348,431 going east, and 360,012 west. Number of passengers carried one mile, 38 580,595; equivalent to carrying each passenger 55.1 miles. Av. rate per passenger per mile, 3.617 cents.

The amount of freight transported during the year was 2,028,695,240 lbs.—an increase over the previous year of 200,005,136 lbs., or 100,000 tons. Freight carried one mile,168,764,688 tons; equivalent to moving each ton 166 miles. Av. earnings per ton per mile, 2.49 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 882,026,060. The number of loaded cars passed over the bridge was 64,707. Number of foot passengers, 158,224. The number of steamers, barges and rafts passing the draw, was 2,325.

BALANCE SHEET, APRIL 1, 1872.

Capital stock account		$18,999,200 00
Fractional scrip unconverted into stock		800 00
Bonds, Chicago and Rock Island Railroad Company, past due		4,000 00
Mortgage Sinking Fund bonds		8,698,000 00
Fractional agreements, convertible into bonds		140 00
Chicago, Rock Island and Pacific Railroad Company, of Iowa		29,689 94
Sundry balances due		41,032 18
Profit, balance of income account		3,717,030 02
		$31,489,842 14
Cost of road and equipment	$28,761,315 65	
Railway bridge bonds	387,136 49	
Balance in hands of assistant treasurer, Chicago	25,500 00	
Due from other railroads	195,728 12	
Balance in hands of cashier, Chicago	953,138 00	
Cash, and loans payable on demand	1,167,023 88	
		$31,489,842 14

President.—JOHN F. TRACY.

Vice Pres't and Gen'l Sup't.—HUGH RIDDLE.

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Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Ass't Gen'l Superintendent.—P. A. HALL.

☞ Track laying is progressing finely on the western end of the Bedford and Bridgeport railroad, connecting Bedford with the P. B. & W. R. R., and trains are now running regularly to Buffalo Mills, ten miles west of Bedford.

The Stamp Taxes.

The Act of Congress recently passed for reducing the customs duties and internal revenue taxes, repeals all the taxes imposed by stamps under Schedule B of section 170 of the act of June 30th, 1864, and the several acts amendatory thereof, excepting only the tax of two cents on bank checks, drafts or orders. The legal instruments released from the necessity of being stamped are as follows: agreements, bills of exchange or promissory notes, bills of lading, bills of sale, bonds of every description, certificates of stock, certificates of profits, certificates of damage, certificates of deposit, certificates of any description, charter parties, contracts for sale of property of any kind, conveyances, entries at Custom House, insurance policies, leases, manifests, mortgages, passage tickets, powers of attorney for any purpose, probates of wills, protests of notes and protests of marine losses. This repeal of the stamp tax goes into effect on and after October 1st 1872. The stamp tax on brokers' sales, it appears, is not repealed, but in full force. The tax on borrowed capital was abolished.

☞ The Boston *Advertiser* says that the route for the extension of the Athol and Enfield Railroad from Barrett's station (Belchertown) to Springfield, is surveyed and definitely located for nearly the whole distance. Mayor Spooner has not yet made the subscription of $300,000 to the stock of the road which was recently voted by the city, but he will probably do so in a few days, and, this done, the road will immediately be placed under contract, and, if possible, will be completed by the 15th of December. This action is expected to give new life to the Portland (Ct.) Railroad project. The Connecticut people are ready to build the road north to the State line, whenever they have assurances that Springfield will meet them there. It is said the $400,000 voted by the city some time ago for the Springfield and Stafford Railroad is available for the Portland road.

☞ The Philadelphia *Ledger* of 24th inst., reports the net anthracite coal tonnage for the week ending on the 15th inst., from all sources at 455,869 tons, and for the year 8,089,416 tons, against 8,504,318 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,585,098 tons. The production of bituminous coal for the week was 62,872 tons, and for the year 1,052,751 tons, against 943,498 tons to the corresponding time last year—an increase of 109,253 tons. The total production of all kinds of coal for the week was 518,741 tons, and for the year 9,071,967 tons, against 4,447,816 tons to corresponding time last year, showing an increase of 4,624,151 tons.

☞ At a meeting of the stockholders of the New York and Albany Railroad Company, held June 19, 1872, the following were chosen Directors for the ensuing year: Geo. Talbot Olyphant, Robert Lenox Kennedy, Abiel A. Low, Otis D. Swan, New York; Thomas Cornell, Kingston; Robt. A. Forsyth, Newburgh; Joseph H. Ramsey, Thomas W. Olcott, Erastus Corning, Robert H. Pruyn, James Kidd, John Tracy, Daniel S Lathrop, Albany.

Railroads of the State of Pennsylvania.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the year 1870–'71.

Compiled from the Annual Reports of the several Companies made according to Law to Hon. J. F. Hartranft, Auditor General of the State.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Roads & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p. c.
Allegheny Valley	2,256,350	3,961,000	502,487	6,719,787	132.00	.....	48.90	9,747.216	132.00	427,802	1,275,979	27,731	1,781.012	946,862	784,150	.....	....
Allentown	567,544	.....	579,081	1,146,625	4.50	.....	0.30	1,054 287	.....	(Under construction—total length 35.80 miles.)						.....	....
Atlantic and Great Western	29,598,695	29,999,900	(large)	59,598,595	387.50	5.00	116 00	59,598,695	504.00	869,891	3,180,263	168,753	4,218,937	4,908,717	(Loss)	.....	....
Bald Eagle Valley	550,000	460,000	.....	1,010,000	51.19	2.50	4.90	1,050.000	.....	(Operated by Pennsylvania Co.)						33,000	6
Barclay Coal	1,000,000	93 000	.....	1,093 000	16.00	.....	5.00	1,093.000	.....	(Operated by Towanda Coal Co.)						60,000	6
Bedford and Bridgeport	241,925	500,000	.....	741,925	15.00	.....	0.50	851.925	.....	(Operated by Huntingdon and Broad Top Co.)						.....	6
Bellefonte and Snow Shoe	600,000	99 000	.....	699,000	21.20	4.00	3.35	442.059	25.20	7,586	59,260	45,456	102,302	86,647	15,655	9,640	1½
Buffalo, Bradford & Pittsburg	2,286,000	583 500	.....	2,869 500	26.00	.....	2.00	2.869.500	.....	(Operated by Erie Company.)						.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	463,674	1,591,391	48.20	.....	5.00	1,532,058	48.20	82,754	159,636	7,052	249,442	195 411	54,031	.....	....
Catasauqua and Fogelsville	426,900	....	.....	426,900	20.00	4 00	8.00	742.157	24.00	5,087	105,198	17,747	128,032	73,313	54,719	25,614	6
Catawissa	3,359,500	1,740.350	.....	5,099,850	94.00	4.50	7.00	5,126.500	98.50	73,570	559,792	20,966	654,328	451,813	202,515	.....	7
Chartiers	635,355	400,000	60,484	1,095,839	22.80	.....	1.50	1 095,839	.....	(Operated by Pennsylvania Co.)						.....	....
Chester Creek	180,400	185,000	.....	365,400	7.25	.....	0.75	365,400	.....	(Operated by Phila. and Balt. Co.)						10,257	6
Chester Valley	871,900	500,000	972,500	2,344,400	21.50	.....	1.50	1,371.900	.....	(Operated by Phila. and Reading Co.)						.....	....
Chestnut Hill	120,650	....	.....	120,650	4.13	.....	1.00	120,650	.....	(Operated by Phila. and Reading Co.)						14,478	12
Cleveland and Pittsburg	7,867,950	3,859,500	.....	11,727,450	167.00	32.00	68 88	11,518 594	231.00	601,024	2,375,403	104,220	3,080,647	1,668,473	1,412,174	861,628	10
Colebrookdale	47,165	584,700	56,377	688,242	18.80	.....	1.50	662,332	.....	(Operated by Phila. and Reading Co.)						.....	....
Columbia and Port Deposit	203.172	160,000	195,409	568,581	5.00	.....	.....	558,581	.....	(Operated by Phila., Wilm. and Balt. Co.)						.....	....
Connecting	1,278,300	996,000	.....	2,274 300	6.78	.....	9.48	2,278,300	6.78	104,056	40,797	2,211	147,064	261,974	(loss)	76,698	6
Cornwall	300,000	....	.....	300.000	7.47	1.00	2.50	394,724	8.47	.....	79,315	.....	79,315	47,956	31,359	24,000	16
Cumberland Valley	1,326,650	352 300	.....	1,678 950	68.00	.....	11.50	1,583,445	68.00	452,017	190,111	15,511	557,639	260,553	297,086	106,132	8
Danville, Hazleton & Wilkesb're	584,285	1,400,000	154,000	2,138,285	45.00	.....	2 50	1,055,600	45.00	6,982	21.154	394	28,530	12,017	26,513	.....	....
Delaware and Hudson (canal)	15,000,000	8,500,000	.....	23 500,000	45.00	.....	56.00	3,384 306	62.00	41,006	30 290	1,419	72,715	745 481	.....	1,500,000	10
Delaware, Lacka. and Western	18,858,850	2,744,000	4,319,918	25,922,768	115.00	.....	108.00	14,314,981	115.00	216,378	3,095,578	89,533	3,351,484	1,800,891	1,550,593	.....	....
Dunkirk, Warren and Pittsburg	1,075,000	1,190,000	55,000	2,320,000	54.80	.....	3.50	2,320,000	54.80	(Opened August 20, 1871.)						.....	....
E. Brandywine & Waynesburg	89,800	175,000	2,000	266,800	17.50	.....	0.60	264 800	.....	(Operated by Pennsylvania Co.)						.....	....
East Mahanoy	392,550	....	.....	392,550	7.54	3.35	3.10	391,604	.....	(Operated by Phila. and Reading Co.)						23,553	6
East Pennsylvania	1,309 200	495,900	.....	1,805,100	36.00	.....	10.30	1,484,290	.....	(Operated by Phila. and Reading Co.)						78,552	6
Ebensburg and Cresson	42 000	80,000	.....	122,000	11.00	.....	0.50	122,000	.....	(Operated by Pennsylvania Co.)						.....	....
Elmira and Williamsport	1,000,000	1 620,000	.....	2,620,000	78 00	.....	14 00	2 620,000	.....	130,941	383,887	26,470	541,298	481,608	59,690	60,000	5
Erie	86,586,910	26,398,800	.....	112,935.710	459.00	151.25	508 25	106,904,362	914.00	3,247,667	12,739,331	1 009,921	17,168,005	15,278,602	1,889,408	.....	....
Erie and Pittsburg	1,099,450	3,177,000	.....	4,276,450	83.69	3.66	17.72	4,771,123	.....	(Operated by Pennsylvania Co.)						139,789	7
Fayette County	95,396	30,000	.....	125,396	12.67	.....	0.80	130 000	.....	(Operated by Pittsburg and Connellsville Co.)						3,816	4
Frankford and Holmesburg	100,000	50,000	.....	150,000	4.15	.....	0.78	159,427	4.15	10,498	.....	123	10,621	9,571	1,050	3,000	3
Hanover Branch	116,850	....	.....	116 850	12.20	.....	1.22	260,000	12.20	18,576	39,415	18,395	76,386	47,117	29,268	11,685	10
Harrisburg and Lancaster	1,182,550	700,000	.....	1 882,550	36.00	18.00	32 00	1,882 550	.....	(Operated as part of Pennsylvania Railroad.)						82,788	7
Huntingdon & Broad Top Mt	1,550,000	2,157,026	.....	3,607,026	44.00	9.75	12.50	2,792,475	70.25	81,733	251,029	95,926	378,688	191,625	187,053	.....	....
Ironton	400,000	100,000	.....	500,000	11.00	.....	2.00	268,000	11.00	.....	84,292	.....	84,292	19,707	14,585	.....	....
Jamestown and Franklin	604,777	996,000	927,323	2 528,100	51.00	1.50	8.60	2,463,074	52.50	56,850	189,865	4,471	251,186	150,711	100,475	.....	....
Jefferson	2,095,700	2,300 000	.....	4,395,700	22.50	38.50	12.50	4,395,700	.....	(Operated by Erie Co—total main line 47½ miles.)						.....	....
Junction	185.250	800,000	.....	985.250	4.62	.....	4.48	898,324	4.62	14.555	104,886	8,402	127,843	84,449	43,394	.....	....
Lackawanna and Bloomsburg	1,325,000	2,250,000	202,271	3,787,271	80.00	.....	28.00	3,959,678	80.00	162,235	699,690	12 485	874,410	494,433	379,977	.....	....
Lake Shore & Mich. Southern	34,988,000	26,433,000	3,496,815	64,867,815	541.00	392.52	337.50	58,778.886	1042.52	3,949,874	10,151,353	696,748	14,797.975	9,782,357	5,015,618	2,926,558	8
Lawrence	285,050	355,000	.....	640,050	17.40	.....	4.83	633,170	.....	(Operated by Penn. Co.)		56,618	7,288	39,330	19,778	7	
Lehigh and Lackawanna	375,100	300,000	.....	675,100	15.00	.....	1.02	675,100	.....	(Operated by Lehigh Coal and Nav. Co.)						.....	....
Lehigh and Susquehanna	8,739,850	15,038,656	.....	23,778,506	105.00	32.25	80.50	12,011,781	174.75	(Operated by Central Co. of New Jersey.)						.....	....
Lehigh Valley	18,158,600	9,219,000	645,142	28,022,742	101.00	124.56	211.50	19,230,730	225.56	465,059	4,825,668	.....	5,290,725	3,638,263	1,652,462	1,815,875	10
Little Saw Mill Run	100,000	26,167	5,010	131,177	3.00	.....	1.00	100,657	3.00	.....	47.255	8,192	55,447	35,903	19 544	10,000	10
Littlestown	34,850	40,000	686	75 536	9.50	.....	0.51	115,616	9.50	2,099	6,846	1,591	10,546	8,730	1,816	.....	....
Little Schuylkill	2,646,100	771,500	.....	3,417,600	28 25	3.00	19.95	1,416,188	38.75	(Operated by Phila. and Reading Co.)					273,581	185,785	7
Lykens Valley	600,000	....	.....	600,000	20.00	.....	9.88	600 000	.....	(Operated by Summit Branch Co.)					62,500	69,000	11½
Mifflin and Centre County	65,526	188,500	.....	254,026	12.50	.....	2.29	247,015	.....	(Operated by Pennsylvania Co.)						.....	....
Mill Creek and Mine Hill	323,375	....	.....	323,375	3.78	8.20	12.90	328,375	.....	(Operated by Phila. and Reading Co.)					32,337	32,337	10
Mine Hill & Schuylkill Haven	3,905,600	....	.....	3,905,600	37.47	.....	96.43	3,905,600	.....	(Operated by Phila. and Reading Co.)					307,566	292,920	7½
Mount Carbon	200,000	....	.....	200,000	7.00	.....	4.00	203 260	.....	(Operated by Phila. and Reading Co.)					15,225	14,801	7
Mount Carbon and Port Carbon	282,350	....	.....	282,350	2.50	.....	12.10	282,815	.....	(Operated by Phila. and Reading Co.)						33,882	12
Mount Pleasant and Broad Ford	111,150	....	43,173	154,323	9.60	.....	0.50	154,323	.....	(Recently opened and leased by Pittsburg and Connellsville Co.)							....
Muncy Creek	52,000	100,000	.....	152,000	9.75	.....	1 03	152,000	.....	(Total length from Halls to Coal Fields 48 miles.)						.....	....
Nesquehoning Valley	1,250,000	....	.....	1,250,000	16.50	.....	2.75	1,152,968	.....	(Operated by Central Company of New Jersey.)						.....	....
New Castle and Beaver Valley	605,000	88,200	2,000	695,300	14.92	.....	2.63	731,886	.....	(Operated by Pennsylvania Co.)						60,000	10
Newry	11,150	....		10,779	21,929	1.10	.....	0.16									
Northern Central	5,601,700	7,718,602		218,726	13,539,028	122.00	.....		22,657	.....							
North Pennsylvania																	

Newy	11,150	.....	10,779	.....	21,929	1.10	.....	0.16	.....	22,657	.....	(Operated by Pennsylvania Co.)																			
Northern Central	5,601,700	7,719,602	218,726	13,539,028	138.00	.....	128.50	14,534,466	292.17	588,405	2,065,085	322,556	2,976,046	2,127,226	848,820	386,768	6														
North Pennsylvania	3,802,600	3,948,500	125,539	7,371,639	55.60	12.10	42.20	7,981,980	67.70	426,228	688,512	63,460	1,178,200	696,086	482 114	165,180	5s														
Oil Creek and Allegheny River	4,259 450	8,180.000	.....	7,439,450	95.00	3.00	31.75	8,344 717	123.00	817,095	1,826,935	30.979	1,675,009	1,023,606	651,403	425,946	7½														
Pennsylvania	41,389,475	34,202,246	2,348,203	77,989,923	854.90	69.00	524.90	34,610,161	740.40	8,875,666	14,052,805	791,876	18,719,884	12,302,758	6,417,079	3,511,814	10														
Pennsylvania Coal	4,000,000	542,500	425,000	4,967,500	47.00	15.87	57.00	2,000,000	47.00	(Operated for company's own transportation.)						640,000	20														
Pennsylvania and Delaware	132,112	700,000	100,000	932,112	.....	.....	.....	231,098	.....	(Pomeroy to Delaware Line 21 miles—in progress.)																					
Pennsylvania and New York	8,061,700	8,000,000	415,008	6,476,708	104.55	8.90	26.00	5,231,883	129.45	162,787	1,097,987	10,462	1,271,226	964,920	306,806	.....	....														
Perkiomen	87,890	619,100	402,661	1,059,651	18.40	.....	2.30	989,404	.....	(Operated by Phila. and Reading Co.)						.....	....														
Philadelphia & Baltimore Cent.	220,606	1,500,000	90,289	1,810,895	46.00	.....	5.50	1,981,592	57.00	124 449	138,752	8,004	271,205	241,418	29,787	.....	....														
Philadelphia and Erie	8,450,000	14,000,000	149,862	22,599,862	287.60	.....	104.61	20,799,470	298.60	607,879	2,800,368	184,027	3,642 264	2,842,596	699,668	.....	....														
Phila., German'n & Norrist'wn.	2,231,900	.....	.....	2,231,900	17.00	3.00	25.00	1,514,800	.....	(Operated by Phila. and Reading Co.)						.....	....														
Philadelphia and Reading	31,566,575	21,936,488	.....	53 503,058	260.00	8.10	309.80	38,677,075	601.00	1,641,395	10,598,936	327,512	12,662,843	7,555,903	5,006,940	3,344,876	10														
Philadelphia and Trenton	1,259,100	.....	.....	1,259,100	26.60	.....	86.15	1,545,950	87.53	1,084,403	175,573	48,422	1,308,498	950,738	357,760	100,728	7½														
Phila., Wilmington & Baltimore	10,997,900	1,745,000	23,366	12,766,266	95.31	3.26	117.07	11,001,030	201.37	1,532,820	964,924	181,121	2,678,865	1,692,598	986,267	851,911	8														
Pickering Valley	90,855	330,300	112,718	533,868	11.30	.....	0.40	468,479	.....	(Operated by Phila. and Reading Co.)						.....	....														
Pithole Valley	.....	100,000	3,247	103,247	7.00	.....	1.00	100,000	7.00	2 479	10,989	839	14,157	17,289	(loss)	.....	....														
Pitsb'g, Cincinnati & St. Louis	5,424,850	10,004,140	3,470,122	19,898,612	193.00	8.00	42.37	18,025,619	201.00	778,177	2,319,208	141,764	3,234,149	2 689,381	544,768	.....	....														
Pitsb'g, Ft. Wayne & Chicago	19,714,286	5,600,000	1,960,775	63,420,751	149.60	1.00	21.39	7,951,447	174.20	268,704	676,936	24,349	964,989	786,590	178,399	.....	....														
Pitsb'g, Virginia & Charleston	277,188	18,668,000	17,280	33,394,516	468.80	.....	152.00	25,475,572	500.62	2,453,165	5,578,588	456,069	8,487,822	4,488,950	3,998,872	1,380,000	7														
Plymouth	12,050	.....	.....	277,188	.....	.....	.....	296,687	.....	(In progress between Pittsburg and S. Line of Penn.)						.....	....														
Reading and Columbia	507,268	100,000	174,495	286 545	9.25	.....	2.37	274,495	.....	(Operated by Phila. and Reading Co.)						.....	....														
Schuylkill and Susquehanna	1,269,150	1,000,000	1,038,743	2,540,011	40.00	10.70	4.60	2,260,739	48.00	55,789	178,305	8,253	237,347	173,540	63,807	.....	....														
Schuylkill Valley	576 050	97,000	46,089	1 412,239	54.00	.....	9.15	1,283,490	54.00	38,999	226,504	4,031	269,534	202,837	66,697	.....	....														
Shamokin Valley and Pottsville	869,450	700,000	.....	576,450	11.00	.....	8.53	576,841	.....	(Operated by Phila. and Reading Co.)						28,803	6														
Shamokin Val. N. C. Co. Lessees	.....	.....	.....	1,569,450	28.00	1.12	4.50	1,569,450	.....	(Operated by Northern Central Co.						101,167	6														
Shenango and Allegheny	159,925	638,000	.....	.....	.....	.....	.....	.....	29.12	22,078	800,976	11,014	834,067	305,840	28,227	.....	....														
Somerset and Allegheny	54,290	50,000	15,000	119,290	9.00	.....	1.45	797,925	32.00	10,886	38,609	1,718	51,208	23,934	27,274	.....	....														
South Mountain Iron	.....	381,000	.....	381,000	17.78	.....	.....	130,000	.....	(Recently opened and operated by Pittsburg and Connellsville Co.)						.....	....														
South Pennsylvania	25,000	.....	.....	25,000	.....	.....	.....	386,809	17.78	6,885	29,136	442	86,463	12,990	23,473	.....	....														
Southwark	58,468	.....	.....	58,468	1.72	.....	4.42	.....	.....	(Under construction to be completed by March 1, 1874.)						.....	....														
Southern Pennsylvania	774,800	718,000	199,441	1,687,341	24.00	.....	0.34	68,468	.....	(Operated by Phila. Wilm. and Balt. Co.)						8,771	3,508	6													
Sullivan and Erie	.....	.....	.....	.....	16.00	.....	.....	1,259,400	24.00	(Total main line 60 miles—Oper. by Cumberland Valley Co.)						.....	....														
Summit Br. (lessees of Lyk. Val.)	2,502,250	174,000	.....	2,676,250	.....	0.50	9.88	988,902	21.50	(Operated by Penna. and N. Y. Co.)						.....	....														
Sunbury and Lewistown	500,000	1,400,000	.....	1,900 000	43.50	.....	1.50	1,900,000	.....	6,987	297,615	19,081	323,683	175,275	148,408	160,135	6														
Susq., Gettysburg & Potomac	1,500,000	.....	.....	1,500,000	17.00	.....	0.25	181 000	17.00	(Opened for business December 1, 1871.						.....	....														
Tioga	580,900	243,000	.....	823,900	30.60	.....	7.40	1,247,199	84.60	14,763	19,148	1,861	35,767	27,776	7,991	.....	....														
Tresckow	130,000	.....	40,418	170,418	6.00	.....	1.00	170,418	.....	25,923	335,645	94,381	455,940	416,449	39,500	.....	....														
Tyrone and Clearfield	510,000	.....	387,153	897,153	87.50	13.26	5.00	897,153	.....	(Operated by Lehigh and Susquehanna Co.)						.....	....														
Wellsboro' and Lawrenceville	1,000,000	.....	.....	1,000 000	37.10	.....	0.75	626,412	.....	(Not in operation in 1871—Leased to Fall Brook Coal Co.)						.....	....														
West Chester	165,000	.....	.....	165,000	9.00	.....	0.50	206,487	.....	(Operated by Westchester and Philadelphia Co.)						.....	....														
Westchester and Philadelphia	681,650	1,197,200	.....	1,878,950	26.30	.....	5.00	1,490,437	85.30	201,390	106,789	17,949	326,128	223,039	103,089	.....	....														
Western Pennsylvania	1,022,450	1,800,000	907,813	3,730,263	57.00	27.60	13.00	3,730,263	.....	(Operated by Pennsylvania Co.)						.....	....														
Wilmington and Reading	757,729	1,978,600	180,704	2,932,033	68.60	.....	8.70	2 680,462	68.60	48,321	117,054	2,417	167,792	173,354	(loss)	.....	....														

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THE CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,

27 PINE ST.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,864	609,788	579,642	535,360	487,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,487	720 929	892.341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	684,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322.278	355,270	335,985	409.251	401,283	357,956	307,919	236,824	3,840.092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342.897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,360	384,999	358,864	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,834	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268.441	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13.355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,404
1871	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,218	1,006,235	842,012	10,997,998
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918.342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,945
1870	203,069	226.897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,588	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,702	423,797	406.373	510,100	423,578	640.179	799,236	661,891	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747.469	739,736	641.589	643.887	518,088	7,181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	604,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518.800	572,551	626,249	549,714	794,325	889,967	931.580	685.401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696.677	8,823,482
1870	623 383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,102	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	638,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,962	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90.526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126.556	121,519	125.065	119,169	121,408	1.294,080
1869	98,517	91,666	103,558	109,526	111,033	118,645	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	158,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	343,802	338,276	271,553	265,780	263,244	346.781	408.445	410,802	405 510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330.373	4.371 0 3
1868	343,316	304,315	326,880	416,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490.772	448,419	374,542	4.744,184
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,605	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365.412	350.565	751,738	1,101,771	775.616	438,323	5.683,608
1868	389,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 544	678.923	586,531	525,547	724,732	1,040,102	801.195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	740,700	755,737	636,434	661,020	898,318	908,313	721.014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,183	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309.261	269.444	224.963	223,242	268,177	302,598	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,660	222,263	189,241	211,352	298,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,436,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,384	757,178	936.188	711,457	1,170,241	1,125.635	754.551	1,032.149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	886,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252.386	836.742	887,798	874,974	436,990	10,687,124
1867	500,488	534.561	703.618	836,603	965,358	903,974	864,637	693,104	873.158	956,658	837.351	586,779	9.256,284
1868	427,437	518,174	651.019	817,750	761 220	744.188	314.472	631,143	1,006,631	1,169,726	1,113,398	889,924	8.735,063
1869	479,236	525.490	755.433	904.834	999,463	630,680	1,232,903	1,454.026	1,294,621	1,235.366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	428,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 963	198,884	244,834	212.227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	166,066	172,933	220.788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155.388	130.545	140,408	143,987	204,597	196,910	210,473	174.500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144.164	186,889	202,238	205,750	189,351	160.085	2,008,265
1870	152,393	158,788	172,219	172,347	155.081	150.719	129,567	167,305	158,627	163,285	152,900	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116.242	107,524	126,012	127,412	128.775	124,988	123.943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	109,607	1,545,769
1872	173,707	156,292	181,055	178,686	187,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,768	333,480	3.809,353
1868	278,712	265,187	257,800	286,825	260,529	293.344	283,833	484.209	450,203	429,898	323,270	399,439	4,013,209
1869	284.193	240,395	242.705	311,833	312.530	348,891	310,800	450.246	470.720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466.431	508,042	451,298	425,687	386,254	4,469,762
1871	365.174	328,791	393.455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797.948	706,902	628,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	509,150	589,238	706,603	892,586	746,450	643,058	664 051	728,821	719,698	570 168	506.053	7.654,094
1871	479,573	373,925	498,599	584,540	724,466	728,174	673,692	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	278,936	334,116	565,861	.....	890,442	.....	.....	.....	.....	.....	.....	.....	.....

Commerce of New York.

The foreign imports at New York for the month of May, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$16,544,919	$16,368,458
Do. for warehousing	14,842,869	23,002,975
Free goods	2,768,231	3,111,784
Specie and bullion	142,477	96,023
Total entered at port...	$34,288,496	$42,579,240
Withdrawn fr. wareh'use	10,070,612	10,199,829

The foreign imports at New York for the five months from January 1, were:

	1871.	1872.
Entered for consumpt'n..	$88,865.927	$98,985,328
Do. for warehousing	64,242,927	88,374,363
Free goods	13,736,707	14,038,539
Specie and bullion.....	8,390,046	733,854
Total entered at port...	$170,235,607	$202,127,084
Withdrawn fr. wareh'se.	54,487,088	56,468,319

The foreign imports at New York for the eleven months ending May 30, were:

	1871.	1873.
6 months ending Jan. 1.	$156,339,208	$183,028,276
January	28,792,062	35,679,496
February	35,491,324	38,206,143
March	38,696,064	39,218,268
April	32,967,661	46,443,987
May.	34,288,496	42,579,240
Total	$326,574 815	$385,155,360
Deduct specie	8,091,781	2,340,410
Total mdse	$318,483,084	$382 814,950

The duties received at New York for eleven months ending with May, were:

	1871.	1872.
6 mos. ending Jan. 1.	$67,729,184 75	$74,078,181 75
January...	12,010,020 67	13,817 086 82
February.	12,258,147 69	14,710,928 08
March	15,305,799 14	14,095,994 24
April	12,535,090 06	13,948,999 00
May	11,490,140 42	10,806,468 92
Eleven months...	$131,318,382 73	$140,957,658 81

The exports from New York to foreign ports in the month of May, were:

	1871.	1872.
Domestic produce	$17,066,928	$14,746,837
Foreign free goods	169,250	86,977
Do. dutiable.....	783,607	1,097,183
Specie and bullion.....	9,615,698	14 850,556
Total exports	$27,635,483	$30,781,508
Do. exclusive of specie.	18,019,785	15,880,947

The exports from New York to foreign ports for five months from January 1, were:

	1871.	1872.
Domestic produce	$92,832,816	$81,894,156
Foreign free goods	461,388	581.823
Do. dutiable	3,372 605	4,390,944
Specie and bullion	32,949,884	24,576,697
Total exports....	$129,616,693	$110,943,620
Do. exclusive of specie..	96,666,809	86,366,923

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1871.	1872.
6 months ending Jan. 1.	$107.654,919	$119,604.290
January.....	18,837,876	18.951,004
February.....	18,789,742	17,915.169
March	22 139,832	16,530,019
April	18,930.074	17.089,784
May	18,019,785	15,880,947
Total produce	$204,321,728	$205,971,213
Add specie	74,300,759	46,887,621
Total exports	$278,622,487	$252,858,834

Pennsylvania Railroad.

Colonel John W. Forney, now on a trip to Texas, in company with Colonel Thomas A. Scott, writes the following in a letter from Louisiana:

"It is at the beginning of another great railroad triumph that we may dwell a little upon some of the achievements of John Edgar Thomson, the chief of the Pennsylvania Railroad and its dependencies, and the career of his daring Vice President, Colonel Thos. A. Scott.

"The Pennsylvania system of roads commences at Philadelphia with a line from New York intersecting at Philadelphia, and a line from Baltimore and Washington intersecting at Harrisburg, thence diverging to Erie, forming connections at Erie with the system of Lakes and Lake Shore roads, and all the various connections throughout the entire Northwest. The main line of the Pennsylvania Railroad extends to Pittsburg and connects at that point with all the roads now under the control of the Pennsylvania Company, a corporation which the Pennsylvania Railroad controls by the ownership of its stock. This last company is now under the control of Colonel Thomas A. Scott as President, who still retains his position as Vice President of the parent company at Philadelphia. The Pennsylvania Company now controls all the lines west of Pittsburg in the Pennsylvania system.

"It owns the road to Cincinnati by way of Columbus, then a line from Columbus to Louisville, controls a line from St. Louis, and another from Columbus by way of Logansport to Chicago; also, the Pittsburg, Fort Wayne and Chicago, direct to Chicago, the Cleveland and Pittsburg Road from Cleveland to Pittsburg, and the Erie and Pittsburg Road to Erie. These various lines, with their branches to Washington, Pennsylvania, the Muskingum Valley Road, and their branches from the several main lines, now aggregate over thirty-two hundred miles of road, all connected and all equipped. These, when added to the line controlled by the Pennsylvania Company east of Pittsburg, embracing 1,884 miles, make a grand aggregate of about 4,600 miles, all connected, equipped and managed under one interest, the Pennsylvania Railroad, of which John Edgar Thomson is President, and were built from the time he took charge as Chief Engineer in 1847, embracing a little over a quarter of a century in the service of the company, and accomplishing a result by his combination of roads that has never before been achieved by any man in railroad life. During all that period he has paid his stockholders an average of over ten per cent. per annum."

Pittsburg, Washington and Baltimore Railroad.

A meeting of the directors of the Pittsburg, Washington and Baltimore Railroad Company took place at Pittsburg on the 20th inst., when President Wm. O. Hughart, so long the head of that road, resigned the position, and Wm. Keyser, of Baltimore, second vice-president of the Baltimore and Ohio railroad, was elected to fill the vacancy. Under the severe labors which Mr. Hughart has undergone in the completion of this road his health had suffered considerably. He goes to Tennessee, it is understood, in connection with railroad enterprises there, not involving, however, such laborious exertion as the bringing the Connellsville road through its difficulties has in the past imposed. The trade of the Pittsburg, Washington and Baltimore road is now so steadily increasing and its prospects are such that the Baltimore and Ohio Company has ordered for it 25 additional locomotives and 700 freight cars, to be built outside the company's shops. The opening to Washington of the Metropolitan Branch road this fall, on which the track is now being laid, will of course add largely to the business of this road.—*Balt. Sun.*

☞ A survey is being made for the proposed straightening of the Boston and Albany Railroad between Worcester and Leicester.

From the Toledo Blade.

Toledo, Thorntown and St. Louis Railroad.

At the annual meeting of this Company, held in this city on the 15th inst., President Sprague reported the consolidation of the Toledo, Thorntown and St. Louis, of Indiana, and the Toledo and St. Louis Air-Line of Ohio, under the first named title. Another Company has been organized for the line between Crawfordsville, Indiana, and the Illinois State Line, known as the Crawfordsville and Illinois Railroad Company; and also, consolidated with the T., T. & St. Louis. Mr. Sprague says:

In June last the services of Hon. W. W. Murphy were obtained, and in July he sailed for Europe to interest foreign capitalists in taking the bonds of the company to enable it successfully to complete its work. The interest taken by these gentlemen was so great that in October last they sent a confidential agent, duly accredited, to make a thorough examination of the proposed route, its prospects for future business, and its financial basis. After frequent interviews with the agent, and such examination as he thought proper to make, extending over four months of time, an arrangement was concluded on the 5th of January, for placing the funds of the company at $20,000 per mile, at the rate authorized at your last meeting.

One of the conditions of this loan for thirty years, so negotiated, was that the company should raise local aid to the amount of $4,000 per mile and provide the right of way. And another was, that the contract for the construction of the Road should be let to responsible and experienced contractors.

He further reports that from Putnam county, Ohio, to Vermillion county, Ind., including both of these counties—a distance of 200 miles—$743,770 has been secured.

The contract for performing the second condition, viz;

The construction and equipment of the entire line in a first class manner, to a heavy, responsible and experienced firm, Messrs. Goss, Gardner & Co. The right of way for the entire line has been pledged, so that it only remains for the company to make good any deficit in the local aid, to make an immediate and rapid commencement of the work, which, when once begun, will be pushed to as rapid a completion as men and money will allow. The same parties have taken, upon like terms, the contract for the Illinois division, thirty-two miles of which, it is expected, will be completed in a few months. The contractors also bind themselves to complete fifty miles of the Ohio and Indiana divisions within a year from the date of the contract, (April 10th, last,) and to have the whole line completed and equipped on or before the 1st of January, 1875.

The preliminary surveys were commenced in Illinois in March last, under the supervision of chief engineer Bush, and were completed in May. In the same month like surveys were commenced at Ottawa, Ohio, and will be completed during this month through the state of Indiana. In Illinois the final survey and permanent location of the line is now being made, and as rapidly completed as possible.

With a very little more work, the enterprise inaugurated and carried forward with such unparalleled success, will be fully under way, and be brought to a favorable issue.

☞ The progress being made in the construction of the Chesapeake and Ohio Railroad westward from White Sulphur Springs, in Greenbriar Co., W. Va., is rapid and satisfactory. The cars are now running eight miles west of the springs, and the entire road to the Ohio river will be completed in the month of October.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	....
" " pref.100	821,684	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,484,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	....
Berkshire*.....100	600,000	J.A J&O	Apl. '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,661,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	8,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	Jan. '72 4
" " pref.100	1,083,400	J. & J.	Jan. '72 4
Camden and Amboy*...100	5,847,800	J.A. J.O.	July'72 2½
Camden and Atlantic... 50	377,100	— & —	....
" " pref. 50	752,700	— & —	....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,350 400	M. & N	May '72 1½
" " pref.100	769,600	M. & N	May '72 3½
Central of Georgia.....100	4,666,800	J & D	June'72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	Apl '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago,Iowa & Nebras*100	3,916 300	J. & J.	July '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,648	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,559	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,785,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,961	— & —	....
Concord 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passump Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv..... "	1,000,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,683	— & —	....
Cumberland Val.*.....100	1,325,000	A & O.	Oct. '71 4
Danbury and Norwalk ... 5	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	....
" " pref. 50	2,099,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1 309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	38,000,000	F. & A.	Feb. '68 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	June'72 1½
Fitchburg.....100	3,340,000	J. & J.	July '72 4
Georgia 100	4,150,000	J. & J.	Jan. '72 4
Grand River Val.* guar 100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central 100	26,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan.'66 5
Joliet and Chicago*.....100	1,600,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	267,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Apl. '72 2½
Little Miami.*..... 50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 50	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Scnuyl. Hav.* 50	3,850,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,000,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	800,00	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1 800,000	J. & J.	Aug'69 12
N Haven & Northamp...100	6 5 000	I.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 350	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500 000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	F. & A.	July '72 5
Ogdensb. & L. Champl.*100	3,051 800	J. & J.	July '72 5
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	800,000	J. & J.	....
Paterson and Ramapo*.100	249,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	....
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 5
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 50	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 7½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	....
Taunton Branch 100	590,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3s
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 5½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.... 2½
Baltimore City 100	800,000	J. & J.	Jan '72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Jambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov.'71 7
Coney Island & Brookl.*100	500,000	— & —	....
D. Dock.E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '72 1½
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	....
Malden and Melrose..... 100	200 000	— & —	....
Metropolitan (Boston). ..100	1,250,000	J. & J.	July '72 2½
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '72
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A.	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat. 50	3,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,063,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 100	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,007,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,336,800	— & —	....
" pref..... 100	8,693,400	— & —	....
" certif..... 100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114½
.. .. coupon	4,678,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 .... registered	125,253,000	6	Jan. & July	1881	114½
.. .. coupon	64,067,950	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	34,184,200	6	May & Nov.	1882	115
.. .. .. (5-20s) ..... coupon	212,509,300	6	" "	1882	114
Loan of March 3, 1863 ..... registered	53,414,050	6	Jan. & July.	1881	114½
.. .. coupon	21,585,950	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,379,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s) ..... registered	34,791,400	6	May & Nov.	1884	113½
.. .. .. (5-20s) ..... coupon	39,012,250	6	" "	1884	114
Loan of March 3, 1865 (5-20s) ..... registered	39,629,000	6	May & Nov.	1885	113½
.. .. .. (5-20s) ..... coupon	120,103,850	6	" "	1885	114½
.. .. 2d series (5-20s) ..... registered	62,622,600	6	Jan. & July.	1885	113½
.. .. .. (5-20s) ..... coupon	161,869,450	6	" "	1885	116½
.. .. 3d series (5-20s) ..... registered	92,461,900	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	228,309,700	6	" "	1887	117½
.. .. 4th series (5-20s) ..... registered	13,305,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s) ..... coupon	25,958,750	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) .... registered	138,435,350	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s) ..... coupon	56,131,950	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71. registered	123,404,050	5	F. M. A. & N.	1881	115
.. .. coupon	76,595,950	5	" "	1881	112½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	12,085,000	6	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	382,901,064	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	668,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	20
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	3,000,00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	67
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	81½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,883	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,423	6	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	102
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	153,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	906,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	98
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	95
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	84-'89	98½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71- 74	98½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	108½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	1878	129½
.. —	800,000	6	" "	1878	please.
.. —	348,000	5	" "	please.	....
.. —	900,000	5	" "	1875	101
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,788,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	35
.. —State Bonds for R. R. (new) ..	2,926,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,759,000	6	April & Oct.	'92-'98	22
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	22
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	154
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	102½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	6	Jan. & July.	1892	102
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	44	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	109
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	93
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	71-'98	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	34½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	75
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	74½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	48
.. — .. .. stg.	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	64
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres), gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific), gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	98
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1870, sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy)	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guaranteed by Camden and Amboy)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	42½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	386,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Branswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	104½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,606 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free, gold	14,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	104½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1895	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	306,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Buri. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (46½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,008,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1886	101½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1892	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	132,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (300 m.).	2,500,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	332,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	660,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051.861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	95
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.& A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	93½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	90½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	1900	87
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1900	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1899	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort (16,000 p. m.)....guar.	1,080,000	8	June & Dec.	New York.	1890	56½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1900	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1944, (secd.)	1,916 600	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Gaad. & Ottawa R. R.).	160.867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	90½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	95½
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	95½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98½
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	95½
Buffalo Branch 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n.1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1858	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin.(F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1989	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P. F. W. & C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,284	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1885	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,705	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	88½
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	95
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,109,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,000	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	734,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	80
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,599,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (" ") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J. M. & I.):						
1st Mortgage of May 1, 1862	897,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,083,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (June. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Schoolcraft R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ail.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	95½
2d Mort. (" " ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi:	500,000	7	June & Dec.	" "	1894	....
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	105½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1890	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'76	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	100½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,287	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	108
Michigan Central:						
1st *Morigage*, sterling conv.....	467,439	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.	1890	103
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	106½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,316,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,798,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent.).....	207.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	91
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	100
2d Mortgage 370 miles..... ..	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'98	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S .J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803.700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	100½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1866..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Derby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage..... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	350,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $3,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	96
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	96½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,367	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1860	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	100
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96½
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1890	100½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage .....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	88
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	102½
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	99
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	97
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage .....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	70-'98	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	95
3d Mortgage	3,398,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1866	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	99
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	97
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	700,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1893	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	75
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868.	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund.	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870.	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock.	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.).	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&C.B.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ").	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free.	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864.	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	506,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,850	6	various.	— & —	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).	300,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	16,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	350,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	93½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	80
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile) :						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	102
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mortgage preferred	600,000	6	" "	"	1890	77
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	86
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	95½
Gold Loan	4,944,000	6*	June & Dec.	"	1897	100½
Gold Loan	1,942,000	6*	" "	"	1894	95½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	77
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	82
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	84½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	79½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	85
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1951	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna †...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	96
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	500,000	—	.....	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	.....	.....	.....	—	.....	848,000	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,590	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †.N.Carolina.	2,177,028	.....	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †.....Missouri.	25,250,000	.....	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	—	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio †....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	157½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	900,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	—	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,048	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,988	395,035	100,000	68,790	872,600	800,500	188,652	30,842	66.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	3,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.L,Ct. & N.Y.	—	—	—	—	—	—	—	—	177.0	.....	.....	10 mos.	470,732	110,948	—	100	8½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	158
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	150
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,866,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,517	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	58	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	10	100	126½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	69	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	6	100	....
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	189	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	52,011	5	50	60
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	5	100	81½
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,927	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Philа.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,623	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	115
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	12,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	130½
Dec. 31, 1870	720.0	—	—	—	—	—	—	—	Chicago, Pekin and Southwestern.....Illinois.	8,000,000	*	.....	.....	3,000,000	5,000,000	.....	.....	—	(Leased	& oper. by	C.& N.W.)	1,220,882	567,950	10	100	133
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska.....Iowa.	3,000,000	—	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	C.& N.W.)	.....	.....	—	100	....
May 31, 1871	634.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n..Ill., Wis. & Mich.	62,000,000	—	.....	.....	810,000	.....	.....	.....	—	(Leased	& oper. by	C.& N.W.)	.....	.....	—	100	....
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	1,662,960	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	133
Mar. 31, 1871	494.0	50.5	109.5	—	146	63	26	2,965	Chicago, Rock Island & Pacific.....Illinois.	4,000,000	—	.....	.....	4,000,000	4,000,000	.....	.....	—	(Leased	& oper. by	C.R.I.& P.)	.....	.....	—	100	....

Dec. 31, 1869	82.5		15.7					Chicago, Iowa and Nebraska	Iowa.	5,000,000						3,916,000	810,000														
May 31, 1871	834.4	—	192.4	246.0	264	166	118	6,161	Chicago and N. West'n. Ill., Wis. & Mich.	82,000,000	*	1,832,950			35,135,973	18,049,000	1,188,257	333,559	1,156.0	—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	12½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*				4,000,000	4,000,000				—	100,802,521	268,417,381		11,694,914	5,383,408	10	100	72½
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354 461		17,000,000	8,717,743	59,988	2,719,378	501.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	111
Jun. 30, 1871	270.0	—	8.6	—	....	....	....	....	Chicago and South Western..Iowa & Mo.	12,000,000	*	....			7,000,000	5,000,000			....	(Will be	completed	in 1871.)	....			100	....
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick	Mo.	345,000				345,000	500,000			—	(Leased	and oper.b	y North M	issouri.)	....			100	....
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000			75,000	1,404,680	252,529		40.0	25,000	....	....	24,379	2,096		100	....
Mar. 31, 1871	60.1	—	33.4	—	36	34	18	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506		3,500,000	2,032,000	305,580	539,874	60.1	....	....	....	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000					2,000,000	2,000,000			—	(Leased	& oper. by	Ind., Cin.	and Laf.)	....			100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*				3,027,450	2,033,000	1,061,798		123.0	....	....	....	261,277	26,713	—	100	....
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000					1,000,000				—	(Leased	& oper. by	Kentucky	Central.)	....			100	....
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000					400,000	400,000			—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	....
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	....	....	....	....	....	....	....	....	....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	....	....	....	....
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294			42.0	....	....	....	152,136	44,851	—	100	....
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547			171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	22
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000		192,365		390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	7	100	94½
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934		391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	....	....	7	50	....
Jun. 30, 1871	73.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,284,000	*				1,150,000	143,000			76.7	....	....	....	199,157	60,617	—	100	....
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192		225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	91½
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174					13,000,000	24,010,174			—	(Leas. &	oper. by Pi	ts.C.&S.L.	)3,293,193	1,107,470	—	100	35½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034				848,964	1,616,000			69.8	(Leased	& oper. by	Concord.)	25,000		7	100	161
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000		109,853	59,819		119.5	....	....	....	....	....	10	50	115½
Mar. 31, 1871	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859					350,000				—	(Leased	& oper. by	Concord.)	25,000		7	100	115½
Jun .30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947		143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,864	319,422		53.4	....	....	(10 mos.	591,972	217,174	10	100	134
Dec. 31, 1870	—	—	—	44.0	....	....	....	....	Connecticut Valley.....Connecticut.	982,000					789,251	194,752			—							50	....
Dec. 31, 1870	67.5	1.7	....	—	....	....	....	....	Connecticut Western.....Connecticut.	1,599,393	*				1,419,305	81,000			—	(Oper.	by Phila.	& Trent.)	....		6	100	....
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,276,300					1,276,300	1,000,000			—	(Oper.	by Northe	rn N. H.)	....			50	....
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000					200,000	30,000			—	....	....	....	....	....	—	100	....
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528					307,383	100,000	28,606		17.0	20,032	424,327	181,476	42,147	15,457	16	50	....
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*				300,000				7.5	12,000	....	....	91,984	47,500	—	50	....
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	....	....		1,500,000	1,730,600			34.0	286,186	....	(10 mos.	690,086	158,977	8	50	....
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	382,300	74,083	342,802		74.0	247,970	....	....	565,519	268,818	16	50	....
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000		6,454		27.8	83,000	....	....	175,445	82,163	—	100	....
Dec. 31, 1870	47.0	22.0	6.9	—	—	—	—	....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000			568,900	1,006,500	222,316		—	(Nearly	completed	at date.)	....			100	....
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*				258,000	880,000			—	(Being c	onstructed	at $26,000	pr.mile.)	....			100	....
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	—	156,825	2,398,972	4,245,000	124,968			141.4	....	....	....	1,062,406	396,011	—	100	....
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*				82,350	527,449	8,187		31.8	....	....	....	124,327	15,071	—	100	....
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000					309,276	701,000			—	(Leased	& oper. by	Little Mia	mi.)	....		6	50	....
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300		127,515	34,352	1,230,941	882,700	136,476			110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	....
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	....	....	18,808,850	3,308,000	2,650,000			115.0	2,819,100	....	(14 mos.	4,106,221	1 490,702	—	100	108½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	*	....	....	2,500,000	2,500,000				106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	....
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa	12,000,000	*	....	....	5,000,000	7,000,000				248.0	....	....	about	1,000,000	....	—	100	....
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,994	*	....	....	2,547,350	7,530,048	236,812			189.0	690,924	....	....	1,421,122	503,223	—	100	....
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	....	....	....	....	....	....	....	....		57.0	(Leased	& oper. by	Mich.Cen.	)	....	3	100	....
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000				122,000	175,000				14.0	(Leased	& oper. by	Ma. Cent.)	18,000		—	100	....
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	....	....	....	....	....	....	....	....		33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	....	6	100	....
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000					480,000				—	(Leased	& oper. by	Boston an	d Miami.)	29,000		100	....
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi..Iowa.	2,000 000					500,000	1,000,000			—	(U	nder cons	truction.)				100	....
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*		38,150	1,169,137	539,500	32,133	30,072		54.5	187,720	....	....	192,806	60,100	7	100	....
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000					5,000,000	880,000			—	(Leased	& oper. by	Ill. Centr.)	393,598		—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000					468,000	273,000	25,000		—	(U	nder cons.	to be comp	leted in 1	71.)		50	....
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*				1,458,470	1,500,000	115,639		....	61,964	739,334	827,504	64,735	14,475	6	50	....
Dec. 31, 1870	17.5	—	0 3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000					89,800	175,000			—	(Leased	oper. by P	ennsylvan	ia.)	....	7	50	....
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604					392,550				—	(Leas. &	oper. by P	hila. & Re	ading.)			50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290					1,209,200	495,900			—	(Leas. &	oper. by P	hila. & Re	ading.)		8	50	84
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957		270.0	....	....	....	1,278,864	415,816	—	100	....
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542		114.5	850,699	....	(10 mos.	1,462,770	643,274	—	100	106½
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	....	....	....	....	....	....	....	....		28.4	....	....	....	86,920	40,898	—	50	....
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶.....Maryland.	875,000	*	....	....	295,000	580,000	....	....		—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	....
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000				100,000	80,000	....	....		—	(Leas. &	oper. by P	ennsylvan	ia.)	....	....	....	....
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	....	....	1,075,500	1,673,804	....	....		48.0	....	....	(11 mos.	98,254	294	5	100	....
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	....	....	3,000,000	3,000,000	....	....		93.0	(No retu	rns—road	incomplet	e.)		5	50	....
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua..N. Y.	500,000		....	....	500,000	....	....	....		—	(Leas. &	oper. by N	. Central.)	....	25,000	—	100	....
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000		....	....	1,000,000	1,620,000	....	....		—	(Leas. &	oper. by N	. Central.)	165,000	....	1½	50	....
Sept. 30, 1870	459.0	386.5	449.7	—	440	276	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	....	83,636,900	23,398,800	....	....		845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	57½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	....	....	1,090.250	2,577,590	....	....		101.7	(Leas. &	oper. by P	ennsylvan	ia.)	....	....	....	....
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	....	520,700	3,000,000	....	....		58.0	96,100	2,481,484	....	217,394	109,836	—	100	....
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377		142.0	306,838	....	....	516,800	166,699	—	100	....
May 31, 1871	90.0	—	3.6	20.0	....	....	....	....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	....	....	2 000,000	1,000,000	....	....		90.0	(No	returns of	operat'n.)	....	....	—	100	....
Dec. 31, 1870	31.0	—	1 3	23.0	....	....	....	....	Evansville, Terre Haute & Chi..Ind.& Ill.	....	....	....	....	300,000	750,000	....	....		31.0	(Com'e	nced oper.	in Jan. 18	71.)	....	—	100	....
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450			5.8	....	....	(10 mos.	26,814	3,799	8	100	3½
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000				90,000		35,800			—	(Leased	& oper. by	Pbg. & Co	nnellav.)	....	—	100	....
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	....	....	3,540,000	....	....	....		93.6	538,088	....	(10 mos.	1,085,937	252,285	—	100	133½
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	393,731				150,011	100,000	143,720			13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	....
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081		100.0	304,702	....	....	502,647	232,010	—	100	....
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	....	....	3,000,000	2,300,000	....	....		154.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	100.0	—	5.0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	....	....	800,000	1,500,000	....	....		100.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	109.0	—	1.1	—	—	—	—	....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000		....	....	1,000,000	1,800,000	....	....		109.0	(Opened	for traffic	in fall of 18	70.)	....	—	50	....
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427				80,000	14,000	65,632	—		—	(Oper. b	y Phila. &	Trenton.)	....	....	—	100	....
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	18	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	....	283,745	....	99,267	—		23.0	99,544	....	....	62,912	5,500	—	100	....
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	....	....	....	306,900	250,000	....	....		—	(Rapidl	y approac	hing comp	letion.)	....	—	100	....
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	....	....	....	....	....	....	....	....		84.0	(Re-org	an.of Buff.	Bay., Braz.	& Colo.)	....	—	100	....
Apr. 30, 1871	50.8	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson..Texas.	....	....	....	....	....	750,000	....	1,142,008		52.0	(Oper. b	y Receiver	.)	....	....	—	100	....
Dec. 31, 1871	171.0	61 0	23.2	—	62	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953			232.0	910,753	....	....	1,500,098	667,539	8	100	....
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	....	....	....	104,204	226,500	75,500	....		11.7	31,940	.51,186	88,264	30,356	10.050	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	—	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	*	—	—	492,000	1,500,000	—	—	—	(Leased and oper. by Mich'gan Central.)			.....	—	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,060,963	*	.....	.....	1,510,968	1,803,312	250,000	.....	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased & oper. by Tol. Wab. & Western			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000	.....	.....	.....	450,000	1,100,000	.....	.....	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	41½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	600,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	675,644	.....	.....	2,412,150	843,003	12	100	168
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,460,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	285,409,371	8,678,958	2,851,321	10	100	137
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,016	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	.....	.....	.....	1,450,000	3,150,000	.....	.....	114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	.....	.....	.....	1,200,000	1,070,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	.....	.....	.....	286,730	.....	.....	.....	—	(In course of construction.)			.....	.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	.....	.....	330,000	.....	.....	.....	—	(Recently completed.)			.....	.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	.....	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,985	.....	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	180,250	800,000	.....	.....	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	.....	.....	.....	.....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)			.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs..Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500	.....	.....	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,550	1,790,777	.....	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	.....	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	96½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	.....	.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000	.....	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)				18,159,400	5,588,000	414,417	.....	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120½
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	.....	.....	.....	.....	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under cons. to be comp. to Pbl. 70 m. in 1871.)			1,840,229	549,776	7½	100	100
Jun. 30, 1870	119.5	76.5	68.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	.....	.....	—	100	...
Dec. 31, 1870	80.0	....	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -is nearly completed.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	—	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Nov. 30, 1870	28.3	3.0	19.9	—	.....	.....	.....	.....	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	96
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1870	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221,845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
[illegible] 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
[illegible] 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	.....	1,846,904	1,886	2,061,100	—	161,920	99,055	10.0	(Recently opened to piles.)			954	17	—	100	...
[illegible] 31, 1870	13.0	—	2.0	—	—	—	—	—	Lowell and [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	[illegible]	[illegible]
Dec. 31, 1870	13.0	—	2.0	—	—	—	—	—	Lowell & Lawrence.....Massachusetts.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Lykens Valley.....Pennsylvania.	2,500,000	.....	.....	.....	1,631,900	770,000	.....	35.0	(Leased & oper. by Summit Branch)			62,500	10	100	...
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Augusta.....Georgia.	6,422,616	589,956	124,853	222,040	2,334,118	3,800,000	85,112	90,178	195.0	(Operated by Georgia.)			69,416	7,849	—	100	...
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	937	Macon and Brunswick.....Georgia.	.....	.....	.....	.....	348,922	.....	.....	.....	—	.....	.....	.....	428,429	148,082	—	100	...
Jan. 31, 1870	44.5	—	—	—	—	—	—	—	Macon and Western.....Georgia.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	.....	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construct	ion.)			—	100	....
Feb. 28, 1870	283 5	—	89.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,784,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										—	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000				(Leased	and oper. by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000				(Leased	and oper. by	Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000				(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542			(Leas. b	y Tol. Wa	b. & W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000				(Leas. &	oper. by C	'm. & Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,563,549	33,850,000	32,760,090	4,961,734	1,524,392		(Leas. &	oper. by N	Jersey So	uthern.)		—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,631,707	6,271,222	10	50	119
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000				(Leased	& oper. by	Chic., R. I.	& Pac.)	949,686	311,914	8	100	....
Jan. 30, 1871	90.0	—	4.2	—	—	—	—	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	100,000	57,381		90.0	(Recentl	y complete	d.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	48.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744							92.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †....Pennsylvania.	21,601,865	*			220,606	1,100,000	326,690		58.1	155,390	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	2,144,045	866,316	—	50	56½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,326	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,608,247	457,787,779	9,571,367	3,062,582	10	50	122½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	128½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	630,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	111½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,683,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	98½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000					(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319											
Dec. 31, 1870	68.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,536	*	585.069	79,576	1,500,000					.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000				(Leased	& oper. by	Eastern.)	.....	.....	10	100	127½
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170.000	200,000				(Under	construct	ion.)			—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,756	—	100	94½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500			.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093		(Leas. &	oper. by	Ch., Burl.	& Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	828	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*			6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	228	Richmond and Danville †.....Virginia.	6,931,704	*	885,084	737,841	4,000,000	2,680,000	285,392	1,782,488	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,308,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,645,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235.235	*			250,844					(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	100
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	.....	.....	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	6,000,000	3,200,000	.....	.....	.....	(Under	construct	ion—80 m.i	n oper. Ju	n. 1, '71.)	—	100	22
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	.....	(Leas. &	oper. by Ch	icago & Al	ton.)	1,372,236	385,803	—	100	102
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	7,250,000	3,250,000	.....	.....	.....	(Under	construct	ion.)	.....	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leas. &	oper. by N	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	.....	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	180,550	100,000	.....	.....	.....	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	243,305	326,900	1,287	82,596	.....	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	.....	300,000	40,000	.....	.....	.....	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	....	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	179,048	997,100	1,157,245	49,267	15,532	8	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	20 2	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	65,882	449,588	440,901				104.0	.....	.....	.....	.....	.....	—	100	....
[illegible]	11.0	—	—	—	—	—	—	—	[illegible].....Pennsylvania.	.....	.....	.....	.....	320,000					(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
																			(Under	construct	ion.)					
																			(Lea	oper. by						

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	197,000	118,988		54.0	202,476			207,264	72,103		50	
Feb. 28, 1871	60.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000			80.0	(Under	construction.)		470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No		returns.)			100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	68	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Leas. &	oper. by N. York & N.	Haven.)	100,000	10	100	
Jan. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694					438,300				—	(Leas. &	oper. by Central of N	ew Jer.)			6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	815,965	5,819,275	4,434,249	452,030	353,009		243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.						4,926,000				—	(Only p	artially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162		11.5	50,907	1,463,691	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	39	South Side (L. I.)	New York.	2,617,181	*			1,000,000	2,250,000				72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000				....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.					2,500,000	1,500,000				—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426	pm 1,				20,000	p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										—	(Under	construction.)					100	
Aug. 30, 1870	56.0	—	2.8	744.0	5	2	—	48	Southern Pacific	Texas.	1,400,000	*			686,100	222,000	209,270			49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000		577,408	651,500	95,000			—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538		3,939,900	699,500				257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*			751,296	198,370	125,000			68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.						15,000	p m			—	(Under	cons. to be	finished by	Dec. 1,			100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614		700,000	200,000	40,000			13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700				448,700	448,700				—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383				267,300			634		—	(Leased	& oper. by	Nash. & Lo	well.)		6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000				500,000	750,000				—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.					1,200,000	1,000,000				—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,574							95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200				92,925	171,000	29,284			—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N. Y.	3,707,684	*			1,670,130	1,695,825	13,783			81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235	400,000		23,557	45,843		11.7	65,346		(10 mos.	102,172	23,851	8	100	11½
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742		—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523		72.0	578,258	9,988,392	35,490,358	1,087,528	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640			580,900	243,000				34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,106,000				228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744		631.0	3,473,960			4,544,641	1,308,376		100	75½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*			998,061	1,898,000	347,055			55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,903				274,400					—	(Leased	& oper. by	N. Y. Cen. &	H. Riv.)		6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000				510,000		404,069			—	(Leased	& oper. by	Pennsylva	nia.)			50	
Dec. 31, 1870	1,088	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*			36,745,000	74,067,512				1,038.7		74,917,335	71,776,106	7,625,277	2,947,862		100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*			1,000,000	3,200,000				100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*			500,000	1,000,000				—	(Recen'l	y opened f	or traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*			1,666,990	150,000				59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*			1,900,900					....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287				750,000					11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000				2,500,000					—	(Leased	& oper. by	Ver. Cen.)			8	100	93½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000				185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906		110.1	225,166		(10 mos.	456,651	loss.		100	82
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*			516,164	793,200				—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*			1,000,000	750,000				—	(Recent	ly complet	ed.)				100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465				499,600	350,000				18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161				225,000	85,000				10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903			1,467,670	86,896				44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037		684,046	957,500	107,000			35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076		268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for	20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*			650,000	1,400,000				46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*			6,500,000	1,400,000				105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000				1,022,450	1,800,000				—	(Leased	& oper. by	Pennsylva	nia.)			50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	48,745		126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464				528,700	676,300	7,427			—	(Under	cons.—New	burg to	Albany.)			100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*			4,000,000	4,000,000				—	(Under	cons.—open	n to Meno	monee.)			100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000				500,000	350,000				—	(Operat	ed by Wil.	& Wel.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N. C.	5,200,000	*			1,200,000	4,000,000				168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wi	lming. &	Manch.)		5,000,000					171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,988,066	*	85,154	114,711	1,463,775	1,484,665	130,021	154,570		181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000				180,000	144,400	102,400			—	(Leased	& oper. by	Balt. & O	hio.)	27,000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,754,837	427,100				4,750,000				142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.					100,000	300,000				—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555		3,801	553,777		45.7	266,726	4,701,816	7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316		258,679	151,967	2,031,988	2,039,150	1,825			12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309				8,229,594					184.5							25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350				1,633,350	800,000				—	(Leased	& oper. by	Lehigh N			8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N. Y.	7,066,899		13,245,880		15,000,000	5,000,000				108.0							100	
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,736,353				5,847,400					65.5				107,947		10	100	121½
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000				64,000	835,750	689,446			161.0	(Leased	1870 by Pe	nnsylvani	67,262	loss.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452				1,003,500	110,000				83.0				220,216	130,187	10	100	89½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,947,779		8,739,800	15,662,979				108.0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110,570	2,200,000	1,021,965	197,815	82,206		103.0				391,560	183,076	—	100	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950				4,337,950	2,232,000				360.0				609,562	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140		4,797,185	7,678,387	1,042,143	117,900		—	(Leased	to Phila. &	Read. Co.)		655,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278				2,002,746	2,634,367	284,873			45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850				2,907,850	3,000,000	20,000			87.6				59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300				1,100,000	748,300	63,000			....	(Leased	to Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	39
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	85½
Chicago and Alton, pref.	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	79
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	77½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,561,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	...	7	62
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,566	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Pol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	31½
Union, preferred	.....	...	6	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	46 — @	52 —
Pig, American, No. 1		52 — @	53 —
Pig, American, No. 2		50 — @	51 —
Pig, American, Forge		48 — @	49 —
Bar, Refined, English and American		— — @	115 —
Bar, Swedes, assorted sizes	(gold)	85 — @	100 —
		Store Prices.	
Bar, Swedes		125 — @	135 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		110 — @	— —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq		115 — @	— —
Bar, Refined, 1 & 1½ by ½ & 5-16		117 50 @	— —
Large Round		122 50 @	127 50
Scroll		122 50 @	152 50
Ovals and Half-round		127 50 @	137 50
Band		— — @	122 50
Horse Shoe		120 — @	130 —
Rods, ⅜@3-16 inch		115 — @	155 —
Hoop		135 — @	177 50
Nail Rod	per lb.	— — @	— 8
Sheet, Russia, as to assortment	(gold)	— — @	— 18½
Sheet, Single D. and T. Common		— 6½ @	— 7½
Sheet, Doubles and Trebles, Charcoal		— 7½ @	— 8½
Sheet, Galtanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	72 — @	74 —
Rails, American, at Works in Penna. c'y.		85 — @	90 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality)	per lb.	— 16½ @	— 19
English Spring (2d and 1st quality)		— 9 @	— 10½
English Blister (2d and 1st quality)		— 11½ @	— 16
English Machinery		— 11½ @	— 13½
English German (2d and 1st quality)		— 11½ @	— 12
American Blister		— — @	— 12
American, Cast, Tool		— 15 @	— 16
American, Spring		— 9 @	— 11
American Machinery		— 10 @	— 10½
American German		— — @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.		— — @	5 75
Cut, 8d. and 9d.		— — @	6 —
Cut, 6d. and 7d.		— — @	6 25
Cut, 4d. and 5d.		— — @	6 50
Cut, 3d.		— — @	7 25
Cut, 2d and 3d. Fine		— — @	8 —
Cut Spikes, all sizes		— — @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @	7 75
Clinch, Kegs		7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal		— 30 @	— 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— — @	— 48
Straits	(gold).	— 36½ @	— 36½
English	(gold).	— 36½ @	— 36½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	13 50 @ — —	15 — @ 15 50
I. C. Coke	12 25 @ 12 75	13 75 @ 14 75
Coke Terne	10 50 @ 10 75	12 — @ 12 50
Charcoal Terne	12 — @ 13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 12½ @	— 12½
Crude, 40 @ 47 gravity (in shipping order)		— — @	— 17½
Refined, Standard White (in ship'g order)		— — @	— 22½
Refined, S. W. (in jobbing lots)		— — @	— 23½
Refined, S. W. (in tin)		— 27 @	— 27½
Naptha, Refined, (65 @ 73 gravity)		— — @	— 16
Residuum	per bbl.	4 — @	4½ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @	— 28
Copper, Chile Pig	— 32½ @	— 33
Copper, American Ingot	— 34 @	— —
Yellow Metal, New Sheathing and Bronze	— — @	— 30
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails	— 30 @	— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	— — @	6 62½
German	(gold)	— — @	6 62½
English	(gold)	6 62½ @	7 12½
Bar		— — @	8 75
Pipe		— — @	11 —
Sheet		— — @	11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @	8 —
Liverpool Gas Cannel		— — @	12 —
Liverpool House Cannel		— — @	10 —
Anthracite	per ton of 2,000 lb.	4 — @	5 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Canton Co.	101	100	101½	100	....	99½
Central Pacific 6s.	105	....	104½	104½	104½	....
Central of N. Jersey.	109½	....	109½	110	110	110
Chicago & Alton	....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
" 1 M.	....	105½	106	106	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	71½	71½	72½	73½	73	72½
" pref.	....	....	....	91	....	....
" 1st M.	101½	101	....	100½	....	....
" S. F.	....	....	....	....	....	....
" Consol.	97½	....	97	....	....	....
Chic., Rock Isl. & Pac.	110	110½	110½	111½	111	111
Chi., R. I. & Pa. 7s, 1896	.....	....	....	104½	104½	....
Clev., Col., C. and Ind.	....	94½	....	94½	....	....
Clev. & Pittsburg guar.	91½	91	....	91½	....	91½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	87	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	34½	34½	35½	36½	35½	35½
" 1 M.	91	91½	....	....	....	....
" 2 M.	78½	....	....	79½	....	....
Del. & Hudson Canal	.....	....	....	....	121½	....
Del. Lack. & Western	107	107½	107½	107½	107½	108½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	53½	52½	55½	55½	56½	57½
" pref.	79½	79	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879102	....	102	....	....	....	102½
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 95½	96	....	....	....	95½	96
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	40½	40	....	40	40½	41½
" pref.	....	....	77½	....	....	....
" 8s, conv. 92	....	....	....	92	....	92
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	103½	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	137	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95½	95½	96½	96½	96½	96½
Lake Shore Div. bonds.	97	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	119½	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F.	....	....	....	102	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	53	53	53½	54½	53½	54
" pref.	77½	77½	77½	77½	....	77½
" 1st mort.	....	....	95	....	95½	96
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	....	....	97½	98	....	....
" H. & St. J. 1es	....	....	94	....	....	95
Morris and Essex	....	....	....	....	....	93
" 1st mort.	....	....	106	....	....	106
" 2d mort.	100½	100½	100½	....	100½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	103	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	93	....	....
" 6s, S.F. 1887	....	94	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	97½	97½	97½
" certificates.	97½	97½	97½	97½	97½	....
N. York and Harlem.	120	116	116	116	....	....
" pref.	....	....	....	....	....	135
" 1 M. 7s, 1873.	100½	....	....	....	....	....
N. Carolina 6s, old.	....	....	33	....	35	35
" new	....	....	....	22	....	....
Ohio and Miss.	44½	45	45½	45½	45½	45½
" pref.	....	....	....	75	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	69	69	69½	71½	72½	73½
Panama	115	....	....	....	....	....
Phila. and Reading	.....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	....
" 1 M.	....	106½	....	....	....	....
" 2 M.	....	102	....	102½	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	41	40	....	39½	40	40½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	100	101	....
" 2 M. pref.	91½	....	....	....	....	....
" Income bds.	....	....	....	....	....	82
Tennessee 6s, old.	73½	75	75	....	75	....
" new.	75	....	75	....	74½	74½
Tol., Wab. & Western.	75	75½	75½	75	75½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	98½	98½	....	....	....
" 2 M.	....	93½	93½	....	....	....
" Equipment.	....	....	....	....	....	87
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific.	37½	38	38	38	38	37½
" 1st mort.	93½	....	93½	93½	93½	93½
" L. Gt. 7s.	81½	81½	....	....	....	81½
" Inc. 10s.	86½	86½	86½	86½	....	87
Virginia 6s, old.	.....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	55	55
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	110⅛	....	....	....	....
U. S. 5s, 10-40s, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	112⅛	....	....	....	....
U. S. 6s, 1881, reg.	114⅛	....	....	....	....	....
U. S. 6s, 1881, coup.	119⅛	....	....	....	....	....
U. S. 6s, 5-20s reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	113⅛	....	....	114	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	113⅛	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	114	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	113⅛	....
U. S. 6s, 5-20s, c. 1865.	114⅛	....	114⅛	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	116⅛	....	116⅛	....	....	....
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	117⅛	....	117⅛	....	117⅛	....
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	117⅛	....	117⅛	....	....	117⅛
U. S. 6s, Pac.R.R.Issue.	114⅛	....	....	114⅛	114⅛	114⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	96	96⅛	....	96⅛	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	44⅛	44⅛	44⅛	44⅛	....	....
" 6s, 1884	....	92	....	....	90	....
" Gold L.	....	93⅛	....	....	93⅛	....
" R. R. L.	....	....	95⅛	....	95⅛	....
" Conv. L.	....	90	....	....	....	....
Lehigh Valley R. R.	....	60⅛	60⅛	60⅛	60⅛	60⅛
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	98	....	....
Little Schuylkill R.R.	....	48	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	55	55	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	97	97
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	40	....	....
Oil Creek & Alleg. Riv.	40	39⅛	38⅛	38⅛	39	38⅛
" 7s	....	79⅛	79⅛	....	....	....
Pennsylvania R. R.	59⅛	59⅛	59⅛	59⅛	59⅛	59⅛
" 1st M.	....	....	....	102⅛	102⅛	....
" 2d M.	....	....	....	99	....	....
" Gen. mort.	97	....	....	....	....	....
" " reg.	....	96⅛	....	96⅛	....	96⅛
Penn. State, 6s, 1st series	102⅛	....	102⅛	....	....	....
" 6s, 2d series	....	....	....	106	106⅛	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	96⅛	....	....
" new	100	100	100	100	100	100⅛
Philad., Germ. & Nor.	88	....	....	....	....	....
Phila. & Reading	62	61⅞	61⅞	61⅞	61⅛	61⅛
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	94⅛	94⅛	95	95	95	95
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	15⅛	15⅛	....	....	15⅛	....
" 6s, 1882	....	....	78	78	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	82⅛	....	....
United Co. of N. Jersey	....	128⅞	129	129	129	129
Hestonville, (Horse)	20	20	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	65	....	....	....	66	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875.	99⅛	....	99⅛	....	....	99⅛
" 1886	....	....	....	....	....	....
" 1890	98⅛	....	....	99⅛	....	99⅛
" 1884	....	....	....	....	....	....
" 1900	....	99⅛	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880.	98	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	99⅛	....	....	....	100⅛	100⅛
" 2d M.	90⅛	....	....	....	91⅛	91⅛
" 3d M. 8s.	84⅛	....	....	....	84⅛	84⅛
Northern Central	39⅛	....	39⅛	....	39⅛	39⅛
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	88⅛	89
Pittsb. & Connellsv. 7s	96⅛	96⅛	....	97	97	
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	55	....	55	54⅛	
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	25⅛	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	....	148⅛	....	149	148⅛	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138	....	....	138	138	
Boston and Providence	150	....	....	....	....	....
Boston, Hartford & Erie	6⅛	....	....	....	....	....
" 7s, new	41	40⅛	42⅛	42⅛	....	42
Cheshire, pref.	....	....	....	....	....	85⅛
Chi., Burl. & Quincy	....	....	....	....	130⅛	130⅛
Concord	....	....	....	....	....	....
Connecticut River	....	132⅛	....	....	134	
Eastern	105	105	105⅛	....	106	106⅛
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	119⅛	119⅛	119⅛	....	114⅛x	114⅛
Northern, N. H.	....	....	115⅛	....	....	115⅛
Ogdens. & Lake Champ	87⅛	....	83⅛x	....	....	82⅛
" pref.	....	....	....	....	....	102⅛
Old Colony & Newport	110⅛	109⅛	110⅛	110	110⅛	
Ph., Wil. & Baltimore	54⅛	....	....	54⅛	....	55⅛
Portl'd, Saco & Ports.	....	128x	....	....	127⅛	
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	84	....	....	83⅛	
Vermont & Canada	93⅛	93⅛	93⅛	93⅛	....	
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	104
Cambridge "	....	....	....	....	....	....
Metropolitan "	72	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	....	....	....	....
Franklin "	....	....	....	15⅛	....	
National "	....	....	....	6⅛	....	
Pewabic "	11	....	....	....	....	
Quincy "	55	54	54⅛	54⅛	....	....

London Stock Exchange.

	Closing Prices. June 7.	June 14.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	74 — 77	74 — 77
Do. do., 2d mort., 1881	63 — 65	63 — 65
Do. Penn., 1st mort., 1877	38½ — 39½	38½ — 39½
Do. do., 2d mort., 1882	99 —101	99 —101
Do. Consol. 7 per cent. mort. 1890	89 — 90	89 — 90
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	49⅛ — 50	48½ — 49
Do. sterig. 6 p. c. convertible bonds	93 — 95	93 — 95
Illinois Central, 6 per cent., 1875	49 — 50	48 — 49
Do. Redemption mort. bonds 6 p. c.	110 —102	100 —102
Do. 100 dol. shares, all paid	109½—110½	109½—110½
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 90	87 — 90
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96½— 97½	97 — 98
Do. $50 shares	46 — 48	47 — 49
Philadelphia and Erie 1st mort. 1881	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, June 29, 1872.

Stock Exchange and Money Market.

Money has been offered quite freely, by the banks as well as by private lenders, and rates have been quoted easier, both on call, and in the discount form. The demand for aid from speculative sources has been much less urgent. The local inquiry for mercantile purposes has been quite moderate. There has been more demand noted from the interior, for funds, to move forward the new wool clip, and this drain has had a perceptible influence on the reserve averages of the city banks. Call loans have been quoted at from 3@5, generally 4@5, and choice to very good discounts at 5½@7½ per cent. per annum. Toward the close, there was rather more animation, in the market, due, in part, to the active preparations for July disbursements of interest and dividends which promise to be unusually liberal, and which in July will undoubtedly operate in favor of an easy money movement. The U. S. Sub-Treasury office again reduced its coin balance about half a million and enlarged its currency nearly 1⅜ millions. The city banks added to their loan and discount average over four millions during the week, and increased their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance at the close of business on Tuesday of $9,866,536, and a coin reserve of $48,537,405.

The city banks, in their latest return, show a reduction of $1,495,100 of legal tender notes, $387,700 of specie, and $64,300 of deposits, with an addition of $4,042,500 to their loan and discount averages, and $8,800 to their item of circulation. The city bank exchanges, last week, averaged 97½, and thus far, this week, about 93⅝ millions daily. The banks now hold $9,726,625 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,912,200, against $14,015,216 same time last year. The city bank deposits are now $228,931,000 against $243,521,513, week ending June 24, 1871. The legal tender reserve amounts to $53,929,400, against $71,361,168 same time last year. The circulation now stands at $27,528,100 against $30,560,606 same time last year. The loans are now $292,806,800 against $293,979,645 at this date last year.

The coin reserve of the city banks is now about 19⅞ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 54 millions against $46,616,000 on the statement of February 10th.

Government revenues have been yielding rather less satisfactorily since our last. The excises yielded within the week about three millions, and thus far since July 1, 1871, $128,242,930. The customs at the port of New York last week were $1,504,410; at the outports, equal to about $500,000 all in coin, or coin certificates.

Telegrams from Albany state that the new State Loan was awarded at 107 to 107¼.

The Treasury Department, on Tuesday, controlled a coin reserve of $85,000,000, (including $26,000,000 represented by outstanding coin certificates) and a currency balance of $9,000,000.

Gold has been in better supply in the open market and easier as to price, on a much lighter movement, both on speculative account, and in the export line. The customs call has also been on a restricted scale.

The Treasury Department ordered the prepayment of the July Gold Interest on the Public Debt to be commenced on Wednesday, June 26. The amount to be paid out at all the Government Offices on the July account this year is $26,546,213.

The range of the price during the week has been from 113@113¾ and the closing quotation on Wednesday was 113⅝ against 113⅝ the preceding Wednesday. The specie outflow last week, was $753,243. The Gold Exchange Bank clearances have averaged about 39½ millions per day during the week.

The specie exports from this port on Wednesday were only $281,030.

The customs demand for Gold last week, averaged $276,670 a day; thus far, this week, it has averaged $330,000 a day, or equal to a weekly aggregate of $1,980,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $19,158, and since Jan. 1, 1872, $732,076, against $3,167,507 same time in 1871. The total customs revenue of the Government, in

coin, at this port, from July 1, 1871, has been $151,811,700 against $145,335,323 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 22, 1872, $76,455,716, against $85,524,679 same time in 1870-'71.

The export drain of specie was $753,243 last week, against $2,464,430 same week preceding year. The shipments since July 1, 1871, have been $56,239,548 against $81,718,748 same time in 1870-'71.

Foreign Exchange has been offered less freely and has been in rather more confident demand at steadier rates. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110⅛@110⅜.

The produce exports from this port, week ending with June 25, were to the currency value of $4,817,307.

There has been a fair investment business reported, since our last, in Government securities, at generally firm prices. The offerings of bonds of all issues have been on a restricted scale. On Wednesday, government bought in $1,084,400 of Five-Twenties at 113 08@113 24, out of an aggregate offering of $1,834,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119⅝@120⅞; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114@114¼; U. S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 114⅝@115⅞; U. S. Five-Twenties of 1865 consolidated, 116⅜@116⅝; U. S. Five-Twenties of 1867, 117⅜@117⅝; U. S. Five-Twenties of 1868, 117⅛@117⅜ U. S. Ten-forties at 111¼@111¼; U. S. Fives of 1881 (Funding Loan) 112⅝@112⅞; Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 12.	June 19.	June 26.
Consols	92⅜	92½	92⅝
U. S. 5-20's of 1862	90¾	91	91
U. S. 5-20s, 1865	91¾	91⅞	92
" 1867	93¾	91⅜	91½
" 10-40s	89½	89¼	89¼
New Fives of 1881	89¾	89¼	89¾
Erie	48½	42¾	46⅝

State bonds have been less inquired for, and irregular in price.

The investment inquiry for the better class of Railway bonds has been fair, and values have been well supported. Central Pacific Sixes have been in fair request at 104⅞@105. Chesapeake and Ohio have been in fair demand at 94 per cent. and accrued interest. It is stated that nearly five thousand men are now employed for the completion of the small unfinished portion of this road, and that it will undoubtedly be entirely prepared for business through the entire length from tidewater to the Ohio Valley, in October next.

Among the passengers who returned by the Russia from Europe, was Mr. James A. Garland, of the New York House of the Messrs. Jay Cooke & Co., who comes home in fine health, and spirits, to the satisfaction of his many friends in this city.

Railway and Miscellaneous share property has been moderately active, but quite irregular as to price, the later dealings indicating, however, a steadier movement.

The Stock and Cotton Exchanges have decided, by vote, to adjourn from Wednesday July 3, to Monday July 8, in view of the occurrence of the great national anniversary on the intervening Thursday.

There has been rather more animation in the line of Metals. Ingot Copper has been held with a fair show of confidence, on lighter offerings and a moderately active inquiry; sales 350,000 lbs. at 34c@34¼c. cash, and 34¼c.34½c. for forward delivery. Scotch Pig-iron has been in more request at about previous figures, with sales reported of 800 tons Glengarnock, at $47@$49; 200 tons Gartsherrie, and 100 tons Coltress on private terms. American Pig iron has been more sought after and quoted stronger in price, with sales of 400 tons Allentown at $53 for prompt, and $52 for November delivery, mainly the latter. Iron Rails have been held firmly, though not active. There has been very little call for Lead Spelter or Zinc, prices of which remain nominally as last quoted. Pig Tin, though quiet, has been steady in price; 100 slabs Straits were sold at 37¾c., gold, per lb. Tin Plates have been quite brisk, the demand having been partly speculative, and prices closing steadier and in favor of holders, with sales reported of 6,000 boxes Charcoal, deliverable after Aug. 1, at $12 75, with holders asking for early deliveries $13 25@13 50; 1,000 boxes Charcoal Terne, deliverable after Aug. 1, at $11 12½ held for early delivery at $11 25@$11 50; 2,000 boxes Coke, deliverable in August, on private terms, with prompt deliveries quoted at $12@$12 25 as the asking rates; 1,000 boxes B. C. Coke Terne, August delivery, at $9 75, and 1000 boxes Coke, diamond Y brand, at $11, all gold rates.

General business has been fairly active, more especially in the leading kinds of domestic produce. Flour, Wheat, Rye and Oats, declined in price. Corn was steadier toward the close. Lard and Butter firmer. Middling upland cotton closed on Wednesday at 26¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,655,928 bales, against 3,863,555 bales same time in the preceding year; exports 1,898,223 bales against 3,045,277 bales in the previous year; stock at the ports at latest dates, 152,777 bales against 207,494, bales same date 1871.

At the Live Stock Markets, Beeves have been in less request at 10@13¼ cts.; Veals at 5@9¼ cts.; Sheep at 5@6¾; Lambs 7@12 cts.; Swine, dull at 4⅜@4⅝ cts. per lb., all live weight. The week's receipts were 9,491 Beeves, 3,620 Veal Calves, 22,655 Sheep and Lambs; and 44,217 Swine.

Foreign goods have been in rather slack demand as a rule, with values generally quoted less firmer. The week's imports of foreign goods reached the amount of $7,918,883 including $6,573,976 of dry goods.

Ocean freights have been quoted lower toward the close.

At the auction sale of Scranton Coal on Wednesday 100,000 tons were disposed of within a range of from $3 25 to $4 00, as against $3 32½@3 90 at the sale in May.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 8⅜; do. 1st mort., 42⅛; Cedar Falls and Minnesota 1st mort., 86½; Milwaukee and St. Paul 1st mort., Iowa div., 91; Ohio and Miss. consol., 100; do. 2d mort., 88; Central of New Jersey 1st mort., new, 107; do. scrip, 104⅞; Gt. Western 1st mort. 1888, 98; East Tenn., Va. and Ga. 1st mort., 95½; Clev., Painesv. and Ash. new, 97: Toledo, Peoria and Warsaw 1st mort., E. D., 93; Buffalo, New York and Erie 1st mort., 94½; Detroit, Monroe and Toledo 1st mort., 99½; Hannibal and Central Mo. 1st mort., 88¾; Cin., Laf. and Chi. 1st mort., 84; Cleveland and Pittsburg consol., 95; Missouri, Kansas and Texas R. R., 43; St. Louis and Iron Mt. R. R., 102; do. 1st mort., 100; Lake Shore and Michigan Southern scrip, 93; U. S. Exp., 87; Am. Mer. Union Exp., 75¼; Adams Exp., 96½; Wells-Fargo Exp., 93; Western Union Tel., 75⅛; do. 7s, 95; Quicksilver pref., 51; Consol. Coal of Md., 44¾; Cumberland Coal and Iron, 77½; Pennsylvania Coal, 215; Arkansas 7s, issued to Central R. R. 69½; South Carolina 6s, old, 52½; do. new, Jan. and July, 30; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 106; do. coupon, 109½; North Carolina Fund Act, 1868, 23.

Philadelphia.—Lehigh Valley 7s, new, 105½; Sunbury and Lewistown 7s, 95; Penn. and New York Canal 7s, 97½; Philadelphia and Reading 6s, 1843-'4-'80, 99; do. deben bonds, 84; do. Gen. mort. 7s, reg., 104; Susq. Canal 6s, 79¾; Sch. Nav. 6s, 1895, 80; do. 7s, Boat Loan, 84½; Westchester and Philadelphia R. R. 7s, 102; Warren and Franklin 1st mort. 7s, 90¼; Belvidere Delaware 2d mort., 83¾; Elmira and Williamsport 7s, 98½; Nesquehoning R. R., 57½; Catawissa R. R., 16; Union Pass. R. R., 75; Pittsburg 5s, 77½; Pennsylvania State coupon 5s, 102. The latest quotations are; City 6s, 96½@97; do. free of tax, 100⅜@100½; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 107@107; do. 3d series, 108@—; Philadelphia and Reading, 61⅝@61⅝; do. Gen'l mort. 7s, 1893, 103⅜@104; do. mort. 6s, 1880, 99@99½; United New Jersey R. R. and Canal Co., 126¼@126½; Camden and Amboy mort. 6s, 1889, 96¼@97; do. 1883, 92¼@—; do. 1889, 90½@91; Pennsylvania R. R., 59⅜@59½; do. 1st mort., 102¾@—; do. 2d mort., 99@100; do. General mort. coupon, 96¾@97½; do. reg., 95½@97; Little Schuylkill R. R., 48@48½; Morris Canal, 51@52; do. pref., 127@127½; do. 6s, 93@96; Susquehanna Canal, 8@9; do. 6s, 79@80; Schuylkill Nav., 7¾@8; do. pref., 15½@15¾; do. 6s 1882, 77¼@78½; Elmira and Williamsport pref., 42@44; do. 7s, 1873, 98@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 90@90½; do. R. R. Loan, 95½@95½; do. Gold Loan, 93½@93½; North Pennsylvania 50½@50⅝; do. 6s, 102⅞@103; do., 7s, 96¾@97; do. Chattle 10s, 109@112; Philadelphia and Erie, 28@28½; do. 6s, 90@90; Minehill, 54@54¼; Catawissa, 16@17; do. pref., 45½@45⅝; Lehigh Valley, 60¼@60⅜; do. 6s, new coupon, 98¼@—; do. reg., 98@—; do. 7s, 105½@105½; Fifth and Sixth streets, (horse,) 48@—; Second and Third, 65@67; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 46@47; Chestnut and Walnut, 57@58; Hestonville, 19@20½; Union, 75@75; Germantown, 35@37.

Boston.—Burlington and Missouri River R. R., Land Grant 7s, 96; Michigan Central 8s, 108;

Western R. R. 6s, 1875, 97½; Boston, Clinton and Fitchburg 8s, 1881, 95¼; Salem and Lowell 6s, 1878, 92; Little Rock and Ft. Smith R. R. 7s, 20; Vermont Central 1st mort., 80; do. 2d mort., 80; Quincy and Warsaw R. R. 8s, 101; Chicago and Michigan Lake Shore R. R. 8s, 85½; Boston and Albany 7s, 1892, 106¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 93¾; St. Joseph and Council Bluffs R. R. 8s, 1874, 82½; Grand River Valley R. R. 2d mort. 8s, 102; Cincinnati, Sandusky and Cleveland R. R., 22; Rutland pref., 61; Nashua and Lowell R. R., 145; Summit Branch, 45; Portsmouth, Gt. Falls and Conway R. R., 94⅞; Cary Imp., 12⅝; Waverly Land, 8; Brookline Land 6⅞; Maine 6s, 1889, 99½; Chicago 7s, 98¾; Cincinnati 7s, 3-10s, 1898, 105; St. Louis 6s, 1874, 97¾; Rock Island, Ills., 8s, 1887, 103½; Hartford 6s, 1880, 96¾; Charlestown 6s, 1892, 99; Portland 6s, 1887, 95½; Lynn 6s, 1887, 98¾; Albany 6s, 1876, 92¾; Cook Co., Ills. 7s, 1880, 97½; Fall River 6s, 100; Boston 6s, 1880, currency, 101; Lowell 6s, 1890, 98¾; Allouez Mining Co., 8¾; Calumet and Hecla, 164; International silver, 4⅝; Petherick, 3; Shuniah Silver, 8½; St. Clair, 1¼; Star, 30c.

Baltimore.—Maryland Defense 6s, 103; Lynchburg City 6s, 78; Orange, Alexandria and Manassas 7s, 84⅞; Northern Central 6s, 1900, gold, 96⅝; Richmond and Danville 1st mort., 78½; Central Ohio 1st mort., 87; George's Creek Coal, 96. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 96¾@97¼; Baltimore and Ohio, 156⅛@159; do., pref., 99@—; do., 6s, 1875, 99@100; do., 1880, 98@—; do., 1885, 96½@97½; Parkersburg Branch, 12@13; Northern Central 39¼@40; do. 6s, 1885, 96⅛@96¾; do., 1900, 88¾@89; do., 6s, 1900, gold, 96½@96¾; N. W. Va. 1st mort., 100@—; do., 2d mort., 99@99⅛; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100¼@100⅜; do., 2d mort., 7s, 90@92; do., 3d mort., 8s, 84⅝@85; Central Ohio, 33@33½; do., 1st mort., 86⅝@86¾; Western Md. 1st mort. 6s, 1890, 87@92½; do. 1st mort. guar., 96½@97; do., 2d mort. guar., 96@—; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78⅝@79; Orange and Alexandrialst mort. 6s, 93⅝@94; do., 2d mort. 6s, 84@87½; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 84½@85¼; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 91½@—; Baltimore 6s, 1875, 99⅛@100; do., 1884, 99@99½; do. 1886, 100⅛@100½; do., 1890, 99@99½; do., 1893, exempt, 99⅛@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55¼@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 102¾@103; City Passenger R. R., 25⅛@25¼; George's Creek Coal, 95@100; Atlantic Coal, 1.00@1.75; Alexandria City 6s, 70½@72; Savannah City 7s, 87@88; Lynchburg City 6s, 77½@78; Indianapolis water bonds, 90½@94½.

☞ Work is progressing on the Michigan division of the Canada Southern Railroad. The surveys have been nearly completed, and work upon the road bed from Trenton to the State line, it is announced, will shortly begin. Work upon the bridge from Trenton to Grosse Isle has begun.

New York & Long Island Bridge Company.

The New York and Long Island Bridge Company, which was formed to build a bridge connecting Long Island with this city, the bridge to have central towers on Blackwell's Island, have elected the following Board of Directors: John L. Brown, A. M. Bliss, Shepherd F. Knapp, I. D. Coleman, A. W. Winans, P. L. Tyler, S. C. Walker, H. Vandewater, J. A. Fithian, C. Corson, J. T. Conover, D. L. Pettee, H. W Genet, George Wilkes, C. R. Trafford, J. M. Long, H. T. Livington, Wm. C. Conner, James M. Sweeney, G. L. Knapp and Edward J. Shandley.

At a meeting of the directors held at No 25 Chambers St., this city, on the 24th inst., the following officers were elected:

John L. Brown, president; A. M. Bliss, secretary; Heman T. Livingston, treasurer.

John T. Conover, A. W. Winans, Jacob M. Long, D. L. Pettee and S. F. Knapp, executive committee.

Heman T. Livingston, George Wilkes and C. R. Trafford, auditing committee.

Stephen C. Walker, William C. Conner, Henry Vandewater and Isaac D. Coleman, financial committee.

It was ordered that, under the provisions of the general railroad act, due notice be given at an early day to the Common Council of the city of New York, the Board of Supervisors of the county of New York, the Commissioners of the Sinking Fund of the city and county of New York, the Commissioners of Charities and Correction (who control Blackwell's Island), the Supervisors of Queen's county, the Common Council of Long Island city, and the property owners directly interested, of the intention of the company to take possession of and use such property as may be necessary for the purpose of constructing the bridge.

It was resolved to proceed forthwith in the work of obtaining possession of the required property and of constructing the bridge.

☞ The Duluth (Minn.) *Herald* reports the arrival at that port, on the 16th instant, of three vessels containing railroad iron for the Northern Pacific, the aggregate quantity being 1,540 tons. The point of departure of one of the vessels was Erie, Pennsylvania, while the other two sailed from Cleveland, Ohio. The time consumed in the voyage from Erie was fourteen days, while the voyages from Cleveland were each made in fifteen days.

☞ Cumberland Coal is quoted at $4 25 at Georgetown and Alexandria, at Baltimore $4 50, at New York $6 60, at Springfield, Mass., $10, at Boston $7 25a$7 50, at San Francisco $25a$29. The Cumberland companies, it is said, will not change their prices at all in consequence of the new tariff, the effect of which was discountered long ago, when rates were put at the lowest reasonable points.

☞ The gross earnings of the Union Pacific Railroad for the month of May, 1872, were $890,442 07; expenses $470,715 11, including $79,387,37 taxes; net earnings $419,726 96.

☞ The Eastern Railroad Extension to North Conway, N. H., was formally opened to travel on the 24th inst.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments combined in one mortgage, they command a once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000 $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Bankers and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET

☞ The stock of the Camden and Amboy Railroad Company is now called, at the Philadelphia Board of Brokers, under the new designation of United Companies of New Jersey. Under this appellation it will hereafter be quoted in the official Stock lists, and by that name all transactions in Camden and Amboy will hereafter be designed.

☞ The regular quarterly dividend of 2½ per cent. upon the capital stock of the United New Jersey Railroad and Canal Company will be paid on and after the 10th of July at the offices of the Pennsylvania Railroad Company, Phliadelphia and at 57 Broadway, New York.

☞ Men, to the number of about two hundred are now employed on the River du Loup Railway and have already graded several miles of the road and prepared it for sleepers. The prospect now is hopeful.

☞ The Attleborough Branch Railroad Company has declared a semi-annual dividend of $2 50 per share, free of taxes, payable July 1.

☞ The Granite Railway Company has declared a dividend of $4 per share, payable July

Journal of Railroad Law.

COMMON CARRIERS—DELIVERY TO WRONG PERSON AT THEIR PERIL.

The late case of McEntee *vs.* The New Jersey Steamboat Company, (45 N. Y., 34,) was an action brought against the defendants for the conversion of chattles claimed by the plaintiff. The defendants, as common carriers between Albany and New York, received from Mr. Guyer, at Albany, and carried to New York, in 1868, several bundles of sash and blinds addressed to "McEntee," New York. After these arrived at New York, the plaintiff claimed them, and gave evidence tending prove that he demanded the goods and tended the charges, and that the agents of the defendants refused to deliver them. The jury rendered a verdict for the plaintiff for the value of the property.

The following is the opinion of the court delivered by—

ALLEN, J.—The defendants were charged for the conversion of the goods upon evidence of a demand and a refusal to deliver them. If the demand was by the person entitled to receive them, and the refusal to deliver them was absolute and unqualified, the conversion was sufficiently proved, for such refusal is ordinarily conclusive evidence of a conversion; but if the refusal was qualified, the question was whether the qualification was reasonable; and if reasonable, and made in good faith, it was no evidence of a conversion, (Rogers *vs.* Weir, 34 N. Y., 463). If, at the time of the demand, a reasonable excuse be made in good faith for the non-delivery, the goods being evidently kept with a view to deliver them to the true owner, there is no conversion.

This action is not upon the contract of the carriers, but for a tortious conversion of the property; but the rights and duties of the defendants as carriers are, nevertheless, involved.

The defendants were bailees of the property under an obligation to deliver it to the rightful owner. They would have been liable had they delivered the goods to a wrong person. Common carriers deliver property at their peril, and must take care that it is delivered to the right person, or if the delivery be to the wrong person, either by an innocent mistake or through fraud of third persons, as upon a forged order, they will be responsible, and the wrongful delivery will be treated as a conversion. (Guillaume *vs.* Hamburgh and Am. Packet Co., 42 N. Y., 212.) The duties of carrier may be varied by the differing circumstances of cases as they arise; but it is their duty in all cases to be diligent in their efforts to secure a delivery of the property to the person entitled, and they will be protected in refusing delivery until reasonable evidence is furnished them that the person claiming is the party entitled, so long as they act in good faith and solely with a view to a proper delivery. The circumstances of this case, the very defective address of the parcels, and the omission of the plaintiff to produce any evidence of title to the property, or identifying him as the consignee, justified the defendants in exercising caution in the delivery; and it should have been submitted to the jury whether the refusal was qualified, as alleged by the defendants; and if so, whether the qualification was reasonable, and was the true reason for not delivering the goods. The judge also erred in his instructions to the jury as to the duty of the defendants as common carriers, in the delivery of goods. They may not properly, or without incurring liability to the true owner, deliver goods to any person who calls for them, other than the rightful owner. The judgment must be reversed and a new trial granted, costs to abide event.

Judgment reversed and new trial ordered.

Extension of an Important Railroad.

We have taken occasion several times to refer to the building of the Logansport, Crawfordsville and South-western Railway in Indiana, and the resources it has in its rich country and coal fields for a large local traffic. Our correspondent at Crawfordsville, President Tuttle of Wabash College—a gentleman of intelligence in such matters, as well as of the highest position and character—has kept us informed in respect to this road. From the same source we have just learned that it is soon to be in running order to Logansport, where it comes into an important railroad centre, where the two great branches of the Pan Handle (Chicago Division), the Toledo, Peoria, and Warsaw Railroad and the Eel River Railroad cross. This connection at once opens a vast market for the Parke county bituminous and block coal. Recently Mr. Cutler and his co capitalists have contracted to build a Branch of the Logansport, Crawfordsville and Southwestern Railway from Frankfort to Kokoma, some twenty-eight miles, where it will meet another important railway center, opening one more market for coal and produce. The work of grading is to be begun immediately. This is an important step toward the great Northern trunk lines at Toledo and Detroit.

A very important move has just been made at the south-west end of the road. The Evansville and Crawfordsville Railroad some time since built an excellent extension of the road from Terre Haute to Rockville, twenty-three miles, but is has not been profitable for lack of connections North and East. Recently the Logansport, Crawfordsville and South-western Railway has leased this road to Terre Haute, which gives it a fine, large city as its South-western terminus, and a very fine St. Louis connection over the Vandalia route. This is an important step and is in the line of still larger success. Under the able management of Messrs. Cutler and Dawes, the Logansport, Crawfordsville and South-western Railway is becoming an important road in Indiana.—*New York Evangelist.*

Atchison, Topeka and Santa Fe Railroad.

The news that the Atchison, Topeka and Santa Fe Railway has been completed to the Arkansas river and is stretching toward us at the rate of over one mile a day, will be hailed with joy by the citizens of the Arkansas valley. While we have as yet no assurance, positive and complete, that this road will be built through this portion of our Territory, yet it is a great step in advance to have it constructed to our eastern boundary. Its construction even to that point will make an outlet for our surplus of beef and for a great deal of the wool raised in Bent and Las Animas counties. Besides we are fully satisfied that when the line is complete to the western boundary of Kansas, its directory will be impressed with the necessity of extending it up the valley to Pueblo. The wide open valley, with its rich, irrigable soil and the wealth of pasturage on either side, will offer an opportunity to build up a way trade enjoyed by no other corporation west of the Missouri. The natural water gradient offered by the river without any bluff lands encroaching upon its banks, render the construction of a line to Pueblo as cheap as a section of the same length along the Platte.

A road built over this route will offer a much more direct means of communication with the East for the people of Southern Colorado and New Mexico, than any yet built. It will develop through its entire extent a greater amount of way trade than can ever be enjoyed by any rival line. It will form a section of a road over the best route across the continent, which is through the pass at the head of the Arkansas. The road can be operated through the whole season, without the loss of a trip by reason of snow blockades. All these manifest advantages will impress themselves upon the directory of that road before preparation is made for the construction of its next section. Gentlemen acting in the interest of this line will soon be in Pueblo, and we hope that substantial citizens will not fail to place these few, and a number of additional considerations, in their proper light, and so do everything in their power to aid us in securing direct eastern communication through the medium of the Atchison, Topeka and Santa Fe Railway.—*Pueblo, (Col.) Advertiser.*

The Narrow Gauge Railroad Convention.

The following is an official list of the topics under consideration by the convention of railroad men at St Louis:

1. The want of railroad facilities.
2. The comparative costs of the two systems.
3. Our means of constructing the broad gauge as compared with the narrow gauge.
4. The comparative cost of operating the two gauges.
5. Can narrow gauge locomotives be constructed of sufficient power and speed to answer general requirements.
6. Can the passenger coaches be made safe, comfortable and popular with the traveling public?
7. Can freight cars be constructed of convenient size for the transportation of cotton, live stock and general freights?
8. What saving in dead weight will the narrow gauge effect?
9. How will the saving in first cost and dead weight affect the rates of freight and passage?
10. Break of gauge or connections.
11. Experience and opinions of experts.
12. The narrow gauge, as compared with the broad gauge, as the means of development.

Cairo and East St. Louis Railway.

A narrow gauge railway is building from this city to Cairo. When completed it will have a length of 147 miles, and be equipped with 26 locomotives and 1,500 cars. This road begins at East St. Louis, and proceeds down along the river bank to a point opposite Carondolet; then turning southeastward, it pursues its way to Cairo, passing directly through the Big Muddy coal region. One of the designs of this road is to supply coal cheap to the Carondolet iron furnaces, hence the heavy equipment of rolling stock. Work is actively going forward on this line. One hundred miles of the grading will be finished by the 1st of July. The ties for the whole road are nearly ready. The iron is purchased and the money all in hand to pay for it. A large portion of it is now en route to this city, and will soon arrive. Upon all of the heavy grades steel rails will be used, and the balance of the iron will be 45 pounds to the yard. Broad-gauge rails weigh 65 pounds to the yard. Although the equipment of this road is unusually large for so short a line, and though the country built over is a very rough and hilly one for most of the way, the cost will probably fall within $15,000 per mile. The gauge of this road is to be three feet.—*St. Louis Democrat.*

Boston, Hartford and Erie Railroad.

In the suit of equity brought by George Ellis and others against the Boston, Hartford and Erie Railroad Company, arising out of a contract made between the railroad company and the Adams Express Company, the Superior Court has sent down the following rescript:

"Decree for receivers for amount of earnings due under the contract as reported, from Oct. 20, 1870, to Aug 17, 1871. Also for such portion of the like earnings so reported, prior to Oct. 20, 1870, as may be necessary, together with other income received by them, to cover their reasona-

ble expenses and charges in operating the road and conducting the business of the corporation during the same period. If not adjudged between the parties, a master is to be appointed to ascertain the amount for which the decree shall be entered in accordance herewith."

In the bill brought by the Adams Express Company to be made a party to the above suit, a decree has been entered dismissing the bill.—*Boston Journal.*

Kansas Railroads.

A correspondent of the Milwaukee *Wisconsin*, writing from Fort Scott, Kansas, says:

We have first the Missouri, Ft. Scott and Gulf road running from Kansas City south to Baxter Springs, 160 miles. This road is without doubt one of the most ably managed in the southwest and its equipments are first class.

The Missouri, Kansas and Texas Railroad is our St. Louis outlet and runs from Sedalia, Mo., through the southern part of the State and the Indian territory into Texas, and is now built to the South Canadian, Indian territory. This is one of the grandest railroad enterprises of the country, and is ably managed.

The Ft. Scott and Allen County Railroad running from Ft. Scott to Wichita, about 200 miles due west, is now in course of construction.

Then we have the Laclede and Ft. Scott Railroad, from Lebanon, Mo., on the Atlantic and Pacific; then the St Louis and Santa Fe Air Line; the Fort Scott, New Chicago and Fredonia; the Lexington Lake and Gulf, and the Memphis, Fort Scott and Topeka narrow-guage, all of which are now under contract and construction. Fort Scott is destined at no distant day to be an important railroad centre.

☞ The Baltimore and Ohio Railroad Company has decided to build another iron working mill in Cumberland for the manufacture of merchant bar iron of all descriptions, and also for the manufacture of nuts, screws, bolts, &c., for use on their great line of railway.

☞ During the month of May the Land Department of the Union Pacific Railroad Company disposed of 16,835 acres of land, for which $67,746 were received, and from July 28th, 1869, to the end of May, 1872, the total sales amounted to 547,269 acres, yielding the sum of $2,295,799 93.

☞ Five miles of the Erie canal, between Albany and West Troy, have been set apart for experiments for the towage of canal boats by road steam engines.

☞ The Canal Railroad Company of Connecticut, having determined to relay their track with steel rails, have received their first instalment of 1,000 tons, which will be put down immediately.

☞ W. O. Hughart, Esq., of Pittsburg, has resigned his position as president of the Pittsburg, Washington and Baltimore (Connellsville) Railroad Company.

THE SEMI-ANNUAL INTEREST, due July 1st, on Arkansas Funded Debt Bonds, will be paid at the office of the Union Trust Company, in this city, on and after that date.

HENRY PAGE, State Treasurer.

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NOTICE TO CONTRACTORS.—DELAWARE AND HUDSON CANAL COMPANY—CONSTRUCTION OF NEW YORK AND CANADA RAILROAD.—Sealed proposals will be received by the undersigned, for the Delaware and Hudson Canal Company, at the Engineer's Office, in Whitehall, until Tuesday, the 16th day of July next, at noon of that day, for the construction of the graduation, masonry, bridging and fencing of about thirty-eight miles of the line of the New York and Canada Railroad, extending from Whitehall, along the west side of Lake Champlain, to Port Henry.

The line will be divided into sections of convenient length, and will be ready for examination after the 6th ult. The maps, profiles, plans and specifications will be ready for examination at the Engineer's Office, in Whitehall, after that date, where all information in regard to the work may be obtained, and where blank proposals will be furnished.

Proposals should be sealed and endorsed "Proposals for N. Y. & C. R. R.," and addressed to the undersigned, at Whitehall, Washington Co., N. Y.

The right is reserved to reject any or all proposals that may be received as may be deemed for the interest of the company. Dated Chief Engineer's Office, Albany, June 19th, 1872.

C. W. WENTZ, Chief Engineer.

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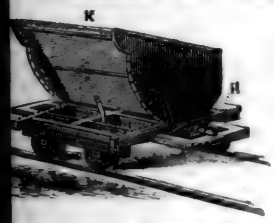
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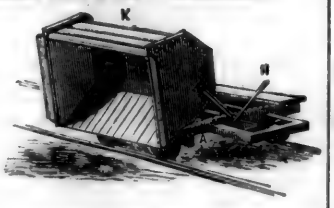


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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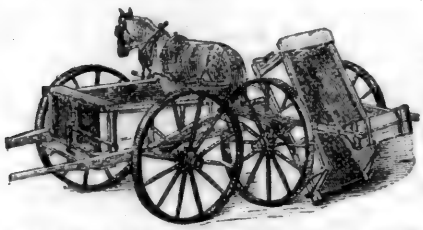
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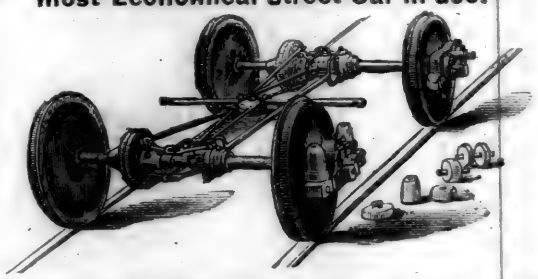
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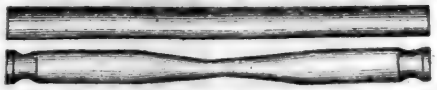
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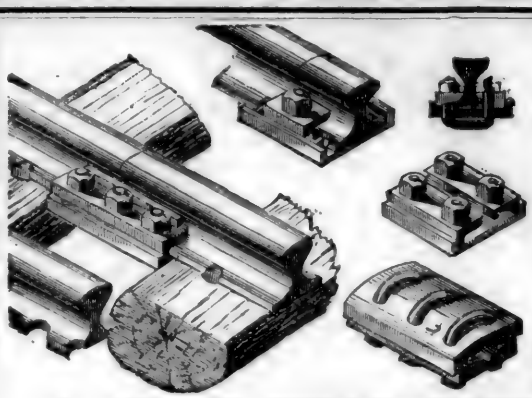
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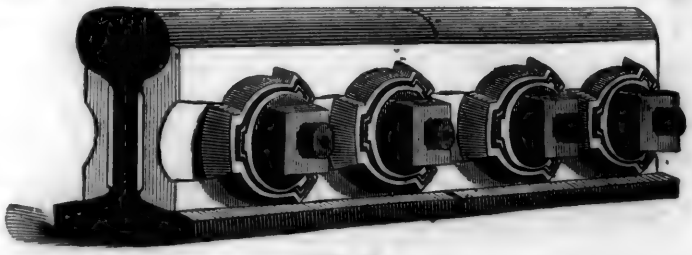
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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 6, 1872.

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HAMILTON RUBBER WORKS.

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R. S. MANNING. G. W. NORTON.

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LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

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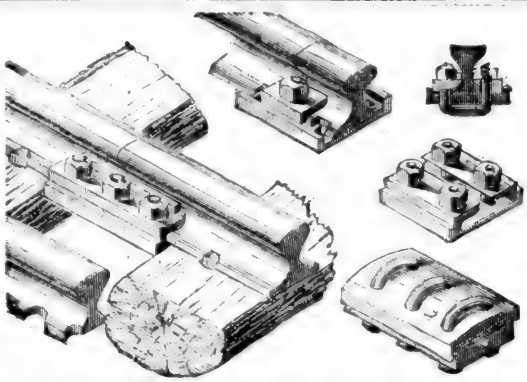
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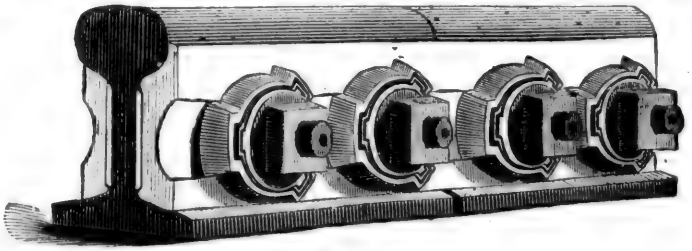
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MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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71 Broadway, New York

RAILROAD IRON.

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31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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101 & 103 Duane-St. } New York.
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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Sodus Point and Southern Railroad.

Another link in the great chain of railways that are destined to develop the resources of our state and enrich our citizens, is drawing near a successful completion. We refer to the Sodus Point and Southern Railroad, which will shortly be in running order from Sodus Bay, on Lake Ontario, to Stanley's Corners on the Northern Central Railway of Pennsylvania, a distance of thirty-five miles.

The track is now laid and the road ready for traffic between Newark, on the N. Y. C. R. R., and Sodus Centre. It will go into immediate operation. Trains will run to Sodus Bay by the middle of July. The road is now graded to that point. South of Newark the road is graded to Stanley's Corners with the exception of a few miles of easy work.

We congratulate the stockholders and the public on the fact that the road has been well built. The bed is made in the most substantial manner in order to transport safely the heavy freight that is certain to pass over the rails. There is a surface width of sixteen feet on embankments, and eighteen feet in cuttings. The slopes are regular and evenly finished. The masonry is of the most solid and enduring kind, the bridge abutments being built of coursed rock. All culverts, water passes and cattle guards are made of the best quarry stone, and their beds laid in good cement. The principal bridges are of the best wrought iron and will sustain a rolling weight of three thousand pounds to the lineal foot. It is confidently expected that the entire road will be in complete running order by the 15th of September.

The road connects with many important railway, lake and canal lines of freight and travel. First in local importance is the Lake Ontario Shore Road. Then the New York Central at Newark, and its Auburn and Rochester branch between Phelps and Clifton Springs. The through connection at Stanley's, Corners with the Northern Central opens up direct communication with the immense coal deposits in the Shamokin coal fields and other parts of Pennsylvania, with fertile agricultural valleys and mineral hills, and the commercial and passenger trade of Baltimore and the eastern and southern Atlantic sea-board cities, as it will be the shortest direct route to and from those points.

The road now building from Seneca Falls to Waverly will give the company a direct connection with the Lehigh Valley Road, thus affording easy access to the immense coal deposits in that section. Here the road will likewise connect with the important coal roads Sullivan and Erie, and the Barclay. This will open up the shortest and cheapest route for the business men of Philadelphia and neighboring towns transacting business at the lakes.

The connection with the Geneva and Ithaca road will place the Sodus Point line in direct communication with several important roads meeting at Ithaca, including the Delaware, Lackawana and Western. This will ultimately lead to a large and lucrative business.

The completion of the projected line from the Blossburg mines to Pen Yan will prove of first class importance to the Sodus Point road. Coal will be shipped in large quantities from that point to meet the growing demand for it on the lakes, and it must all pass over this road as a natural result of the shortness of the route and the cheapness of the freight.

The road from Bath, near the head of Crooked Lake, which will form a junction at Stanley's Corners, will prove a valuable adjunct to the road.

The growing scarcity and value of timber in the vicinity of the thriving cities and towns bordering on Lake Ontario and in the interior of the Canadas, will inevitably soon call for large shipments of coal. This coal will naturally pass over the readiest and cheapest route, and the income from this traffic alone will undoubtedly reach a highly remunerative sum.

At Newark the road crosses the Erie canal, which makes it an important coal and freight distributing point. Boats will be enabled to receive here the coal shipped at Watkins, at the head of Seneca Lake, thus saving 120 miles of navigation, and making Newark an important point for the distribution of coal east and west on the Erie canal. A projected line S. W. from Stanley's Corners will also tap the Erie at Hornellsville, from which point transfers of freight can be easily made.

On the completion of the proposed direct route from Lake Ontario to Lake Huron, by means of the proposed ship canal, for which a charter has been obtained and surveys made, the distance between these points will be diminished nearly four hundred miles. This will divert, on account of the cheaper rate of freight, a large portion of the western trade to Lake Ontario, and greatly increase business at Sodus Bay.

From the above it will be seen that no railroad in the country has more valuable connections than the Sodus Point road.

The company have sufficient motive power, with a full supply of freight and coal cars, to do all the business of the road, and have ample facilities to increase the rolling stock sufficiently to meet the growing requirements of traffic. Coal pockets, shutes and grain elevators are to be immediately erected at all the principal shipping points, for the cheap transfer and storage of large quantities of coal, grain, timber, and all the great staples. Some of these are to be built in conjunction with other roads.

Commodious wharves are to be built at Sodus Bay, so as to avoid the inconvenience and detention now experienced at other ports on the arrival of large quantities of grain and lumber. Depots will be erected at Flint Creek village, Castleton, Orleans, Phelps, Newark, Fairville, Sodus Centre and Sodus Bay.

A large revenue must also accrue from the local freight and passenger traffic. The direct line traverses a very populous section in a high state of cultivation and rich in agricultural productions. There are likewise large deposits of iron ore, plaster and limestone along the road.

The difference in the rates of through freight in favor of Sodus Point can be estimated from the article of barley, of which there are large shipments to Philadelphia. From Suspension Bridge, the rates are $6 00 per ton; from Oswego, (by boat) $6 80; from Sodus Point, $4 82. The same ratio will also apply to all other kinds of freight.

The purchase of the entire available water front of Sodus Bay by the company was a wise and far seeing operation. This Bay forms the safest and most commodious harbor on the great inland sea of Lake Ontario, and must in a short time become very valuable. They have also secured all the desirable land on Sodus Point, and will soon greatly improve the property. Further extensive improvements are to be inaugurated on that portion of the water front known as the Rogers' property, where all the company's buildings will be erected and their principal business transacted.

Although the company have secured a perpetual title to this valuable harbor property, they freely give long leases (with privilege of renewal) of water fronts to business men who wish to improve the same. Many keen-sighted men are already negotiating for leases on the Rogers' section. They foresee that at no distant day the industrous people on the borders of Lake Ontario will transact the bulk of their business through the port of Sodus Bay. That this is no vague dream is shown from the fact that last year the custom-house officers at the ports of Genesee and Oswego reported the entries and clearances at 1,774,069 tons. And the U. S. Chief Engineer, in speaking of Oswego harbor, said; "I have been informed that last year 60,000,000 feet of lumber was diverted from that port for want of sufficient wharf accommodations." The business at these two ports last year included 6,800,000 bushels of wheat; 7,400,000 bushels of barley, malt, rye, corn and oats, to say nothing of flour, coal, iron, wool, live stock, provisions, etc.

The difference in the distances from all the principal shipping points of the chief products of the country, such as coal, lumber, grain, iron and salt, is largely in favor of Sodus Point. The Point is situated immediately inside of the Government Piers, at the entrance to Sodus Bay. There is an average depth of forty feet of water, the harbor is protected on all sides from the heavy seas that sometimes roll on the lake, and it is the first to open in the spring and the last to close in the fall.

Among the many men to whom honor is due for the speedy and successful completion of this great enterprise, none deserves a larger share than the respected president of the road, Hon. Stephen K. Williams. At times when others were lukewarm and discouraged, he worked on quietly, steadily and confidently. By his sagacious foresight and tact, he has succeeded in making negotiations that have secured the success of the undertaking, saved the stockholders from losses, placed the road on a firm footing, and advised investments that must result in large profits in the future.—*Newark (N. Y.) Courier.*

Terre Haute and Indianapolis Railroad.

The earnings of this road for the years ending November 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers	$382,169 48	$263,583 18
" freight	535,101 57	456,651 77
" coal	136,341 75	209,046 07
" express	15,059 51	9,023 04
" U. S. mail	14,600 00	14,600 00
" other sources	4,254 28	49,816 68
	$1,087,526 49	$1,002,720 74
Expenses, viz:		
Running road	$205,916 99	$208,940 00
Repairs of road	143,329 65	126,698 23
Repairs of bridges, buildings, etc	25,839 98	10,982 73
Repairs of machinery	120,686 66	110,198 18
General expenses	132,288 16	134,968 49
	$628,061 44	$591,787 63
Net earnings	$459,465 05	$410,933 11
To which add—		
Dividends on stocks		42,132 00
Interest on bonds		80,905 00
Real estate sold		1,008 61
Material sold		36,786 30
Rents received		3,488 15
Profit and loss		2 108 42
Total		$527,356 59
Disbursed as follows:		
State, county and municipal taxes		$14,680 74
Internal revenue taxes		599 25
Interest and exchange		69,873 08
Construction and equipment		157,122 51
Dividends June and December, six per cent. each and U. S. tax		244,695 38
Surplus for the year		40,385 63
Total as above		$527,356 59

It will be seen that the transportation earnings for the year 1871 are $1,002,720 74; and from other sources, $116,423 48—making the gross receipts $1,119,144 22, being $52,882 31 less than the previous year. The amount expended for operating the road, for the payment of taxes and interest, and for additional construction and equipment upon the main line and branches was $884,063 21, being $46,588 49 less than the preceding year. There have been expended upon

branch roads, for coal purposes, $89,846 75. The expenditure for equipment has been $47,203 12. The president in his report says:

The gross earnings of the St. Louis, Vandalia and Terre Haute Railroad, of which this company is lessee, were $1,053,129 33. The operating expenses were $716,503 09; leaving $336,626 24 as the net amount of transportation earnings. The 30 per cent. of gross earnings required to be paid your company under the lease was $315,938 79. The first and second mortgage bonds of the St. Louis, Vandalia and Terre Haute Railroad Company amount to $4,500,000, bear 7 per cent. interest and require the payment of $315,000 per annum. Thus it will be seen that the 30 per cent. of gross earnings paid to the St. Louis, Vandalia and Terre Haute Railroad Company exceed that company's interest requirement $938 79; and that the net transportation earnings have exceeded the 30 per cent. gross earnings, $20,687 45.

Comparing the months of July, August, September, October, and November of last year with the same months of the previous year, it will be seen that the earnings of the St. Louis, Vandalia and Terre Haute Railroad have increased $47,819 17.

The business of the road is in a satisfactory condition. The rapid development of the block coal fields lying upon the line between Indianapolis and Terre Haute, and the increasing agricultural and commercial wealth along the whole line to St. Louis, all combine to promise a large increase of business in the future. This will involve the necessity for a further increase of equipment to meet the demand for transportation, especially in the article of coal, which is now shipped from the Brazil mines to all the leading Western cities, and in large quantities to Chicago, by the Evansville, Terre Haute and Chicago Railroad, since the completion of that road.

The ruinous competition of the Eastern trunk lines and the low rates, have been felt during the whole of the past year, and the hope is indulged that some remedy may be adopted by which rates may be better maintained.

It is satisfactory to know that there have been so few casualties upon the line during the year, a fact which reflects the highest credit upon the operating employes.

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The reports of the general superintendent, the secretary, and the superintendent of motive power, will command especial attention. They set forth in detail the management of the road and the financial condition of the company. The recommendations of the general superintendent are worthy of the most attentive consideration, as showing the necessity for some additional expenditures during the ensuing year. Increased facilities for coal transportation will become indispensible, as will also the extension of the branch roads still further in the block-coal fields. The increased and increasing demand for coal will lead to the opening of a number of additional mines south of Brazil, and the transportation of the coal produced by them must pass into other hands if suitable arrangements are not made for it. There is no section of country exhibiting a more rapid improvement, in all that contributes to agricultural, manufacturing and commercial wealth, than that through which the Terre Haute and Indianapolis and the St. Louis, Vandalia and Terre Haute Railroads pass. These roads must become the lines of transit for the iron ores of Missouri, in greatly increased quantities, in order that it may be brought directly to the block-coal region for manufacturing purposes. And while it is impossible to anticipate the extent to which these business operations may be carried, and the increase of railroad facilities they may require, we should not fail to keep ourselves in a condition to be prepared for them.

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Farmers' Loan and Trust company.		6,200 75
Real estate		2,555 00
Open accounts		57,133 88
Treasurer		161,860 72
Total		$4,121,569 48
Capital stock		$1,988,150 00
Bond account		890,000 00
Bills payable		66,250 00
Unclaimed dividends		6,762 00
Coupons unpaid		2,150 75
December dividend, 6 per cent., and Government tax		122,847 69
Surplus account		1,135,908 99
Total		$4,121,569 48

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Directors.—Chauncey Rose, Demas Deming, W. K. Edwards, A. McGregor, W. R. McKeen, F. Nippert, Josephus Collett, Jr.

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20 PER CENT.

INVESTMENT.

BOOKS CLOSE JULY 15.

THE AMERICAN BRIDGE CO.,

OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(Organized August 1, 1870.

Authorized Capital Stock, - - - $1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent.	- - July	15, 1872.
25 "	- - August	1, 1872.
25 "	- - September	1, 1872.
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The Subscription Books now open at the office of the undersigned will be closed July 15, or as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is $414,-700, and on this basis the Compan shows a present surplus of $136,280 97, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand $1,-25",000 of work for various Railroads in the United States, among which may be mentioned the

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and the Company is now offered work to the amount of over $6,000,000, including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the American Bridge Company, though brief, has already fully demonstrated the profitableness of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 18 iron roofs, and pneumatic and screw pile substructures, costing $3,400,000, and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of $373,483 14, or at the rate of $344,089 28 *per annum*, being over 50 *per cent.* upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from $50,000 to $7 ,000 per year.

The Company can undoubtedly, on above basis, make dividends of from 20 to 25 *per cent. per annum* on the full amount of capital, $1,000,000, with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

MARVIN BROS.

BANKERS,

No. 49 Exchange Place, N. Y.

Sole Financial Agents in the East.

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Sodus Point and Southern Railroad.

Another link in the great chain of railways that are destined to develop the resources of our state and enrich our citizens, is drawing near a successful completion. We refer to the Sodus Point and Southern Railroad, which will shortly be in running order from Sodus Bay, on Lake Ontario, to Stanley's Corners on the Northern Central Railway of Pennsylvania, a distance of thirty-five miles.

The track is now laid and the road ready for traffic between Newark, on the N. Y. C. R. R., and Sodus Centre. It will go into immediate operation. Trains will run to Sodus Bay by the middle of July. The road is now graded to that point. South of Newark the road is graded to Stanley's Corners with the exception of a few miles of easy work.

We congratulate the stockholders and the public on the fact that the road has been well built. The bed is made in the most substantial manner in order to transport safely the heavy freight that is certain to pass over the rails. There is a surface width of sixteen feet on embankments, and eighteen feet in cuttings. The slopes are regular and evenly finished. The masonry is of the most solid and enduring kind, the bridge abutments being built of coursed rock. All culverts, water passes and cattle guards are made of the best quarry stone, and their beds laid in good cement. The principal bridges are of the best wrought iron and will sustain a rolling weight of three thousand pounds to the lineal foot. It is confidently expected that the entire road will be in complete running order by the 15th of September.

The road connects with many important railway, lake and canal lines of freight and travel. First in local importance is the Lake Ontario Shore Road. Then the New York Central at Newark, and its Auburn and Rochester branch between Phelps and Clifton Springs. The through connection at Stanley's, Corners with the Northern Central opens up direct communication with the immense coal deposits in the Shamokin coal fields and other parts of Pennsylvania, with fertile agricultural valleys and mineral hills, and the commercial and passenger trade of Baltimore and the eastern and southern Atlantic sea-board cities, as it will be the shortest direct route to and from those points.

The road now building from Seneca Falls to Waverly will give the company a direct connection with the Lehigh Valley Road, thus affording easy access to the immense coal deposits in that section. Here the road will likewise connect with the important coal roads Sullivan and Erie, and the Barclay. This will open up the shortest and cheapest route for the business men of Philadelphia and neighboring towns transacting business at the lakes.

The connection with the Geneva and Ithaca road will place the Sodus Point line in direct communication with several important roads meeting at Ithaca, including the Delaware, Lackawana and Western. This will ultimately lead to a large and lucrative business.

The completion of the projected line from the Blossburg mines to Pen Yan will prove of first class importance to the Sodus Point road. Coal will be shipped in large quantities from that point to meet the growing demand for it on the lakes, and it must all pass over this road as a natural result of the shortness of the route and the cheapness of the freight.

The road from Bath, near the head of Crooked Lake, which will form a junction at Stanley's Corners, will prove a valuable adjunct to the road.

The growing scarcity and value of timber in the vicinity of the thriving cities and towns bordering on Lake Ontario and in the interior of the Canadas, will inevitably soon call for large shipments of coal. This coal will naturally pass over the readiest and cheapest route, and the income from this traffic alone will undoubtedly reach a highly remunerative sum.

At Newark the road crosses the Erie canal, which makes it an important coal and freight distributing point. Boats will be enabled to receive here the coal shipped at Watkins, at the head of Seneca Lake, thus saving 120 miles of navigation, and making Newark an important point for the distribution of coal east and west on the Erie canal. A projected line S. W. from Stanley's Corners will also tap the Erie at Hornellsville, from which point transfers of freight can be easily made.

On the completion of the proposed direct route from Lake Ontario to Lake Huron, by means of the proposed ship canal, for which a charter has been obtained and surveys made, the distance between these points will be diminished nearly four hundred miles. This will divert, on account of the cheaper rate of freight, a large portion of the western trade to Lake Ontario, and greatly increase business at Sodus Bay.

From the above it will be seen that no railroad in the country has more valuable connections than the Sodus Point road.

The company have sufficient motive power, with a full supply of freight and coal cars, to do all the business of the road, and have ample facilities to increase the rolling stock sufficiently to meet the growing requirements of traffic. Coal pockets, shutes and grain elevators are to be immediately erected at all the principal shipping points, for the cheap transfer and storage of large quantities of coal, grain, timber, and all the great staples. Some of these are to be built in conjunction with other roads.

Commodious wharves are to be built at Sodus Bay, so as to avoid the inconvenience and detention now experienced at other ports on the arrival of large quantities of grain and lumber. Depots will be erected at Flint Creek village, Castleton, Orleans, Phelps, Newark, Fairville, Sodus Centre and Sodus Bay.

A large revenue must also accrue from the local freight and passenger traffic. The direct line traverses a very populous section in a high state of cultivation and rich in agricultural productions. There are likewise large deposits of iron ore, plaster and limestone along the road.

The difference in the rates of through freight in favor of Sodus Point can be estimated from the article of barley, of which there are large shipments to Philadelphia. From Suspension Bridge, the rates are $6 00 per ton; from Oswego, (by boat) $6 30; from Sodus Point, $4 82. The same ratio will also apply to all other kinds of freight.

The purchase of the entire available water front of Sodus Bay by the company was a wise and far seeing operation. This Bay forms the safest and most commodious harbor on the great inland sea of Lake Ontario, and must in a short time become very valuable. They have also secured all the desirable land on Sodus Point, and will soon greatly improve the property. Further extensive improvements are to be inaugurated on that portion of the water front known as the Rogers' property, where all the company's buildings will be erected and their principal business transacted.

Although the company have secured a perpetual title to this valuable harbor property, they freely give long leases (with privilege of renewal) of water fronts to business men who wish to improve the same. Many keen-sighted men are already negotiating for leases on the Rogers' section. They foresee that at no distant day the industrous people on the borders of Lake Ontario will transact the bulk of their business through the port of Sodus Bay. That this is no vague dream is shown from the fact that last year the custom-house officers at the ports of Genesee and Oswego reported the entries and clearances at 1,774,059 tons. And the U. S. Chief Engineer, in speaking of Oswego harbor, said; "I have been informed that last year 60,000,000 feet of lumber was diverted from that port for want of sufficient wharf accommodations." The business at these two ports last year included 6,800,000 bushels of wheat; 7,400,000 bushels of barley, malt, rye, corn and oats, to say nothing of flour, coal, iron, wool, live stock, provisions, etc.

The difference in the distances from all the principal shipping points of the chief products of the country, such as coal, lumber, grain, iron and salt, is largely in favor of Sodus Point. The Point is situated immediately inside of the Government Piers, at the entrance to Sodus Bay. There is an average depth of forty feet of water, the harbor is protected on all sides from the heavy seas that sometimes roll on the lake, and it is the first to open in the spring and the last to close in the fall.

Among the many men to whom honor is due for the speedy and successful completion of this great enterprise, none deserves a larger share than the respected president of the road, Hon. Stephen K. Williams. At times when others were lukewarm and discouraged, he worked on quietly, steadily and confidently. By his sagacious foresight and tact, he has succeeded in making negotiations that have secured the success of the undertaking, saved the stockholders from losses, placed the road on a firm footing, and advised investments that must result in large profits in the future.—*Newark (N. Y.) Courier.*

Terre Haute and Indianapolis Railroad.

The earnings of this road for the years ending November 30, 1870 and 1871, were as follows:

	1870.	1871.
From passengers....	$382,169 43	$263,583 18
" freight.....	535,101 57	456,651 77
" coal.....	136,341 75	209,046 07
" express	15,059 51	9,023 04
" U. S. mail....	14,600 00	14,600 00
" other sources..	4,254 23	49,816 68
	$1,087,526 49	$1,002,720 74
Expenses, viz:		
Running road	$205,916 99	$208,940 00
Repairs of road.....	143,329 65	126,698 23
Repairs of bridges, buildings, etc.....	25,839 98	10,982 73
Repairs of machinery..	120,686 66	110,198 18
General expenses.....	132,288 16	134,968 49
	$628,061 44	$591,787 63
Net earnings.....	$459,465 05	$410,933 11
To which add—		
Dividends on stocks.....		42,132 00
Interest on bonds.....		30,905 00
Real estate sold.....		1,008 61
Material sold		36,786 30
Rents received.....		3,488 15
Profit and loss.....		2 103 42
Total		$527,356 59
Disbursed as follows:		
State, county and municipal taxes...		$14,680 74
Internal revenue taxes.....		599 25
Interest and exchange.....		69,873 08
Construction and equipment.....		157,122 51
Dividends June and December, six per cent. each and U. S. tax.....		244,695 38
Surplus for the year		40,385 63
Total as above.....		$527,356 59

It will be seen that the transportation earnings for the year 1871 are $1,002,720 74; and from other sources, $116,423 48—making the gross receipts $1,119,144 22, being $52,382 31 less than the previous year. The amount expended for operating the road, for the payment of taxes and interest, and for additional construction and equipment upon the main line and branches was $884,063 21, being $46,588 49 less than the preceding year. There have been expended upon

branch roads, for coal purposes, $89,846 75. The expenditure for equipment has been $47,203 12. The president in his report says:

The gross earnings of the St. Louis, Vandalia and Terre Haute Railroad, of which this company is lessee, were $1 053,129 33. The operating expenses were $716,503 09; leaving $336 626 24 as the net amount of transportation earnings. The 30 per cent. of gross earnings required to be paid your company under the lease was $315,938 79. The first and second mortgage bonds of the St. Louis, Vandalia and Terre Haute Railroad Company amount to $4,500,000, bear 7 per cent. interest and require the payment of $315 000 per annum. Thus it will be seen that the 30 per cent. of gross earnings paid to the St. Louis, Vandalia and Terre Haute Railroad Company exceed that company's interest requirement $938 79; and that the net transportation earnings have exceeded the 30 per cent. gross earnings, $20,687 45.

Comparing the months of July, August, September, October, and November of last year with the same months of the previous year, it will be seen that the earnings of the St. Louis, Vandalia and Terre Haute Railroad have increased $47,819 17.

The business of the road is in a satisfactory condition. The rapid development of the block coal fields lying upon the line between Indianapolis and Terre Haute, and the increasing agricultural and commercial wealth along the whole line to St. Louis, all combine to promise a large increase of business in the future. This will involve the necessity for a further increase of equipment to meet the demand for transportation, especially in the article of coal, which is now shipped from the Brazil mines to all the leading Western cities, and in large quantities to Chicago, by the Evansville, Terre Haute and Chicago Railroad, since the completion of that road.

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BANKERS.

No. 49 Exchange Place, N. Y.

Sole Financial Agents in the East.

Chesapeake and Delaware Canal.

The following statement made from the Treasurer's balance sheet, cash account and exhibits will show in a condensed form, the financial condition of the company:

The revenue from tolls for the year ending May 31, 1872, is		$365,988 60
From other sources		7,790 97
		$373,779 57
Add cash on hand, May 31, 1871		175,073 63
		$548,853 20

The expenditures for the same period are as follows:

For materials, wages, repairs, interest on mortgage debt, taxes, salaries of officers, rents, etc.	$241,977 55	
For purchase of land to secure riparian rights on Back creek	7,790 50	
For dividends on capital stock, June and December, 1871	114,372 44	
	$364,140 49	
For this sum expended in purchase of funded debt of the company, to be converted into stock of the company for dividends, as required by the terms of the mortgage	24,993 45	
Total expenditures	$389,133 94	
Add five months' accrued interest on mortgage loan	49,842 08	
		438,976 02
Net cash balance in treasurer's hands		$109,877 18

A dividend of three per cent. out of this balance for the last six months is recommended. This dividend will require an appropriation of $56,425 50.

The amount of capital stock now outstanding is $1,881,050; the amount of funded debt is $1,993,683 12.

The contingent fund account stands as follows:

Securities on hand July 1, 1862, to credit of this fund	$20,000 00
Securities purchased since July 1, 1862, to date	102,200 00
Cash on hand, May 31, 1872	2,139 11
	$124,339 11

Steam Superseded.

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The postage on circulars, newspapers and other transient printed matter, which, under the old law was two cents for every four ounces or less, is now one cent for two ounces or less; small circulars, which formerly cost two cents to mail, can now be sent for one cent. The change is now in force, the law being immediate in its effects.

Locomotive Boilers.

At the meeting of the Railway Master Mechanics' Association, held recently in Boston, an interesting discussion took place on the subject of boilers and boiler materials. On the question whether rivet holes should be drilled or punched in boiler plates, it was decided that drilling was preferable, experiments having shown that the drilled plates were able to stand thirty per cent greater pressure than those punched. In reference to the thickness of fine sheets, a report of a committee was read, recommending that back flue sheets of locomotives should be composed of half-inch iron or of seven-sixteenths of an inch steel, and that front flue sheets should be composed of seven-sixteenths of an inch thick iron or three-eighths steel. On the question of the relative merits of the wagon top and straight locomotive boilers, an animated discussion took place. The straight boilers were generally considered stronger and cheaper, but the use of the wagon top was advocated on the ground of the convenience of entering the boilers to clean them from the impurities deposited by the water. The question was submitted to the meeting, and a preference of the wagon top to straight boilers, on four-wheeled drivers was expressed by a vote of twenty-eight to thirteen.

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2. From their small cost, light operating expenses, and small interest account they will prove to be paying investments.

3. They will supply the great want of the age, cheap transportation.

4. Cheapening transportation, they will develop dormant interests more rapidly than our present costly structures with their high rates can possibly do.

5. Their general adoption in sections without railway facilities will enhance the value of properties largely in excess of their cost.

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7. A failure to adopt the narrow-gauge in the sections referred to will necessarily defer the construction of railways until such time as their means will admit of the more costly broad-gauge with its consequent high rates.

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We publish this week two notices to stockholders of the Cairo and Fulton railroad—one from the secretary of the company, stating that assessments on the stock have been made to the amount of fifty per cent., and requiring payment thereof to be made within sixty days, or the stock will be forfeited; the other notice is from the land commissioner, to the effect that old stockholders who do not care to make further payments on their subscriptions, can receive certificates of fully paid stock for the amount which they have already paid in cash. This unusually liberal action on the part of the company is prompted, we presume, by a desire that the citizens who originally subscribed stock in the road should retain an interest in it, and not lose, out right, the amounts which they have paid.—*Arkansas Gazette.*

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Horse Railroads of the State of Pennsylvania.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the year 1870-'71.

Compiled from the Annual Reports of the several Companies made according to Law to Hon. J. F. HARTRANFT, Auditor General of the State.

Railroads.	General Accounts. Stocks.	Bonds.	Debt.	Total.	L'gth of Track. Line.	Sidings, &c.	Cost of road & equipm't.	Road oper.	Gross Earnings. Passenger.	Other.	Total.	Operating Expenses.	Net Earnings.	Divid'ds. Am'nt	Rate.
	$	$	$	$	M.	M.	$	M.	$	$	$	$	$	$	p. c.
Allentown	36,000	.....	10,000	36,000	3.25	0.16	31,452	3.25	10,126	675	10,801	7,816	2,985	.....	.....
Citizens' (Philadelphia)	192,750	.....	.....	192,750	7.25	....	212,210	15.00	305,585	7,467	313,002	218,508	94,494	70,000	36.31
Citizens' (Pittsburg)	184,000	50,000	7,700	241 700	5.58	3.25	249,895	3.58	163,201	4,570	167,771	106,764	60,987	44,000	23.91
Coalville (Ashley, Luz. Co.)	30,255	.....	15,000	45 255	2.87	....	45,039	2.87	11,157	.....	11,157	9,764	1 393	.....	10.00
Easton and South Easton	29,562	.....	.....	29,562	1.37	0.25	29,962	1.37	9,480	277	9,757	8,287	1,470	1,470	5.00
Empire (leased to Citizens' Phila.)	12 000	83,500	.....	98,500	7.75	....	97,000	....	.....	.....	.....	.....	.....	.....	.....
Erie City	19,807	20,458	.....	40,275	2.14	0.22	36,957	2.14	13,817	554	14,371	12,470	1,901	.....	.....
Federal street & Pleas. Val. (Pbg.)	68,000	25,000	.....	93,000	3.00	2.00	93,000	3.00	41,166	.....	41,166	32,750	8,416	.....	.....
Frankford and Southwark (Phila.)	491,750	227,000	80,000	798,750	13.00	4.04	830 364	13.00	330,945	4,954	335,899	257,179	78,720	29,505	6.00
Germantown (Philadelphia)	307,545	350,000	.....	657,545	25 50	8.75	562,270	25 50	352,067	11,519	363,586	275 486	88,100	60,000	19.51
Girard College (Philadelphia)	170,000	.....	.....	170 000	2.40	....	177,497	5.40	217.573	.....	217,573	161,981	55,592	30 000	17.63
Green and Coates streets (Phila.)	150,000	100,000	.....	250,000	7.00	0.25	244,442	7.00	169,023	3,564	172,537	128,169	44,368	40,000	26.67
Harrisburg City	41,995	12,864	1,240	56,099	5.04	0.14	60,249	2.04	6,489	.....	6,489	5,922	567	.....	.....
Hestonville, Mantua & Fairmount	299,424	133,100	.....	432,524	11.00	3.10	388,017	11.00	259,751	51,207	310,958	205,312	105,646	41,420	13.47
Lombard and South streets (Phil.)	105,000	62,500	.....	167,500	4.51	0.69	170,181	4.51	70,306	23,644	93,950	65,437	28,513	12,496	11.90
Peoples' (Pottsville)	12,500	.....	.....	12,500	2.00	....	.....	....	.....	.....	.....	.....	.....	.....	.....
Peoples' (Scranton)	125,500	.....	.....	125,500	9.50	0.16	138,250	9.50	32,237	836	33 073	26,472	6,601	2,091	2.50
Philadelphia City	225,000	200,000	25,237	450,237	12.04	....	450,237	17.64	341,038	5,944	346,982	261,789	85,193	53,000	23.55
Phila. and Darby (leased to Philadelphia City)	200,000	57,000	.....	257,000	5.10	1.00	257,000	.....	.....	.....	.....	.....	.....	8,000	4.00
Philadelphia and Gray's Ferry	290,175	6,500	.....	296,675	10 37	2.50	299,127	13.48	114,690	5,615	120,305	89,592	30,713	25,759	8.89
Pittsburg, Allegheny & Manchester	140,000	23,000	.....	163,000	4.75	3.75	146,202	4.75	138,448	929	139,377	104,674	34,703	40,000	28.55
Pittsburg and Birmingham	100,000	10,000	57,254	167,254	3.00	3.00	135,913	3.00	84,045	851	84.896	81,260	3,936	.....	.....
Pittsburg, Oakland & East Lib'y	130,000	67,000	5,275	202,275	5.00	2.25	121,805	5.00	48,176	922	49,098	48,389	708	.....	.....
Ridge Avenue and Manayunk	158,100	62,300	6,000	226,400	4.50	3.50	228,615	4.50	45,834	.....	45,834	82,524	.....	.....	.....
Schuylkill River (leased to Philadelphia and Gray's Ferry)	50,000	.....	.....	50,000	3.11	0.38	47,468	....	.....	.....	.....	.....	.....	5,000	10.00
Second and Third street	573,417	109,300	.....	682,717	34.50	3.50	695,223	34.50	471,992	12,042	484,034	332,441	151,593	86,287	15.00
Seventeenth and Nineteenth streets	160,000	15,000	106,220	281,220	6.75	....	186,402	6.75	127,882	6,862	134,744	107,267	7,377	3 908	.....
Thirteenth and Fifteenth streets	997,700	.....	.....	.....	8.00	0.50	.....	8.00	169,219	4,260	173,479	125,405	48,074	34 919	2,50
Union (Philadelphia)	400,000	500,000	.....	900,000	30.00	....	998,036	30.00	555,742	10,331	566,073	393,481	172,642	80,000	20.00
West Philadelphia	400,000	100,000	.....	500,000	10.00	3.50	584,898	10.00	401,787	14,009	415,796	310,495	105,301	40,562	10.00
Wilkesbarre and Kingston	100,000	.....	.....	100,000	4.23	0.40	94,833	4.23	21,976	634	23,600	15 345	18,255	5,000	5.00
Williamsport	15,600	5,000	22,218	42,813	2.31	0.07	38,625	2.31	10,436	.....	10,436	7,702	2,734	.....	.....

In the original reports of Street Railroad Companies, dividends are stated at so much per share. In the above table they are reduced to a per centage on paid up stock.

Safe and Profitable!

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road, either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST.

Chesapeake and Delaware Canal.

The following statement made from the Treasurer's balance sheet, cash account and exhibits will show in a condensed form, the financial condition of the company:

The revenue from tolls for the year ending May 31, 1872, is		$365,988 60
From other sources		7,790 97
		$373,779 57
Add cash on hand, May 31, 1871		175,073 63
		$548,853 20
The expenditures for the same period are as follows:		
For materials, wages, repairs, interest on mortgage debt, taxes, salaries of officers, rents, etc.	$241,977 55	
For purchase of land to secure riparian rights on Back creek	7,790 50	
For dividends on capital stock, June and December, 1871	114,372 44	
	$364,140 49	
For this sum expended in purchase of funded debt of the company, to be converted into stock of the company for dividends, as required by the terms of the mortgage	24,993 45	
Total expenditures	$389,133 94	
Add five months' accrued interest on mortgage loan	49,842 08	
		438,976 02
Net cash balance in treasurer's hands		$109,877 18

A dividend of three per cent. out of this balance for the last six months is recommended. This dividend will require an appropriation of $56,425 50.

The amount of capital stock now outstanding is $1,881,050; the amount of funded debt is $1,993,683 12.

The contingent fund account stands as follows:

Securities on hand July 1, 1862, to credit of this fund	$20,000 00
Securities purchased since July 1, 1862, to date	102,200 00
Cash on hand, May 31, 1872	2,139 11
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Hestonville, Mantua & Fairmount	299,424	133,100	.....	432,524	11.00	3.10	388,017	11.00	259,751	51,207	310,958	205,312	105,646	41,420	13.47
Lombard and South streets (Phil.)	105,000	62,500	.....	167,500	4.51	0.69	170,181	4.51	70,306	23.644	93,950	65,437	28,513	12,496	11.90
Peoples' (Pottsville)	12.500	.....	.....	12,500	2.00	....	.....	....	.....	.....	.....	.....	.....	.....	.....
Peoples' (Scranton)	125,500	.....	.....	125,500	9.50	0.16	138.250	9.50	32.237	836	33 073	26,472	6 601	2.091	2.50
Philadelphia City	225,000	200,000	25,237	450,237	12.04	....	450,237	17.64	341,038	5,944	346,982	261,789	85,193	53,000	23.55
Phila. and Darby (leased to Philadelphia City)	200,000	57,000	.....	257,000	5.10	1.00	257,000	.....	.....	.....	.....	.....	.....	8,000	4.00
Philadelphia and Gray's Ferry	290,175	6,500	.....	296.675	10 37	2.50	299,127	13.48	114,690	5,615	120,305	89,592	30.713	25,759	8.89
Pittsburg, Allegheny & Manchester	140,000	23,000	.....	163,000	4.75	3.75	146,202	4.75	138.448	929	139,377	104,674	34,703	40,000	28.55
Pittsburg and Birmingham	100,000	10,000	57,254	167.254	3.00	3.00	135,913	3.00	84,045	851	84.896	81,260	3,936	.....	.....
Pittsburg, Oakland & East Lib'y	130,000	67,000	5,275	202.275	5.00	2.25	121,805	5.00	48,176	922	49,098	48,389	708	.....	.....
Ridge Avenue and Manayunk	158,100	62,300	6,000	226,400	4.50	3.50	223,615	4.50	45,834	.....	45,834	82,534	.....	.....	.....
Schuylkill River (leased to Philadelphia and Gray's Ferry)	50,000	.....	.....	50,000	3.11	0.38	47.463	....	.....	.....	.....	.....	.....	5,000	10.00
Second and Third street	573,417	109,300	.....	682,717	34.50	3.50	695,223	34.50	471,992	12,042	484,034	332,441	151,593	86,287	15.00
Seventeenth and Nineteenth streets	160,000	15,000	106,220	281,220	6.75	....	186,402	6.75	127,882	6,862	134,744	107.267	7,377	3 903	.....
Thirteenth and Fifteenth streets	997,700	.....	.....	.....	8.00	0.50	.....	8.00	169,219	4,260	173,479	125.405	48,074	34 919	2.50
Union (Philadelphia)	400,000	500,000	.....	900,000	30.00	....	998.036	30.00	555,742	10.331	566,073	393,431	172,642	80,000	20.00
West Philadelphia	400,000	100,000	.....	500,000	10.00	3.50	584,898	10.00	401.787	14,009	415,796	310,495	105,301	40,562	10.00
Wilkesbarre and Kingston	100,000	.....	.....	100,000	4.23	0.40	94,833	4.23	21 976	634	23,600	15 345	18,255	5,000	5.00
Williamsport	15,600	5,000	22,213	42,813	2.31	0.07	38,625	2.31	10,436	.....	10,436	7,702	2,784	.....	.....

In the original reports of Street Railroad Companies, dividends are stated at so much per share. In the above table they are reduced to a per centage on paid up stock.

Safe and Profitable!

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 230) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co,
27 PINE ST.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	592,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892.341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,007	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702.691	767,508	946,707	932.683	754,671	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925.983	808.524	797,475	1,000,086	1,200,216	1,010,892	712.359	9.299,430
1867	696,147	574,604	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076.674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,208.444	1,251,951	1,157,056	1,037,974	1 306.673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,924	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	244,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295.460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,695	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,559	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,299
1867	94,136	78,976	92,910	92,768	90.526	96.535	106.594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,478	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144,023	141,316	1,418,869
1871	130,883	126.224	140.740	119,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304.095	283,661	375.210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330.373	4,371.073
1868	343,316	304,315	326.880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418.755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333.508	436.412	565.718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678.923	586.531	525,547	724,732	1,040,102	801 135	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,567	658,018	451,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304.463	349,285	344,700	350,348	372,618	412.553	284 319	3.793,005
1866	267,541	246,109	326,236	277.424	283,130	253.925	247,262	305 454	278,701	310,762	302,426	281,613	3 [illegible] 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307.122	283.329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,901	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,930
1871	212.005	219,504	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669.384	757,178	936,188	711,457	1,170,241	1,125,635	784,551	1,032.149	812.178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957.194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,987	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	8oo,742	887,793	874,974	436.990	10.637,124
1867	500,488	534.561	703.618	836.603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256.284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,396	589,924	8.735.082
1869	479.236	525,490	755,433	904.834	999,463	630,680	1,232.903	1,454.026	1,294,621	1,235.366	1,476.405	828,447	11,316,904
1870	479.872	574.706	679,332	514,493	593,966	617,058	569,697	1,1[illegible]9,439	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,884	212,227	177.364	2,250,142
1867	149,658	149,342	174.153	188,162	171,736	156,066	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204.597	196,910	210,473	174.500	168.696	1,935,753
1869	132,623	127,817	175.950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160.085	2,008,265
1870	152.393	158,788	172,216	172,347	155.081	150,719	129,567	167,306	158,627	163.285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103.716	117,625	116,242	107.524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,216	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329.078	304,810	309,591	364,724	382,996	406,766	351,786	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,806	323,270	399,439	4,013,208
1869	284.193	240,395	242,705	311,833	312.530	348,891	310.800	459.246	4[illegible]0,720	422,360	323,377	434,284	4,252,343
1870	312,133	293,646	295,278	318,899	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365.174	328.701	393.455	444,210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	385,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,902	623,560	617,585	758,467	999,665	837,388	716.829	5,709,183
1870	528,529	500 389	559,238	706,603	802,586	746,450	643,068	664 061	728 521	719,608	670 168	505.053	7.654,094
1871	479.573	373,925	498,599	584,540	724.466	928,174	678,693	681,865	500,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,115	565,861	.....	890,442	.....	.....	.....	.....	.....	.....	.....	.....

International Bridge.

Annexed to the report of the proceedings at the last meeting, just circulated amongst the Proprietors, is the interesting report of Captain Tyler upon the International Bridge, which is destined, we believe, to play a most important part in making the fortunes of the Grand Trunk, and in improving those of the Great Western of Canada. From that report—which is lengthy—we make no apology, and we are sure our readers will say none is needed, for reproducing the following extracts—

"This bridge is being constructed between Buffalo and Fort Erie, at a point two miles north of the present Grand Trunk Ferry, and three and a half miles north of the Dummy light at the entrance to Buffalo harbour. The contract for its construction was signed on the 19th May, 1870, between the International Bridge Company and Messrs. C. S. Gzowski and the Hon. D. L. Macpherson. Mr. Edmund P. Hannaford, C. E., is the engineer for the International Bridge Company; Mr. Joseph Hobson, C. E., is the resident engineer; and Mr. George Hughes, C. E., is the inspector for the iron work. The current in the Niagara river varies from 5 to 12 miles an hour in the centre of the river, under different circumstances of wind and water—the greater current being occasioned by strong south-west winds, which drive the water of Lake Erie down the river. The greatest depth of water at the site of the bridge varies from 43 to 47 feet, according to the direction of the wind. The Niagara river at this point is about 1,887 feet wide, between the abutments on the Canadian shore and on Squaw Island; the distance across Squaw Island is about 1,300 feet; and the Erie Canal, on the further side of Squaw Island, is, from abutment to abutment, 437 feet in width. Across the main river, Squaw Island, and the Erie Canal, the total length of the Bridge, from the abutment on the Canadian side of the river to the abutment on the American side of the Erie Canal, is therefore about 3,600 feet. Squaw Island is to be crossed in the first instance on timber piles, supporting a temporary roadway, and afterwards by an embankment, to be filled up after the track has been first used over the piles. Over the Erie Canal there will be a swing-bridge, with two openings of 90 feet each, resting on a pivot 34 feet in diameter, and one fixed opening with girders having a span of 215 feet. The main river is crossed by 9 spans, of which, from the Canada side, there are :—First, three openings of 90 feet each in the clear; then three openings of 240 feet each; then two swing openings of 160 feet each, on a pivot of 34 feet in diameter; and then one span, connected with the abutment on Squaw Island, of 190 feet. The length of bridge, from face to face of abutment being 1,887 feet, and the length of each abutment 40 feet, the total length of the bridge across the main river is 1,967 feet. Similarly the length of bridge across the Erie Canal is, including the two abutments of 40 feet each, 437+80=517 feet. There are thus eight piers in the main river, between the abutment on the Canadian side and the abutment on Squaw Island; and there are two piers in the Erie Canal, between the abutment on the east of Squaw Island and that on the American shore; making, altogether, 4 abutments and 10 piers, of which two are pivot-piers for swing-bridges. At the present time, three piers from the Canadian side, and the abutment on that side, have been completed, and three spans over those piers and that abutment have been placed in their positions. * * I have examined the masonry of the piers and abutments, completed in the manner and to the extent above described, and the iron superstructure for the three spans that have been erected; and I am satisfied, as the results of observation and enquiry, that the work of those piers and abutments, and on those three spans, has been performed in a satisfactory and efficient manner. The piers are constructed, not of 'dressed' but of 'rock-faced ashlar' masonry, and with a sandstone which presents appearances of iron-bands, flaws, and seams, on the surface. This sandstone, from Georgetown, Ontario, has previously been extensively used on the Grand Trunk railway; and I have no hesitation in saying that the masonry of those piers and abutments, though not constructed in a costly or highly finished manner, is sound, durable, and well adapted for the purposes for which it is required. I have had the opportunity of seeing the same description of stone in the Credit viaduct, with piers 110 feet high, and in other structures, and of observing that while showing similar bands, seams, and flaws, it exhibits in those structures no appearance of deterioration, after being exposed to the influence of a Canadian climate for 17 years. I have made particular inquiry into the thickness and force of the ice which those piers will have to resist, and have visited numerous other structures exposed to the action of ice under various circumstances; and I have come to the conclusion that the cut waters of the three piers now erected are calculated, when shod with iron, with the slope on which they are constructed of ½ to 1, to cut through, and to resist, without danger of failure, any ice which can come in contact with them. The cut-water of No. 3 pier has been partially shod with iron as already described; and I have recommended, with a view not merely to resistance against the effects of ice, but also to avoid danger from rafts, scows, and floating vessels and things of all descriptions, that the iron sheathing shall be similarly completed over the whole surface of the cut-waters of that and of all other piers. * * The cost of preliminary expenses, and engineering and legal charges, may be set down at $40,000; and the total of these sums, for which it was expected the bridge would be completed, is $1,170,000. An additional cost must now be contemplated, which will amount, for alterations required by the Government engineers of the United States, and for alterations subsequently decided on, to £7,500; and this amount is, in fact, for extra iron work and fixing of the same upon the bridge. The cause of the above increase in the amount of the ironwork was partly on account of changes made in the superstructure for the Erie Canal, and partly in consequence of changes in the superstructure for the main river. As regards the Erie Canal, the United States Government engineers required the swing bridge to be for a longer span, increasing it from two spans of 75 feet each, with a pivot 34 feet in diameter, to two spans of 90 feet each, with a similar pivot; and as a result of this alteration in the swing bridge, the other two spans in the Erie Canal were thrown into one, which was shorter than the two added together. One pier was therefore omited in the canal; and an extra amount of iron work, to the extent of 55 tons was required by the substitution of a longer swing bridge and a longer span, in place of a shorter swing bridge and two shorter spans in the canal. As regards the main river, the United States Government Engineers required that the swing bridge should be placed on the Squaw Island side, instead of near the middle of the river; and after the failure of the foundations of the piers Nos. 4 and 5, and the experience in regard to the scour that was obtained during the attempt to found those piers, it was thought better not to reduce the water-way in the river, as would have been done if the proposal of the United States engineers had been simply carried out. The abutment, as originally provided for and sanctioned by the United States engineers, extended to a distance of not less than 140 feet from the shore of Squaw Island into the water of the main river, with an embankment from the abutment to the island. The obstruction to the water-way of the river from this abutment would have been considerable; and in order, to avoid such an obstruction, and the increase to the scour in other parts of the river which it might have occasioned, it was wisely decided to throw this abutment back on Squaw Island, to build it 40 feet inland, and thus to provide against the probable contingency of a portion of the Island outside of it, which is of a swampy character, being carried away in future years by the current. An extra span of 190 feet was thus rendered necessary in the main river, with an extra weight of iron amounting to 129 tons. There was thus required 174 extra tons of iron for the whole bridge; and the cost of this, together with the fixing and the liability to accident during the fixing (which the contractors take upon themselves), occasioned an extra expense of £7,500 as above stated on this account. There is no excess in masonry beyond what was previously contemplated. Certain additions in the thickness of the piers, and one extra pier in the main river, have increased the amount of it on the one hand; whilst the omission of one pier originally contemplated in the canal, and the substitution of timber and crib-work for the upstream rests of the two swing bridges, have decreased it in a corresponding degree on the other hand. The most serious addition to the cost of the bridge, as now to be constructed, arises in consequence of the failure of the foundations for the deep water piers, it being obvious that those piers cannot now be constructed in the mode (by merely sinking caissons to the bottom of the river) provided for in the contract and specification. It was a surprise to the engineers as well as to the contractor to find, contrary to all previous belief, that the bottom in the middle of the river, where the current was strongest, was composed of a varying thickness of stone and gravel over the bed of the rock; and as the result of this discovery it becomes necessary to adopt the means above referred to, for obtaining solid and reliable foundations for piers Nos. 4, 5, and 6. The additional cost for bottomless caissons, for scows for dredges, for excavations, and for other necessary work, with machinery and appliances, will render it necessary to expend £20,000 more than was expected to be required. It is arranged that the contractor shall bear the losses that have heretofore been experienced in vainly attempting to obtain foundations for piers Nos. 4 and 5; but inasmuch as the foundations now required for piers Nos. 4, 5, and 6, and the appliances necessary to obtain those foundations, are beyond what was included in the contract and specification, it is quite clear that the contractors cannot be saddled with the expenses of such extra work. The extra iron and the further means and appliances necessary for those foundations will cost altogether, as above shown, £27,500. To this must be added, say £20,000 of interest to be paid on the money raised for the construction of the bridge, in consequence of the delay which will occur in opening it for public traffic. In the course of serious and prolonged discussions with the contractors, I have, however, indicated to them that no sum could be fixed upon, to be paid them for extra work and extra appliances, except upon the terms that they would now undertake to complete the work for that sum, and within a given time, say by the 1st December, 1872. They have now agreed to adopt the course thus suggested to them, and they are ready, as will be seen by the annexed document, which they have addressed to Mr. Bridges as president of the International Bridge Company, to complete the bridge and approaches by the date above named, on condition of their receiving the sum of £27,500 in excess of the price named in their contract of the 19th of May, 1870."

We believe this great bridge will be remarkable for economical and solid construction, and for the large business it will do when constructed. —*Herapath*.

☞ The surveys and plans of the New York, Westchester and Boston Railroad, have been completed, and the specifications of the depots chosen have been filed in the register's office. At Harlem river, arrangements have been made for consolidation with the New York and Eastern Railroad. The branch road from Port Morris, across Westchester county to White Plains, will connect with the main road at Hall's Corners. A branch will also be constructed to Fort Schuyler, between which place and Whitestone, L. I., a ferry will be established.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892 341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,594	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,059	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342 369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,157	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,805	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,601	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,171
1869	892,093	830,257	1,142,166	1,112,190	1,208,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355 467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	259,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	360,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,055	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,526	555,087	684,559	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	5-9,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	630,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	105,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	99,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365.663	329.105	413,501	476,661	490,694	447,670	328.870	4,520,550
1866	282,459	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429.161	493.640	414 604	308,669	4,260,115
1867	304.095	285,661	375.210	362,783	333,952	284.977	313.021	398.993	464,778	506.296	412,934	330.373	4.371.053
1868	343,316	304.315	326.880	415.758	369,236	325,501	321,013	392.942	456.973	511.820	410,826	399,671	4,509,251
1869	384.120	320,636	386,527	411.814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744.104
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	412 665	441,685	470,703	480.847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5.683,608
1868	369,228	321,203	333,508	436,412	565.718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,,517,646
1869	464.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,561	7,250 069
1870	396,171	382 823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	527,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260.466	309,261	269.444	224.963	223.242	268,177	302.596	332,400	278.006	346.243	275,950	3.311,077
1865	259,223	239.139	313,914	271.527	290.916	304.463	349,285	344,700	350,348	372.618	412.553	284 319	3 793,005
1866	267.541	246,109	326,236	277.424	283,130	253.925	247,262	305 454	278.701	310,762	302.426	281,613	3 ,86 583
1867	242,793	219,065	279,647	284.729	282.939	240.135	234,633	322,521	365,371	379,367	336.066	272,053	3,439,319
1868	211,973	231,361	265,905	252.149	204,620	217.082	194.455	287.557	307.122	283,329	274,637	253,861	2,964.041
1869	180,366	216,080	221.459	214,409	218,639	223,236	192,364	275,220	292,603	328,044	298.027	254,896	2.915,543
1870	196,787	218,254	253,065	270,934	246,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2-8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3.184,282
1870	202,447	250,617	294,874	289,550	283 221	263,328	260,449	343,195	353 677	341,373	321,659	236.108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303.594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436.742	532,786	617.021	669,384	757,178	936.188	711,457	1,170,241	1,125,635	754.551	1.032.149	812.178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	792 685	10.033 026
1866	758.061	725,967	779,198	861,604	1.109.267	1,140.301	996.841	1,252.386	85o,742	887,793	874,974	436.990	10.637,124
1867	500,488	534.561	703.618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,337	518,174	651.019	817,750	761 226	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735.082
1869	479,236	525,490	755,433	904,884	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	4-3,045	644,506	688,578	1.063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166.015	222 953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,542	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140.408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	160,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,892	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,750	333,480	3.809.353
1868	278,712	265.137	257,800	286,825	260.529	293,344	283,833	484,209	450.203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4-0,720	422,389	323,377	434,284	4.252.338
1870	312,133	293,646	295,278	318,099	340,892	348,632	322,756	466.431	508,042	451,293	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716.829	5,709,183
1870	628,529	600 [illegible]	859,238	706,603	802,586	748,450	643,058	664 051	728 521	719,698	670 168	505.063	7.654,094
1871	479,573	373,925	499,599	584,540	724,466	728,174	673,693	681,865	500,402	777,362	708,142	542,908	7,574,949
1872	578,936	534,116	565,861	.....	890,442	.....	.....	.....	.....	.....	.....	.....	.....

International Bridge.

Annexed to the report of the proceedings at the last meeting, just circulated amongst the Proprietors, is the interesting report of Captain Tyler upon the International Bridge, which is destined, we believe, to play a most important part in making the fortunes of the Grand Trunk, and in improving those of the Great Western of Canada. From that report—which is lengthy—we make no apology, and we are sure our readers will say none is needed, for reproducing the following extracts—

"This bridge is being constructed between Buffalo and Fort Erie, at a point two miles north of the present Grand Trunk Ferry, and three and a half miles north of the Dummy light at the entrance to Buffalo harbour. The contract for its construction was signed on the 19th May, 1870, between the International Bridge Company and Messrs. C. S. Gzowski and the Hon. D. L. Macpherson. Mr. Edmund P. Hannaford, C. E., is the engineer for the International Bridge Company; Mr. Joseph Hobson, C. E., is the resident engineer; and Mr. George Hughes, C. E., is the inspector for the iron work. The current in the Niagara river varies from 5 to 12 miles an hour in the centre of the river, under different circumstances of wind and water—the greater current being occasioned by strong south-west winds, which drive the water of Lake Erie down the river. The greatest depth of water at the site of the bridge varies from 43 to 47 feet, according to the direction of the wind. The Niagara river at this point is about 1,887 feet wide, between the abutments on the Canadian shore and on Squaw Island; the distance across Squaw Island is about 1,300 feet; and the Erie Canal, on the further side of Squaw Island, is, from abutment to abutment, 437 feet in width. Across the main river, Squaw Island, and the Erie Canal, the total length of the Bridge, from the abutment on the Canadian side of the river to the abutment on the American side of the Erie Canal, is therefore about 3,600 feet. Squaw Island is to be crossed in the first instance on timber piles, supporting a temporary roadway, and afterwards by an embankment, to be filled up after the track has been first used over the piles. Over the Erie Canal there will be a swing-bridge, with two openings of 90 feet each, resting on a pivot 34 feet in diameter, and one fixed opening with girders having a span of 215 feet. The main river is crossed by 9 spans, of which, from the Canada side, there are :—First, three openings of 90 feet each in the clear; then three openings of 240 feet each; then two swing openings of 160 feet each, on a pivot of 34 feet in diameter; and then one span, connected with the abutment on Squaw Island, of 190 feet. The length of bridge, from face to face of abutment being 1,887 feet, and the length of each abutment 40 feet, the total length of the bridge across the main river is 1,967 feet. Similarly the length of bridge across the Erie Canal is, including the two abutments of 40 feet each, 437+80=517 feet. There are thus eight piers in the main river, between the abutment on the Canadian side and the abutment on Squaw Island; and there are two piers in the Erie Canal, between the abutment on the east of Squaw Island and that on the American shore; making, altogether, 4 abutments and 10 piers, of which two are pivot-piers for swing-bridges. At the present time, three piers from the Canadian side, and the abutment on that side, have been completed, and three spans over those piers and that abutment have been placed in their positions. * * I have examined the masonry of the piers and abutments, completed in the manner and to the extent above described, and the iron superstructure for the three spans that have been erected; and I am satisfied, as the results of observation and enquiry, that the work of those piers and abutments, and on those three spans, has been performed in a satisfactory and efficient manner. The piers are constructed, not of 'dressed' but of 'rock-faced ashlar' masonry, and with a sandstone which presents appearances of iron bands, flaws, and seams, on the surface. This sandstone, from Georgetown, Ontario, has previously been extensively used on the Grand Trunk railway; and I have no hesitation in saying that the masonry of those piers and abutments, though not constructed in a costly or highly finished manner, is sound, durable, and well adapted for the purposes for which it is required. I have had the opportunity of seeing the same description of stone in the Credit viaduct, with piers 110 feet high, and in other structures, and of observing that while showing similar bands, seams, and flaws, it exhibits in those structures no appearance of deterioration, after being exposed to the influence of a Canadian climate for 17 years. I have made particular inquiry into the thickness and force of the ice which those piers will have to resist, and have visited numerous other structures exposed to the action of ice under various circumstances; and I have come to the conclusion that the cut waters of the three piers now erected are calculated, when shod with iron, with the slope on which they are constructed of ½ to 1, to cut through, and to resist, without danger of failure, any ice which can come in contact with them. The cut-water of No. 3 pier has been partially shod with iron as already described; and I have recommended, with a view not merely to resistance against the effects of ice, but also to avoid danger from rafts, scows, and floating vessels and things of all descriptions, that the iron sheathing shall be similarly completed over the whole surface of the cut-waters of that and of all other piers. * * The cost of preliminary expenses, and engineering and legal charges, may be set down at $40,000; and the total of these sums, for which it was expected the bridge would be completed, is $1,170,000. An additional cost must now be contemplated, which will amount, for alterations required by the Government engineers of the United States, and for alterations subsequently decided on, to £7,500; and this amount is, in fact, for extra iron work and fixing of the same upon the bridge. The cause of the above increase in the amount of the ironwork was partly on account of changes made in the superstructure for the Erie Canal, and partly in consequence of changes in the superstructure for the main river. As regards the Erie Canal, the United States Government engineers required the swing bridge to be for a longer span, increasing it from two spans of 75 feet each, with a pivot 34 feet in diameter, to two spans of 90 feet each, with a similar pivot; and as a result of this alteration in the swing bridge, the other two spans in the Erie Canal were thrown into one, which was shorter than the two added together. One pier was therefore omited in the canal; and an extra amount of iron work, to the extent of 55 tons was required by the substitution of a longer swing bridge and a longer span, in place of a shorter swing bridge and two shorter spans in the canal. As regards the main river, the United States Government Engineers required that the swing bridge should be placed on the Squaw Island side, instead of near the middle of the river; and after the failure of the foundations of the piers Nos. 4 and 5, and the experience in regard to the scour that was obtained during the attempt to found those piers, it was thought better not to reduce the water way in the river, as would have been done if the proposal of the United States engineers had been simply carried out. The abutment, as originally provided for and sanctioned by the United States engineers, extended to a distance of not less than 140 feet from the shore of Squaw Island into the water of the main river, with an embankment from the abutment to the island. The obstruction to the water-way of the river from this abutment would have been considerable; and in order, to avoid such an obstruction, and the increase to the scour in other parts of the river which it might have occasioned, it was wisely decided to throw this abutment back on Squaw Island, to build it 40 feet inland, and thus to provide against the probable contingency of a portion of the Island outside of it, which is of a swampy character, being carried away in future years by the current. An extra span of 190 feet was thus rendered necessary in the main river, with an extra weight of iron amounting to 129 tons. There was thus required 174 extra tons of iron for the whole bridge; and the cost of this, together with the fixing and the liability to accident during the fixing (which the contractors take upon themselves), occasioned an extra expense of £7,50) as above stated on this account. There is no excess in masonry beyond what was previously contemplated. Certain additions in the thickness of the piers, and one extra pier in the main river, have increased the amount of it on the one hand; whilst the omission of one pier originally contemplated in the canal, and the substitution of timber and crib-work for the upstream rests of the two swing bridges, have decreased it in a corresponding degree on the other hand. The most serious addition to the cost of the bridge, as now to be constructed, arises in consequence of the failure of the foundations for the deep water piers, it being obvious that those piers cannot now be constructed in the mode (by merely sinking caissons to the bottom of the river) provided for in the contract and specification. It was a surprise to the engineers as well as to the contractor to find, contrary to all previous belief, that the bottom in the middle of the river, where the current was strongest, was composed of a varying thickness of stone and gravel over the bed of the rock; and as the result of this discovery it becomes necessary to adopt the means above referred to, for obtaining solid and reliable foundations for piers Nos. 4, 5, and 6. The additional cost for bottomless caissons, for scows for dredges, for excavations, and for other necessary work, with machinery and appliances, will render it necessary to expend £20,000 more than was expected to be required. It is arranged that the contractor shall bear the losses that have heretofore been experienced in vainly attempting to obtain foundations for piers Nos. 4 and 5; but inasmuch as the foundations now required for piers Nos. 4, 5, and 6, and the appliances necessary to obtain those foundations, are beyond what was included in the contract and specification, it is quite clear that the contractors cannot be saddled with the expenses of such extra work. The extra iron and the further means and appliances necessary for those foundations will cost altogether, as above shown, £27,500. To this must be added, say £20,000 of interest to be paid on the money raised for the construction of the bridge, in consequence of the delay which will occur in opening it for public traffic. In the course of serious and prolonged discussions with the contractors, I have, however, indicated to them that no sum could be fixed upon, to be paid them for extra work and extra appliances, except upon the terms that they would now undertake to complete the work for that sum, and within a given time, say by the 1st December, 1872. They have now agreed to adopt the course thus suggested to them, and they are ready, as will be seen by the annexed document, which they have addressed to Mr. Brydges as president of the International Bridge Company, to complete the bridge and approaches by the date above named, on condition of their receiving the sum of £27,500 in excess of the price named in their contract of the 19th of May, 1870."

We believe this great bridge will be remarkable for economical and solid construction, and for the large business it will do when constructed. —*Herapath.*

☞ The surveys and plans of the New York, Westchester and Boston Railroad, have been completed, and the specifications of the depots chosen have been filed in the register's office. At Harlem river, arrangements have been made for consolidation with the New York and Eastern Railroad. The branch road from Port Morris, across Westchester county to White Plains, will connect with the main road at Hall's Corners. A branch will also be constructed to Fort Schuyler, between which place and Whitestone, L. I., a ferry will be established.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	July '72 1½
Bloomsburg & Corning.*...50	250,000	J. & D.	June'72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J A. J.O.	July'72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref.50	752,700	— & —	.....
Cape Cod.....50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv...50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,109,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.AJ&O.	July '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June'72 3
" pref.....50	400,000	J. & D.	June '72 2½
Chemung*.....100	280,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 6
Chicago & N. Western..100	14,720,959	J. & D.	June'71 5
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*...50	2,967,800	— & —	Apl. '72 10s
" " pref...50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*..50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*..50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*...50	1,386,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,961	— & —	.....
Concord.....100	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.....100	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,825,000	A & O.	Oct. '71 4
Danbury and Norwalk...50	400,000	M.J.S.D.	Dec. '71 4
Delaware*.....50	1,250,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.50	18,808,850	J.A J.O.	July '72 2½
Detroit & Milwaukee*..5	452,550	— & —	.....
" " pref.50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy*.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '72 2½
" " pref.50	500,000	J. & J.	July '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,533,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June'72 1½
Fitchburg.....100	3,640,000	J. & J.	July '72 4
Georgia.....100	4,168,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 2½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,650	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster*.50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J.O.	July '72 3
" " scrip..50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref.....100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top..50	616,000	— & —	.....
" " pref.50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf..50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,600	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,189,400	J. A. J.O.	July '72 2½
Little Miami.*.....50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*.....50	2,648,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200.000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref.50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref..50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 5
Michigan Central.....100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*.50	323.375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Sonuyl. Hav.* 50	3,856,450	J. & J.	July '72 3
Morris and Essex*.....50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	M. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,060,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug.'68 12s
N. Haven & Northamp...100	665 000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 350	A. & O.	Apl. '72 4
New York and Harlem..100	8,500.000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & boston.100	2,000,000	J.A. O.J.	July '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,384,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051.800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R...50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.160	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	8,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt.....50	9,562,850	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottav.* 50	889,450	F. & A.	Aug.'71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,800	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '73 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb.'72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,00	J. & J.	July'72 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan '72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488.100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'100	500,000	— & —	.....
D. Dock, E. B'dw, & Bat..100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
Heston, Mantau & Fairm. 50	2,050.000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105.000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '72 2
Second & Third St.(Ph.) 50	962,400	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....50	400,000	J.A. J.O.	July '72 2½
Union (Boston).....100	200,000	M. & N.	Nov.'71 4
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb.'72 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)*.50	1,908,207	F. & A.	Feb'72 25c
" " (pref.).50	2,888,977	F. & A.	Feb'72 60c
Susq. and Tide Water...50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,668,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common.....100	5,700 000	— & —	.....
" preferred.....100	4,300,000	— & —	.....
Spring Mountain Coal.....50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'69 2½
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1872.					
Loan of June 14, 1858 ..... registered	$46,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115½
.. .. coupon	4,678,000	6	" "	1880	117
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,315,850	6	Jan. & July	1881	115½
.. ..coupon	64,005,850	6		1881	115
Loan of Feb. 25, 1862 (5-20s).....registered	33,980,500	6	May & Nov.	1882	115
(5-20s).....coupon	240,691,700	6	" "	1882	114½
Loan of March 3, 1863.....registered	53,424,450	6	Jan. & July.	1881	115½
.. ..coupon	21,575,150	6	" "	1881	117
Loan of March 3, 1864 (5-20s).....registered	2,349,500	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	34,686,600	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	38,159,550	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	39,416,450	6	May & Nov.	1885	113½
(5-20s).....coupon	120,083,200	6	" "	1885	115½
.. .. 2d series (5-20s).....registered	62,453,250	6	Jan. & July.	1885	113½
(5-20s).....coupon	159,824,050	6	" "	1885	117½
.. .. 3d series (5-20s).....registered	92,268,600	6	Jan. & July.	1887	114½
(5-20s).....coupon	228,030,750	6	" "	1887	114
.. .. 4th series (5-20s).....registered	13,313,000	6	Jan. & July.	1888	115
(5-20s).....coupon	25,945,450	6	" "	1888	115
Loan of March 3, 1864, (10-40s)....registered	138,491,300	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	56,076,600	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	124,372,800	5	F. M. A. & N.	1881	115
.. .. coupon	75,627,200	5	" "	1881	113½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	10 665,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	6	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	398,444,131	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	87½
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	81½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	....
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	100½
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	280,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,422	5	" "	1865	....

* Indicates that no interest is paid.	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	6	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861 ...	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	435,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	96
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71- '74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	35
.. —State Bonds for R. R. (new)..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new)..	1,709,000	6	April & Oct.	'92-'98	22
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	22
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,000,000	6	" "	1875	....
.. — .. (").....	4,095,309	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	100
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	109½
.. —Military Loan.....	2,789,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	454,445	5	" "	1868	52
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869,...	1,265,800	6	J. A. J. & O.	1888	29½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,000,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	74½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	74½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
— .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	48
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,958	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	54
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	'77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	gold 16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	gold 15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	gold 16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	886,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	93
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1890	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co.	gold 150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1885	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	496,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.	gold 4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1864	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	42½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1898	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1878	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	94½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk g fd.	gold 20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	100
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	96½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	90
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	96½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99½
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.)	gold 1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 16,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage	gold 25,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 196 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage sk g fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, sk g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d Mort. (4 p.c. after Jul. '75)	gold 941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	980,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,008,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (7 3m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	99
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.)	2,500,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)120 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1899	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87
Consol. sk'g f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	97½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1860	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	" "	1876	99½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	1900	87
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	93,000	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170.000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant) gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1868, (secd).	1,916 6.9	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150.867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Sk'g Fund	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. sk'g fund	3,500,000	7	Jan. & July.	New York.	1900	95½
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga, e	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch, 1st mortgage	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F. W. J. & S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C. & N. W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'88	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P. F. W. & C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T. W. & W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98½
2d Mortgage (Gt. W. R. R. of 1859)	2,500,000	7	May & Nov.	"	1893	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage guaranteed	15,000pm.	7	Jan. & July.	New York.	1890	88
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	95
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,.09,500	8	March & Sept.	"	1885	92
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	"	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster (Pa. R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sk'g fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage	180,000	7	May & Nov.	" "	1876	101½
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T. W. & W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J. M. & I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa. R. R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D. L. & L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill. Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" " ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage s&g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MS.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	96
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Prea.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,800,000	7	— & —	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& A R.R95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(L.S&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,689 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52½m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m).	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Air.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	95½
2d Mort. (" " ")	600,000	7	" "	" "	var	....
Lake Superior & Mississippi:	600,000	7	June & Dec.	" "	1894	....
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1890	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)or $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	19 0	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112.000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s.	677,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	101
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1896	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,887	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1880	108
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	108
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500.000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund.....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent).....	297,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	100
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000.000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,9?0	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	93½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S..J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,161,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298.000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1850,, ...	120,500	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N.Y.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	80½
1st Mortgage (Tom's Riv. Br.)..	120.000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3.000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, sky fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, sky fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1864.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(N.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	90
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	398,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	81,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	96
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1868(7 p.c.after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	97½
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(OB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	6*	Jan. & July.	" "	1880	98
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.8s	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19.350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	88
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	99
2d M. stg.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	100½
State lien on whole property	5,758,906	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1906	98
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	70-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	94½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	94
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49.	1,521,000	6	" "	"	1880	99
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s&g f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	82
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	78½
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free...	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)stg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) stg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. stg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,850	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	551,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, stg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1890	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, stg fund conv....	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	87
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	91
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1888	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	80
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98½
Equip. Loans of 1867	1,000,000	8	" "	"	1889	98½
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage						
Sinking Fund	3,000	7	March & Sept.	New York.	1871	....
Westchester and Philadelphia:	796,900	7	" "	" "	1880	....
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	102
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	NE
2d Mortgage preferred	600,000	6	" "	"	1890	77
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	86
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,000,000	6	" "	"	1897	96
Gold Loan	4,944,000	6*	June & Dec.	"	1897	100½
Gold Loan	1,942,000	6*	" "	"	1894	93½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Ranking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	105,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	73
Schuylkill Navigation;						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	84½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						....
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						....
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						....
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,009	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	96
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	172.0	—	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186.011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	. 20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	158½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	—	.....	.....	5,680,685	.....	1,593,629	.....	103.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.5	—	—	—	—	—	Bellville and Southern Illinois.....Illinois.	.....	—	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	103,893	16,744	1¼	50	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,164,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	5,785,987	863,186	10	100	148½
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	65
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	8½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	159
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	63.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River	.)	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	168,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	110
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	(Oper.	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	by Erie &	N.Centrl.)	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	.....	.....	.....	—	(Oper.	.....	.....	.....	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	116
Apr. 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011.10	100	130½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			....	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....		(Leased & oper by Tol. Wab. & Wester			.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000				450,000	1,100,000	.....	.....		(Operated by Tol. Wabash& Western.			.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275.0	.....	29,223,527	70,858,854	3,340,225	1,099,667	.....	100	....
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	41
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	7	50	104	
Nov. 30, 1870	62.0	13.5	33.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	168
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....		(Operated by Mil. and St. Paul.)			.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*			2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	50	22	
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574		.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	137
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....		.....	.....	2,750,000	2,750,000	.....	.....		(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,885,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	.....		.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)			.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	97
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	....	....	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	6½	100	96	
Dec. 31, 1870	25.0	—	....	67.0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	189,289	—	50	72
Jun. 30, 1870	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	.....	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	¶ 332,883	30,255	.....	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	....

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	21	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			.....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	94 5,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		43.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,784,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. by	Erie.)	.....	.....	12	100	113
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by	Erie)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie.)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. &	oper. by Tol. W	b. & W'tn.)	.....	26,500	5†	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. &	oper. by C'm. & Am.)		.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas. &	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,000	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	118½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	.....	4,000,000	556,000	175,000		62.9	(Traffic	chiefly coal	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	82.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*		.....	1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....		.....	2,000,000	2,000,000	.....		90.0	(Recently	completed.)		.....	.....	—	100	....
Dec. 31, 1870	6.6	—	—	—					Perth Amboy and Woodbridge. N. Jersey.	214,581				.....	.....	.....		6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		62,580	57,200	100,600	57,381	.....	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	866,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown...Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	176
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	.....	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	122½
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604	.....	.....	.....	1,259,100	.....	.....		33.4	(Oper. by	Unit. Co.	) (14 mos.	1,388,328	120, 06	10	100	126½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,902	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,502,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,388	8	50	109½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	728,115	—	50	.....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	.....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*		.....	19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	99½
Sept. 30, 1870	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,676				450,000				—	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505,000	76,319		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	.....	.....	993,100	1,222,848	268,519		109.5	418,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,369,836	*	585.089	79,576	1,500,000	.....	.....		—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	127
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—	(Under	construction.)		.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	.....	.....	88,144	31,755	—	100	94½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	.....	.....	483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	.....	.....	437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*		.....	600,000	800,000	.....		—	(Leas. &	oper. by	Ch., Burl. &	Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	886,084	737,841	6,000,000	1,689,750	.....		161.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285.392	2,035,072	190.5	379,899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557.817	75.5	173,100	4,737,532	904,930	328,129	65,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440,321	*	.....	.....	650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....		22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.8	—					Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334		218.2	593.514	15,296,580	19,605.175	1,324,943	475,270	10	100	100
Sept. 30, 1870	53.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602		.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....		239.0	.....	10,010,582	19,608,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....		112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....		209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	6,000,000	3,200,000	.....		—	(Under	construction	—80 m.)	n oper. Jun. 1, '71.)		—	100	22
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....		201.0	638,019	.....	.....	1,372,236	385,803	—	100	102
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....		—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....		—	(Under	construction	.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....		—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	316	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....		—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	.....	.....	.....	.....	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....		—	(Under	construction	.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....		—	(Leas. &	oper. by	Chic., R. I.	& Pac.)	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	387,836		180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....		110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,283	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	287	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,624	910,350	2,307,000	.....		—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684	*	.....	.....	300,000	40,000	.....		116.3	433,006	.....	.....	480,173	130,245	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....		—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 000	—	—		—	(Under	construction	.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila. & Read	ing.)		28,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	80
Catawissa,* pref. and guar.....	2,200,000	7	7	91
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	35½
Chicago and Alton, pref.....	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	92½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	79½
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	77½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champiain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	61
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,516	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Sol. , Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,950	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	127½
Schuylkill Navigation, pref.....	2,888,997	6	6	31½
Union, preferred.....	.....	...	6	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1.....per ton	47 — @	53 —
Pig, American, No. 1.....	52 — @	53 —
Pig, American, No. 2.....	50 — @	51 —
Pig, American, Forge.....	48 — @	49 —
Bar, Refined, English and American.....	— — @	115 —
Bar, Swedes, assorted sizes.....(gold)	85 — @	100 —
	—Store Prices.—	
Bar, Swedes.....	125 — @	135 —
Bar, Refined, ⅞ to 2 in. rd. & sq.–1 to 6 in. x ⅛ to 1 in.....	110 — @	— —
Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to 2½ rnd. & sq.....	115 — @	— —
Bar, Refined, 1 & 1½ by ½ & 5-16	117 50 @	— —
Large Round.....	122 50 @	127 50
Scroll.....	122 50 @	152 50
Ovals and Half-round.....	127 50 @	137 50
Band.....	— — @	122 50
Horse Shoe	120 — @	130 —
Rods, ½@3-16 inch.....	115 — @	155 —
Hoop.....	135 — @	177 50
Nail Rod .....per lb.	— — @	8
Sheet, Russia, as to assortment.....(gold)	— — @	18½
Sheet, Single D. and T. Common	— 6½ @	7½
Sheet, Doubles and Trebles, Charcoal.....	— 7½ @	8½
Sheet, Galtanized.....	List. 15 per ct. disc.	
Rails, English.....(gold).....per ton.	73 — @	— —
Rails, American, at Works in Penna..c'y.	83 — @	86 —
Anvils, (Eagle).....per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality).per lb.	— 16½ @	— 19
English Spring (2d and 1st quality).....	— 9 @	— 10½
English Blister (2d and 1st quality).....	— 11½ @	— 16
English Machinery.....	— 11½ @	— 13½
English German (2d and 1st quality).....	— 11½ @	— 12
American Blister.....	— — @	— 12
American, Cast, Tool.....	— 15 @	— 16
American, Spring.....	— 9 @	— 11
American Machinery	— 10 @	— 10½
American German....	— 9 @	— 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— — @	5 75
Cut, 8d. and 9d.....	— — @	6 —
Cut, 6d. and 7d.....	— — @	6 25
Cut, 4d. and 5d.....	— — @	6 50
Cut, 3d.....	— — @	7 25
Cut, 2d and 3d. Fine.....	— — @	8 —
Cut Spikes, all sizes.....	— — @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @	7 75
Clinch, Kegs	7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21 @	— 33
Copper	— — @	— 45
Yellow Metal.....	— 30 @	— 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca.....(gold).per lb.	— — @	— 48
Straits .....(gold).	— 37 @	— —
English.....(gold).	— 37 @	— —

Plates—Fair to good brands. —Gold.—	—Currency.—
I. C. Charcoal....per box. 13 25 @13 50	15 — @ 15 50
I. C. Coke..... 12 25 @12 75	13 75 @ 14 75
Coke Terne..... 10 50 @10 75	12 — @ 12 50
Charcoal Terne..... 12 75 @12 —	13 50 @ 14 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	— — @	— 12½
Crude, 40 @ 47 gravity (in shipping order)	— — @	— 16½
Refined, Standard White (in ship'g order).	— — @	— 22½
Refined, S. W. (in jobbing lots).....	— — @	— 23½
Refined, S. W. (in tin)	— 27½ @	— 28
Naptha, Refined, (65 @ 73 gravity).....	— — @	— 16
Residuum.....per bbl.	4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts.....	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots.....	26 @	— 28
Copper, Chile Pig.....	32½ @	— 33
Copper, American Ingot.....	— — @	— 33½
Yellow Metal, New Sheathing and Bronze ..	— — @	— 30
Yellow Metal, Bolts.....	— — @	— 32
Yellow Metal, Nails.....	— 30 @	— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....(gold) per 100 lb.	— — @	6 62½
German.....(gold)	— — @	6 62½
English .....(gold)	6 62½ @	7 12½
Bar.....	— — @	9 25
Pipe.....	— — @	11 —
Sheet.....	— — @	11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.	— — @	8 —
Liverpool Gas Cannel.....	— — @	12 —
Liverpool House Cannel.....	16 — @	20 —
Anthracite.....per ton of 2,000 lb.	4 — @	5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 8.

	Th. 27.	F. 28.	Sat. 29.	M. 1.	Tu. 2	W. 3
Canton Co.....	97	....	....	....	99½	99
Central Pacific 6s.....	....	....	....	101½x	101½	101½
Central of N. Jersey....	110	110	....	....	....	....
Chicago & Alton.....	....	....	....	....	116	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	106½	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	100½
Chicago, Burl. & Q.....	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	72½	73½	73½	72½	72½	73½
" pref.....	90½	90	90½	....	90½	....
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	97	....	....	....	....	....
Chic., Rock Isl. & Pac..	110½	110½	111½	111½	110½	111
Chi., R. I. & Pa. 7s, 1896.....	....	104½	101x	....	....	....
Clev., Col., C. and Ind..	95	....	....	....	95	....
Clev. & Pittsburg guar..	91½	91½	91½	91½	91½	91½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind, C.....	35½	35½	35½	35	35	35½
" 1 M.....	91½	91½	91½	92	....	....
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..	121½	121	121	....	....	122
Del. Lack. & Western..	108½	107½	107½	....	105½x	105½
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway.....	55½	55½	56½	56½	55½	54½
" pref.....	....	79½	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	99½	....	99½	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort....	....	92	....	....	....	....
Hannibal & St. Joseph..	41	....	40½	....	41	....
" pref.....	....	....	....	....	....	....
" 8s, conv.	92	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central 140	138	137	....	137	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	96½	96½	96½	97	97	97
Lake Shore Div. bonds.....	....	....	....	....	....	97
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	....	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	102½	....	....	102	....	....
" 2 M.....	....	....	....	98½	99½	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	2½
Milw. and St. Paul.....	53½	53½	53½	53½	....	....
" pref.....	77½	....	....	....	....	....
" 1st mort....	96	....	....	92½x	92½	92½
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con....	....	....	....	....	....	....
Missouri 6s.....	97½	....	....	95½x	95	94½
" H. & St. J. iss	94½	....	....	....	....	....
Morris and Essex	93	....	....	93	93	93
" 1st mort....106	....	....	....	....	....	....
" 2d mort....101	....	....	....	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883	95½	....	....	....	....	95
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	98	97½	....
" certificates.....	97½	....	....	....	97½	....
N. York and Harlem....116	115½	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	101½	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	45½	46½	46½	46½	46	46½
" pref.....	....	....	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	72½	73½	73½	73½	73½	74½
Panama	114½	113	....	....	....	....
Phila. and Reading.....	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.....	....	....	96½	96½	....	....
" 1 M.....107	....	107½	....	....	....	....
" 2 M.....102½	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..	40½	40½	41½	42½	43	42½
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	92	92
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	74½	74½	74½	....	....	74½
" new.....	....	74½	74½	74½	74½	74½
Tol., Wab. & Western.....	....	75½	75½	....	....	75
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	93½	....	93½	....	93½	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.	93½	....	....	93½	....	....
Union Pacific.....	37½	37½	37½	37½	37½	37½
" 1st mort...	94	94½	94½	91½	91½	91
" L. Gt. 7s...	81½	81½	81½	81½	82	....
" Inc. 10s....	86½	87½	87½	87½	87½	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert....	16½	....	....	....	....	16

New York Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.....	....	....	....	....	....	....
U. S. 5s, 1874, coup.....	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...110¾	111¼	111¼	....	111¼	111¼	
U. S. 5s, 10-40s, coup.....	112¼	112¾	112¾	112¼	112¼	
U. S. 5s, 1881, reg.....	....	....	....	....	....	....
U. S. 5s, 1881, coup.....	....	....	113¼	113¾	....	....
U. S. 6s, 1881, reg.....114¼	114¾	....	....	115¼	115¼	
U. S. 6s, 1881, coup....119¾	120¼	120¾	117¼x	....	117	
U. S. 6s, 5-20s. reg. '62.....	....	....	....	....	114¼	
U. S. 6s, 5-20s, c. 1862.....	....	....	114¾	....	....	
U. S. 6s, 5-20s, reg. '64.....	....	....	114¾	....	....	
U. S. 6s, 5-20s, c. 1864.114¼	....	114¾	114¼	114¾	....	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.114¾	....	....	....	115¼	115¾	
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.....	117¼	....	....	....	113¾x	
U. S. 6s, 5-20s, reg. '67.113¾	....	....	114¾	....	....	
U. S. 6s, 5-20s, c. 1867..117¾	118	118¼	115¼x	115	115¼	
U. S. 6s, 5-20s, reg. '68.113¾	....	....	....	116	....	
U. S. 6s, 5-20s, c. '68...117¼	117¾	....	....	....	115x	
U. S. 6s, Pac.RR.issue.....	115	....	....	114¼	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Catawissa preferred ... 45¼	....	45¼	....	....	....	
Camden and Amboy.....	....	....	126¼	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889 .... 90¼	....	....	....	....	....	
" mort. 6s, '89 97	96¾	....	....	97¼	96¾	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s..... 98¼	....	99	....	....	....	
Lehigh Navigation.....	44¼	44	44	....	43¾	
" 6s, 1884	....	....	....	....	90	
" Gold L..... 93¼	93¼	93¾	....	....	....	
" R. R. L.....	....	....	96	96	....	
" Conv. L.....	....	....	90	....	90	
Lehigh Valley R. R..... 60¾	59¼	59¼	59¼	59¼	59¼	
" 6s new coup.....	....	....	....	....	98¼	
" 6s new reg.....	....	....	....	....	....	
Little Schuylkill R.R.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill	54¼	54¼	....	54¼	....	
Morris Canal.....	....	....	51¾	....	52	
" pref.....	....	....	....	127¼	....	
North Pennsylvania	....	....	....	....	....	
" 6s, 1880	....	....	103	100x	100	
" 7s.....	97	....	....	97¼	....	
" 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	39¼	
Oil Creek & Alleg. Riv.....	36¼	36¾	....	37	37	
" 7s.....	....	80	....	80	....	
Pennsylvania R. R..... 59¾	59¼	59¼	59¼	59	59¼	
" 1st M.....	103¼	....	....	....	....	
" 2d M.....	....	....	....	....	....	
" Gen. mort.....	....	....	....	....	100¾	
" " reg.....	....	....	....	....	96¼	
Penn. State, 6s.1st series102¾	....	103	....	....	....	
" 6s, 2d series.....	....	....	....	....	....	
" 6s, 3d series.....	109¼	....	....	....	....	
Philadelphia City, 6s.....	....	....	96¼	96¾	97	
" new 100¼	100¾	100¾	100¾	101	101	
Philad., Germ. & Nor.....	....	....	....	....	....	
Phila. & Reading 61¾	61¼	61¾	61	61¼	61¼	
Philadelphia and Erie.....	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" 7s..... 95	95	....	94¼	....	....	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref.....	....	....	15¾	....	....	
" 6s, 1882 .... 78¼	....	....	....	78¼	....	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey.126¼x	126¼	....	126¼	....	126¼	
Hestonville, (Horse).....	....	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Baltimore City 6s, 1875. 99¾	....	....	....	....	99¾	
" 1886	....	....	....	....	....	
" 1890	....	99¼	99¼	99	99	
" 1884 99	....	....	....	....	99¼	
" 1900	99	....	....	....	99	
Balt and Ohio.....	....	158¼	....	....	....	
" bonds, 1875.....	....	....	....	....	....	
" " 1880.....	....	....	....	96¼	....	
" " 1885.....	....	....	....	....	....	
Marietta & Cin. 1st M..100¾	100¼	100¼	....	101	....	
" 2d M..... 91¼	91	91	....	....	90¾	
" 3d M. 8s.....	84¼	....	84¼	81x	81	
Northern Central.....	39¼	....	....	....	39¼	
" bonds, 1885.....	....	....	....	....	....	
" " 1900.....	89	....	....	....	....	
Pittsb. & Connellsv. 7s.....	....	....	....	93¾x	93¾	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol.....	55	55	....	....	....	
" Defer. Certif.....	....	....	16¼	....	....	
City Passenger R R.....	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th.27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3
Boston and Albany	148¾	148¾	148¾	148¾	148¾	
Boston and Lowell	...	....	....	....	....	
Boston and Maine.....	....	138	....	139	....	
Boston and Providence.....	....	....	....	152	....	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s, new 41	....	42¼	....	42¼	42¼	
Cheshire, pref.....	....	85¾	....	....	....	
Chi., Burl. & Quincy...131	131	....	130¼	....	....	
Concord.....	....	....	....	....	....	
Connecticut River.....	....	134	134	....	134	
Eastern.....	....	107	107¼	107¼	107¼	
Fitchburg.....	....	....	....	....	134	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....115	114¾	115	115	115¼	115¼	
Northern, N. H.....	....	....	....	115¾	....	
Ogdens. & Lake Champ....	....	82¼	82	82	....	
" pref.....	103¼	....	....	....	103¾	
Old Colony & Newport.110¾	110¼	110¾	110¾	110¼	110¾	
Ph., Wil. & Baltimore.. 55	54¾	....	54¾	54¼	54¼	
Portl'd, Saco & Ports...127	....	....	....	....	....	
Union Pacific	37	....	....	....	....	
" 6s.....	....	....	91¼	91	....	
" Land Grant 7s....	79¾	80	80¼	80¾	80	
" Income 10s... 83¾	83¾	....	84¼	84¼	....	
Vermont & Canada.....	....	92¾	93¼	....	93¼	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	104¼	104¼	....	104¼	104¼	
Metropolitan	....	....	....	....	70¾	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	....	....	....	....	....	
Franklin	10¼	....	....	10¾	....	
National	6¾	7¼	....	....	7¼	
Pewabic	11	....	12	12¼	12¾	
Quincy	57¾	58	58	58¼	58¼	

American Railroad Journal.

Saturday, July 6, 1872.

Stock Exchange and Money Market.

There has been a fairly active inquiry reported for Money during the week, which, however, has been generally met with promptness, on the basis of 3@5 per cent. on call, and 6@8 per cent. per annum in the discount form. The main street demand for aid has been from speculative purposes. There has been more than the usual changing of loans preparatory to the July interest and dividend disbursements at this centre, which latter will be very heavy, and later on in the month will undoubtedly add largely to the available supply of funds seeking investment in safe and lucrative forms. Monday and Tuesday of the current week were busy days with the various disbursing agencies, in paying off the July coupons and dividend claims. The disbursements in New York for interest and dividends this month reach nearly 70 millions, which will give ample employment to the bankers and brokers who deal in securities recognized as investments in finding profitable employment for so much money. The fiscal year of the United States of 1871–72, which closed on Saturday last, June 29, proved a prosperous, and in many respects a remarkable year, prosperous for the country in its trade, and freedom from losses or revulsions; prosperous for the treasury and the public credit, in ample revenues, on reduced rates of taxation, and in the fullest liquidation of the public debt, and permanent relief to the yearly interest charge thereon, and remarkable in adding 7,500 miles to our railway system, and thereby adding nearly 15 per cent. to our material advancement, and in the steady increase in our foreign trade and domestic manufactures. The U. S. Sub-Treasury office again last week reduced its coin balance nearly a million and its currency over half a million. The city banks contracted their loan and discount average over 8¾ millions during the week, and their outstanding circulation about ⅛th of a million. The U. S. Sub-Treasury held a currency balance on Tuesday of $8,928,251, and a coin reserve of $45,148,879.

The city banks, in their latest return, show an increase of $1,022,000 of legal tender notes, $2,883,500 of specie, and $3,456,900 of deposits, with a reduction of $3,804,000 in their loan and discount averages, and $112,000 to their item of circulation. The city bank exchanges, last week, averaged 81, and thus far, this week, about 83 millions daily. The banks now hold $12,195,900 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $22,195,520, against $16,526,451 same time last year. The city bank deposits are now $232,387,900 against $248,308,693, week ending July 1, 1871. The legal tender reserve amounts to $54,951,400, against $71,348,828 same time last year. The circulation now stands at $27,416,100 against $30,494,457 same time last year. The loans are now $289,002 800 against $296,237,959 at this date last year.

The coin reserve of the city banks is now about 22¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 55 millions against $46,616,000 on the statement of February 10th.

Government revenues have been up to a fair average, in the line of excises, though moderate in that of customs, since our last. The excises yielded within the week about 3⅛ millions, and during the fiscal year ending with June 30, 1872, $131,307,214. The customs at the port of New York last week were $1,603 260; at the outports, equal to about $550,000 all in coin, or coin certificates.

U. S. Assistant Treasurer Hillhouse, at this port, under Washington instructions, has given notice to the holders of 3 per cent. Temporary Loan Certificates, issued under the acts of March 2, 1857, and July 25, 1868, that all such certificates bearing date from August 1, 1868, to September 1, 1868, of the denomination of $5,000, between the numbers 3,857 and 3,949 inclusive, and of the denomination of $10,000, between the numbers 4,151 and 4,395 inclusive, will be paid on presentation at this office; and that from and after the 31st day of August such certificates will cease to bear interest, and will be no longer available as a portion of the lawful reserve of any National Banking Association.

Under the Treasury programme for July, Government proposes to sell, at least, four million of Gold, as follows: Wednesday, July 3, $1,000,000; Thursday, July 11, $1,000,000; Thursday, July 18, $1,000,000; Thursday, July 25, $1,000,000 And to buy in five millions of Five Twenties, as follows: Tuesday, July 2, $1,000,000; Wednesday, July 10, $1,000,000; Wednesday July 17 $1,000,000; Wednesday July 24, $1,000,000; Wednesday July 31, $1,000,000.

The Treasury Department, on Tuesday, controlled a coin reserve of $85,000,000, (including $26,000,000 represented by outstanding coin certificates) and a currency balance of $9,000,000.

The outstanding circulation of U. S. notes of all issues on July 1, 1872 amounted to $399,245,362.

The receipts of the U. S. Sub-Treasury at New York from all sources, in June were $50,388,825, including $7,463,681 from customs; payments, $47 933,689, including $2,308,836 of coin interest.

Gold has been less active, and quite variable in price, though showing more firmness, on the later dealings.

The range of the price during the week has been from 113@114⅛ and the closing quotation on Tuesday was 113⅞ against 113⅜ the preceding Wednesday. The specie outflow last week, was $3,200,821. The Gold Exchange Bank clearances have averaged about 37¼ millions per day during the week.

The customs demand for Gold last week, averaged $298,500 a day; thus far, this week, it has averaged $315,000 a day, or equal to a weekly aggregate of $1,890,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $10,639, and since Jan. 1, 1872, $742,715, against $3,179,957 same time in 1871 The total customs revenue of the Government, in coin, at this port, during the fiscal year ending with June 30, 1872 was $153,635,385 against $147,224 131 the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, year ending with June 30th 1872, $77,073,752, against $85,515,831 year ending June 30, 1871.

On Tuesday, the specie exports were $55,000.

The export drain of specie was $3,200,821 last week, against $4,983,268 same week preceding year. The shipments during the year ending with June 30, 1872, were $59,440,369 against $82,905,497 during the preceding fiscal year.

Foreign Exchange has been quoted stronger in price, though the dealings have been on a restricted scale. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with July 2, were to the currency value of $4,472,957.

On Tuesday, government bought in $300,850, of Five-Twenties at 113 73@113 74¼, out of an aggregate offering of only $323,250.

The U. S. sixes of 1881 on Wednesday forenoon of the current week were quoted at 116⅞@117; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114⅝@114⅞; U. S. Five-Twenties of 1864 at 114⅝@114⅞; U. S. Five-Twenties of 1865, 115¼@115⅜; U. S. Five-Twenties of 1865 consolidated, 113⅞@114; U. S. Five Twenties of 1867, 115⅛@115¼; U. S. Five-Twenties of 1868, 114¾@115 U. S. Ten-forties at 112¼@112½; U. S. Fives of 1881 (Funding Loan) 113¼@113½; Six per cent. currency bonds, 114⅞@115.

There has been a more urgent investment inquiry noted for Government securities, since our last at advanced prices, though the later dealings showed less animation. The public debt statement for July 1, indicates a further reduction of $2,031,035. The six per cents of 1881, and the later issues of the Five-Twenties are now quoted ex the July three per cent. coupons.

State bonds have been in quite moderate request at irregular prices.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 19.	June 26	July 2.
Consols	92½	92⅝	92⅝
U. S. 5-20's of 1862..	91	91	91
U. S. 5-20s, 1865....	91⅞	92	92
" 1867	91⅜	91½	92
" 10-40s	89¼	89¼	89¾
New Fives of 1881...	89¾	89¾	90¼
Erie.	42¾	46⅝	45

The better class of Railway Mortgage Loans have been attracting more attention from investment purchasers at firm rates. Central Pacific Sixes have been in good request at 101¾@102 ex July coupon. Chesapeake and Ohio have been selling to a fair extent at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been less active, and values have shown less buoyancy, the general market closing tamely.

There has been a moderate movement noted in the principal kinds of domestic produce but prices have been generally quoted less firm, closing weak for Flour, Wheat, Corn, Oats, Pork, Lard, Cheese, Petroleum, and Naval Stores. Tobacco and Wool about as before. Middling upland cotton closed on Tuesday at 25½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,664,764 bales, against 3,874,844 bales same time in the preceding year; exports 1,900,783 bales against 3 075,582 bales in the previous year; stock at the ports at latest dates, 149,440 bales against 174,710, bales same date 1871.

At the Live Stock Markets, Beeves have been in quite moderate request at 8½@13¼ cts.; Veals at 6@8¼ cts.; Sheep at 4½@7; Lambs 7@11 cts.; Swine, dull at 4⅜@4⅝ cts. per lb., all live weight. The week's receipts were 6,912 Beeves, 3,980 Veal Calves, 22,302 Sheep and Lambs; and 39,040 Swine.

Foreign goods have been moderately sought after at generally steady rates. The week's imports of foreign goods reached the amount of $5,729,383 including $1,295,686 of dry goods.

Ocean freights have been rather more active and steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York and New Haven R. R., 144; Missouri, Kansas and Texas R. R., 41¾; Lake Shore and Michigan Southern scrip, 93½; Boston, Hartford and Erie R. R., 8½; do. 1st mort., 42½; Central of New Jersey scrip, 104¾; Ohio and Miss. consol., 97½; do. 2d mort., 87⅞; Cleveland and Pittsburg consol., 97½; East Tenn. Va. and Ga. 1st mort., 92; Gt. Western 1st mort. 1888 98¼; Chicago and Northwestern Int. bonds, 99; Cedar Falls and Minnesota 1st mort., 86¼; Albany and Susq. 2d mort., 98; Milwaukee and St Paul 1st mort. Iowa div., 90¾; Toledo, Peoria and Warsaw 1st mort. W. D., 93⅜; do. E. D., 93; Hannibal and Central Mo. 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 98; Toledo, Wabash and Western consol., 93½; U. S. Exp., 87¼; Am. Mer. Union Exp., 74; Adams Exp., 96¾; Wells-Fargo Exp., 90; Western Union Tel., 75; Quicksilver pref., 53; Cumberland Coal and Iron, 70; Consol. Coal of Md., 44¼; Md. Coal, 19; N. J Central Land and Imp. Co., 76; South Carolina 6s, new, Jan. and July, 29⅜; do. Apl. and Oct., 26; Louisiana 6s, Levee bonds, 59; Arkansas 7s, issued to Central R. R., 76½; North Carolina 6s, special tax, 15½; Brooklyn 6s, W. L., 95.

Philadelphia.—Sunbury and Erie 7s, 101; Lehigh Valley 7s, new, 106¼; Pennsylvania and New York Canal 7s, 98; Lehigh Nav. consol. gold loan, 100½; Philadelphia and Reading Gen. mort. 7s, 103½ Morris Canal 1st mort., 94; Sunbury and Lewistown 7s, 95; West Jersey R. R. 7s, 102; Huntingdon and Broad Top 1st mort., 102; do. consol., 48½; Pennsylvania Canal 6s, 73; Sch. Nav. 6s, 1895, 80½; do. 1885, 78; Susq. Canal bonds, 78¼; Am. S. S. Co. bonds, 75; Fulton Coal, 5½. The latest quotations are; City 6s, 96¾@97¼; do. free of tax, 100⅞@101; Pennsylvania State 6s, 1st series, 100@100¼; do. 2d series, 103½@—; do. 3d series, 106@—; Philadelphia and Reading, 61⅛@61½; do. Gen'l mort. 7s, 1893, 103½@104; do. mort. 6s, 1880, 96@—; United New Jersey R. R. and Canal Co., 126¼@126½; Camden and Amboy mort. 6s, 1889, 96¼@96¾; do. 1883, 92½@93; do. 1889, 90½@91; Pennsylvania R. R., 59⅛@59¼; do. 1st mort., 100½@100¾; do. 2d mort., 99@100; do. General mort. coupon, —@95; do. reg., —@98; Little Schuylkill R. R., 48¼@48½; Morris Canal, 51½@52½; do pref., 127@127½; do. 6s, 93@96; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15½@15⅝; do. 6s 1882, 78½@79; Elmira and Williamsport pref., 42@44; do. 7s, 1873, 98@99; do. 5s, 59½@61; Lehigh Coal and Navigation, 43⅞@44; do. 6s, 1884, 90@90¼; do. R. R. Loan, 96@—; do. Gold Loan, 93¼@93½; North Pennsylvania 50@51; do. 6s, 100@100; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27½@—; do. 6s, 91@—; Minehill, 54½@55; Catawissa, 16@17; do. pref., 45@46; Lehigh Valley, 59@59¼; do. 6s, new coupon, 98½@99; do. reg., 98¾@99¼; do. 7s, 106@106¼; Fifth and Sixth streets, (horse,) 50@—; Second and Third, 66@67; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, —45@; Chestnut and Walnut, 57@58; Hestonville, 19@20½; Union, 75@75; Germantown, 35@37.

Boston.—Stanstead, Shefford and Chambly 7s, 80; Vermont Central 1st mort., 80; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 95; Eastern R. R. 6s, 1874, 98; Boston and Albany 7s, 1892, 107; Ottawa, Oswego and Fox River Valley R. R. 8s, 95; Cincinnati, Sandusky and Cleveland R. R., 22; Granite Railway, 69¾; Eastern (N. H.) R. R., 97; Rutland R. R., pref., 61; Cary Imp., 12½; Waverly Land, 8; New Hampshire 6s, 1884, 99½; Chicago 7s, 98¾; do. 6s, 1881, 93⅜; Bangor 6s, 90½; Charlestown 6s, 1892, 99½; Albany 6s, 1896, 92¾; Cook Co., Ills. 7s, 1880, 98; Boston 5s, 1880, gold, 98⅜; Allouez Mining Co., 9½; International silver, 4⅝; Rockland, 3; Ridge, 10⅞; Star, 1½; St. Clair, 1¼; Shuniah Silver, 8¼.

Baltimore.—Central Ohio R. R., 33¼; do. pref., 38; do. 1st mort., 86¾; Western Maryland R. R. 3d mort. guar., 95; Virginia and Tennessee 3d mort. 8s, 93½; Northern Central 6s, 1900, gold, 96½; Orange, Alexandria and Manassas 7s, 85¼; Memphis City 6s, 55½; Virginia consol. 6s, reg., 46; Maryland Defense bonds, 103. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@93¾; Baltimore and Ohio, 157½@159; do., pref., 99@—; do., 6s, 1875, 96@—; do., 1880, 95½@—; do., 1885, 97½@97¾; Parkersburg Branch, 12@18; Northern Central 89½

@40; do. 6s, 1885, 96½@96¾; do., 1900, 89½@89¾; do., 6s, 1900, gold, 93¼@94; N. W. Va. 1st mort., 100@—; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100½@101; do., 2d mort., 7s, 90@92; do., 3d mort., 8s, 80@81; Central Ohio, 33½@35; do., 1st mort., 86⅝@87; Western Md. 1st mort. 6s, 1890, 87@92½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 96@—; do., 3d mort., guar., 95@95; do. 2d mort. pref., 78@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@80; Orange and Alexandria 1st mort. 6s, 93⅝@94; do., 2d mort. 6s, 82@—; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 81½@82; Virginia and Tennessee 6s, 1st mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 89@90; Baltimore 6s, 1875, 99⅝@99¾; do., 1884, 99@99½; do. 1886, 98@—; do., 1890, 99@99¼; do., 1893, exempt, 99½@—; do., 1900, exempt, 98¾@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1888, 103@103; City Passenger R. R., 24½@25; George's Creek Coal, 90@100; Atlantic Coal, 1.50@1.75; Alexandria City 6s, 70½@72; Savannah City 7s, 87@88; Lynchburg City 6s, 77½@78; Indianapolis water bonds, 90½@94½.

American Bridge Company.

Attention is called to the advertisement of the Bonds of this Company, which will be found in another column. The Subscription Books, now open, will be closed July 15th, or as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is $414,700, and on this basis the Company shows a present surplus of $136,280 97, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they have on hand $1,250,000 of work for various Railroads in the United States.

The net profit arising from the business, as shown by the books of the Company, up to the 31st of March, 1872, amounted to $273,482 14, or, at the rate of $224,089 28 *per annum*, being over 50 *per cent.* upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issues of stock will enable them to buy material for cash, thereby making a saving of from $50,000 to $75,000 per annum.

☞ The Directors of the Illinois Central Railroad Company have declared the usual semi-annual dividend of 5 per cent, free of taxes, payable August 1. The transfer books will close on the 13th inst. and reopen on the 5th day of August.

☞ The Calumet and Hecla Mining Company will pay (July 22) an extra dividend of $5 per share on its 80,000 shares, or $400,000. The regular quarterly payment of a like sum will be due August 15.

☞ The Quincy mining Company have declared a semi-annual dividend, $5 per share, and extra dividend, $2 50 per share, payable Aug. 1.

☞ A dividend of four dollars per share has been declared by the Granite Railway Company, payable July 1.

HARVEY FISK. A. S. HATCH.

FISK & HATCH, BANKERS,

No. 5 Nassau st., New York.

Having been associated with the Chesapeake and Ohio Railroad Company as their financial agents for nearly three years, we have the most conclusive evidence and satisfactory knowledge:

(1.) *Of the immense value and importance of the Road.*

(2.) *Of the thorough ability, economy and integrity of its management.*

(3.) *Of its resources for an enormous and profitable traffic.*

(4.) *Of the perfect security of the 6 per cent. Gold Bonds of the Company.*

We are consequently enabled to recommend these Bonds as an entirely safe and reliable investment, which may be held with as much satisfaction and freedom from anxiety by the most prudent and careful investor as Governments or Central Pacifics.

A large profit, or increase of investment, may now be realized by exchanging either of the above for the Chesapeake and Ohio Bonds.

Denominations $100, $500, $1,000.

Interest payable May 1 and November 1.

Principal and interest payable in gold in New York.

Price, 94 and accrued interest.

FISK & HATCH, Bankers.

Chesapeake and Ohio Railroad.

The Chesapeake and Ohio Railroad Company have made arrangements for summer travel to the Virginia Springs this season, either by the old Dominion line of Steamship outside to Richmond, or by all rail route via Washington. Trains from New York to White Sulphur Springs occupy about 24 hours. Tickets over the Western end of this line are also issued from Cincinnati or Louisville—the gap of 75 miles, between Gauley River and the Greenbrier crossing, being traversed by stages until the railroad is ready in the autumn. The following is a list of the principal Mineral Springs and places of resort along the line of the Chesapeake and Ohio Railroad:

	Distance from R. R. Station.
Greenbrier White Sulphur	0
Hot Springs	18
Healing Springs	15
Blue Sulphur Springs	26
Rockbridge Alum Springs	8
Rockbridge Baths	9
Cold Sulphur Springs	2
Bath Alum Springs	10
Warm Springs	15
Sweet Chalybeate Springs	9
Old Sweet Springs	9
Salt Sulphur Springs	24
Red Sulphur Springs	41
Natural Bridge	35
Weyer's Cave	17
Cave of Fountains	17

☞ A San Francisco dispatch, dated July 1, states that an additional section of the main line of the Southern Pacific Railroad had been completed, establishing a continuous rail line of 260 miles from that city toward the Colorado River. In a few days there will also be completed 50 miles of the Salinas Valley Branch of the Southern Pacific, which will furnish an outlet for the grain crop of that region.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in Gold. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ Messrs. Tanner & Co. report a continued demand for the St. Joseph and Denver City eight per cent. gold bonds at 97¼ and accrued interest. The settlement of the Alabama controversy at Geneva has stimulated foreign orders for American Railroad securities, and we understand there are important orders here for these bonds. The semi-annual interest is payable next month, and in sterling and continental money, as well as American coin here. These bonds have become so thoroughly known that there is a ready market for them, and it would not be surprising if the price should be advanced within a short time. Messrs. Tanner & Co. report that the advices from the West shows a steadily increasing traffic on the road, which for all practical purposes is completed.

Journal of Railroad Law.

RAILROAD COMPANIES—COMPARATIVE DEGREE OF CULPABILITY BETWEEN TWO LINES OF CARS WILL NOT AFFECT LIABILITY TO 3D PERSON.

The facts in the recent case of Barrett *vs.* The 3rd Ave. Railroad Company, (45 N. Y., 628,) are fully and clearly stated in the following opinion by—

ALLEN, J.—There was no question of contributory negligence on the part of the plaintiff, she was injured without fault on her part, and the question upon the merits was, whether the collision causing the injury was exclusively the result of the negligent or careless acts of the agents and servants of the defendant, having the control and management of the car in which the plaintiff was a passenger, or of such negligence in connection with negligence on the part of those in charge of and controlling the movements of the colliding car on the Harlem road. If the acts of the defendant's servants contributed to the injury, the defendant must respond in damages to the plaintiff, although the negligent acts of the person in charge of the other car also contributed to the same result, and the comparative degree in the culpability of the two will not affect the liability of either. If both were negligent in a manner and to a degree contributing to the result they are liable jointly and severally (Webster and Hudson River R. R. Co., 38 N. Y., 260.)

The defendant, by not objecting to submitting the question of negligence to the jury, conceded that there was evidence tending to prove the fact of negligence, and consented to a decision of the question by that tribunal, and having taken his chance of a favorable verdict cannot now be heard to allege that the verdict is without evidence, and therefore, against law. The question of law, sought to be made here, should have been made on the trial. If there was no evidence of negligence, it was error to submit the question to the jury, and, upon timely objection would have been the subject of an objection, reviewable in this court. But by not taking the objection and exception at the trial, the defendant waived it, and it cannot be raised by a motion, addressed to the discretion of the court, to correct the error of the jury. But if there was any evidence of negligence or from which negligence could have been inferred, it was the right of the plaintiff to have the issue submitted to the jury, and it would have been error to take it from them; and this court could not review the action of the jury notwithstanding there might be room for a difference in opinion, and we should think the jury had erred. Errors of the jury in the determination of issues of facts upon trials by jury, as regulated by the code of procedure, are not cognizable here. There was a conflict of evidence upon the trial, and the witnesses, upon either side, being unimpeached, the jury had a discretion to believe or disbelieve either or any of them. The testimony of some of the witnesses, if believed, tended strongly to fix the charge of negligence and gross carelessness upon the persons in charge of the defendant's car.

The night was shown to be dark and foggy, and it was not easy to discern objects in the distance, and the evidence of at least one of the plaintiff's witnesses was, that the defendant's car, before reaching the point of intersection of the two roads, was proceeding on a down grade at an unusual speed; that just before the point of intersection was reached, the speed was greatly increased, and that at the time of collision, the horses were on a full run; that the car approaching on the other road was seen by a person standing by the side of the driver, when 150 to 200 feet distant, and that the defendant's car could have been broken up and stopped while passing over less than thirty feet.

This evidence, unexplained and uncontradicted, with the other circumstances in the case, raised a fair question to be submitted to the jury, upon the alleged careless and reckless management of the defendant's car by the persons in charge, and whether the collision was attributable in whole or in part by those acts, and whether by a proper performance of their duty the collision might not have been avoided.

It is undoubtedly true that this evidence was greatly shaken and its force impaired by the testimony of other witnesses, but it was the province of the jury to determine where the truth lay, and although the evidence may be doubtful and such as we might, were we sitting as jurors, regard as unreliable, the verdict of the jury is conclusive here. There was no error in the charge of the judge, to the effect that the rate of speed of the defendant's car was an important element in considering the question of negligence, and that if the car was driven at an unusual rate of speed and by reason of such rapid speed the collision occurred, the plaintiff was entitled to recover.

There was no fact bearing more directly upon the question of negligence than the rate of speed at which the car was being driven, and the rate of speed before and as the car was approaching the place of intersection of the two roads as well as at the time of actual collision, was material and relevant.

The approach and the manner of approach of the defendant's car to the place of actual collision was a part of the *res gestae*, and could not be excluded from the consideration of the jury. The instruction to the jury that, if the defendant's driver saw the large car in time to break up and avoid the collision, he was bound to do so, was clearly proper. He had no right at the peril of the persons and lives of the passengers to hazard the experiment of passing beyond the point of collision before the other car would arrive at that point. The carrier of passengers has no right to experiment at the risk of those whom he carries. His duty is to exercise the utmost care and caution, and he is liable for slight neglect and for the result of hazardous experiments.

The jury were told that, if the driver thought he could cross in safety, he had no right to make the attempt unless there was sufficient time and sufficient space for him to pass without collision, of which the jury were the judges. This was a declaration in substance, although not in words, that, if the attempt to cross under the circumstances would have been deemed safe by prudent and discreet men, situated as the driver was, the act of crossing was not careless or negligent.

The exceptions to the refusals to charge as requested upon the subject of negligence, were not pressed upon the argument of this appeal. The refusal to each request was to charge otherwise than had been charged. Upon comparing the requests with the charge, as spread out upon the record, it will be seen that the judge had charged in accordance with the several requests, and it was not error to decline to repeat the instructions, or to adopt the precise language of the defendant's counsel.

The defendant set up as a defence to the action, a settlement with and release of the Harlem Railroad Company for the injury complained of. The rule is, that a party receiving an injury from the wrongful acts of others, is entitled but to one satisfaction, and that an accord and satisfaction by, or a release or other discharge by the voluntary act of the party injured, of one, of two or more joint *tort feasors* is a discharge of all.

There was no evidence of a release of the Harlem Company. The plaintiff commenced an action against both corporations for the injury, which was discontinued, after an answer by the present defendant, and before the other defendant in that action had answered. The evidence was that the attorney for the Harlem Company paid the attorney for the plaintiff $100 for the costs of the discontinuance, and the plaintiff's attorney paid the attorney of the present defendant his costs of that action. Twenty-five dollars were paid the plaintiff upon her calling upon her attorney and telling him that she was out of work and was in need, and, as she testifies, was given to her to help her. It does not appear that she knew the source from which the money came, or that she authorized her attorney to compromise and settle her claim against either company. There was no accord and satisfaction with or release by the plaintiff, and the authority of the attorney does not extend to a compromise or release. He may discontinue an action, because that relates to the conduct of the suit, and is within his retainer, and not to the cause of action. (Gaillord *v.* Smart, 6 Cow., 384.) An attorney cannot settle a suit and conclude a client in relation to the subject in litigation, without his consent.

The court was requested to charge the jury that, if they believed that there had been a settlement with the Harlem Railroad Company for the injury claimed in this action, no matter how slight the consideration, this action could not be maintained. The request was proper in terms and should have been complied with, if there was any evidence of such settlement.

The evidence only discloses an agreement to discontinue the action then pending, and the consideration paid was for that and nothing else, if the only witness who spoke upon the subject is to be credited, and without his evidence there is no evidence of the payment of any money, or any agreement with the Harlem Company. It was competent for the attorney, without the consent of his client, to discontinue the action and commence a new one against one of the defendants for the same cause, or he might have discontinued the action as against the Harlem Company, and continued it against the other defendants. He might enter a *nolle prosequi* as to one of the defendants, and proceed against the others. In some of the earlier cases, a *nolle prosequi* was considered in the nature of a retraxit, operating as a release or discharge of the action and an absolute bar to any future action for the same cause. The law is now well settled that a *nolle prosequi* or nonsuit

is no bar to an action for the same cause. There was no evidence that any compensation was paid or accepted for the injury. The money paid was upon another consideration, and not in satisfaction for the injury to the plaintiff now complained of. There was no error in declining to submit the question to the jury, for the palpable reason that a verdict for the defendant, upon the ground that there had been accord and satisfaction for the injury, would have been without evidence and against evidence. Upon the statement of the attorney, who alone gave evidence upon this branch of the case, there is nothing to bar a new action against the Harlem Company for the same injury, and if there was any agreement to release, or not to sue that company in future, there is no evidence of such an agreement of that character which should bind his client.

The Judgment should be affirmed.

Judgment affirmed.

☞ The Chief Engineer of the Chicago, St. Joseph and Santa Fe Railroad reports that he has made a preliminary survey of a route commencing at a point on the St. Joseph and Denver City Railroad, about two miles west of the junction of that road with the Atchison and Nebraska Railroad to Manhattan on the Kansas Pacific Railway, making the whole distance from St. Joseph to Mahattan, as surveyed, about 122 miles. He estimates the cost of grading, bridging and masonry for a first-class railroad at $6,000 per mile, and possibly less. The maximum grade assumed 52.8 feet per mile. No very sharp curves, or curves with a small radius, would be required.

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ELECTION AND DIVIDEND NOTICE.—AT the recent annual meeting of Stockholders, the following named persons were chosen Directors of this Company for the ensuing year:

W. C. PIERREPONT, JOHN T. DENNY,
MARCELLUS MASSEY, GARDNER COLBY,
C. ZABRISKIE, Jr., JOHN S FARLOW,
MOSES TAYLOR, T. H. CAMP,
SAMUEL SLOANE, S. D. HUNGERFORD,
WM. E. DODGE, THEODORE IRWIN,
WM. M. WHITE,

At a subsequent meeting of the Board, the following officers were duly elected:

MARCELLUS MASSEY, President.
T. H. CAMP, Vice-President.
J. A. LAWYER, Sec'y and Treasurer.

A Semi-Annual Dividend of FOUR PER CENT. will be paid on and after the 15th of July, as usual, at the Mercantile National Bank in this city, and at the Company's office at Watertown, N. Y., to stockholders of record at this date. Transfer books will be closed to day of payment.

2127 MARCELLUS MASSEY, President.

OFFICE OF ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 2, 1872.

A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by this Company, payable on the first day of August next, to the holders of full-paid shares registered at the close of the thirteenth day of July instant, after which, and until the fifth day of August next, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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NOTICE TO CONTRACTORS.—DELAWARE AND HUDSON CANAL COMPANY—CONSTRUCTION OF NEW YORK AND CANADA RAILROAD.—Sealed proposals will be received by the undersigned, for the Delaware and Hudson Canal Company, at the Engineer's Office, in Whitehall, until Tuesday, the 16th day of July next, at noon of that day, for the construction of the graduation, masonry, bridging and fencing of about thirty-eight miles of the line of the New York and Canada Railroad, extending from Whitehall, along the west side of Lake Champlain, to Port Henry.

The line will be divided into sections of convenient length, and will be ready for examination after the 6th ult. The maps, profiles, plans and specifications will be ready for examination at the Engineer's Office, in Whitehall, after that date, where all information in regard to the work may be obtained, and where blank proposals will be furnished.

Proposals should be sealed and endorsed "Proposals for N. Y. & C. R. R." and addressed to the undersigned, at Whitehall, Washington Co., N. Y.

The right is reserved to reject any or all proposals that may be received as may be deemed for the interest of the company. Dated Chief Engineer's Office, Albany, June 19th, 1872.

C. W. WENTZ, Chief Engineer.

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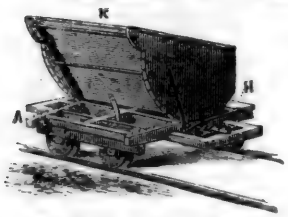
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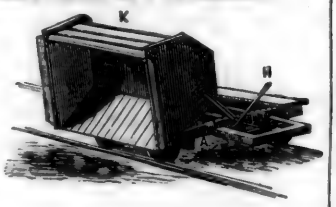


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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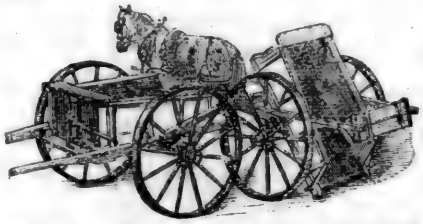
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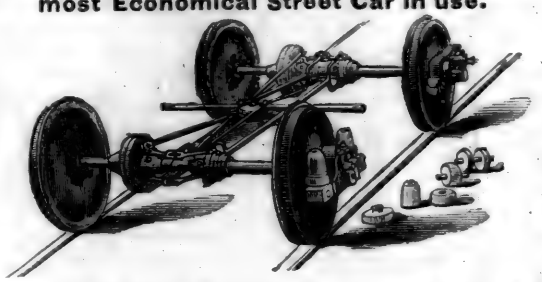
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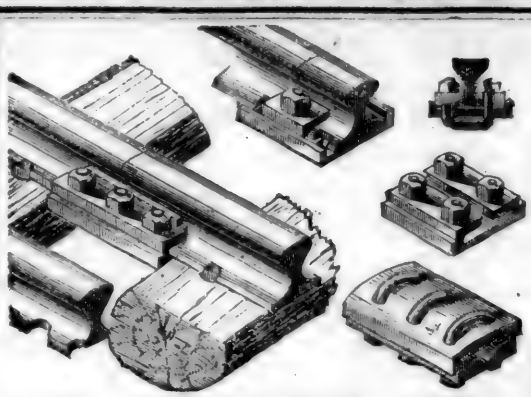
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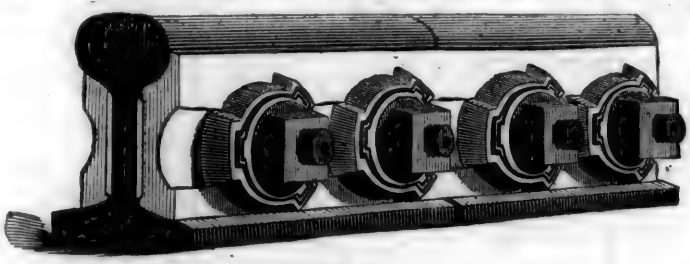
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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, July 13, 1872.

☞ The Philadelphia *Ledger* of 8th inst., reports the net anthracite coal tonnage for the week ending on the 29th ult., from all sources, at 477,746 tons, and for the year 9,033,167 tons, against 4,467,950 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,565,217 tons. The production of bituminous coal for the week was 58,220 tons, and for the year 1,167,794 tons, against 1,054,797 tons to the corresponding time last year—an increase of 112,997 tons. The total production of all kinds of coal for the week was 534,966 tons, and for the year 10,200,961 tons, against 5,522,747 tons to corresponding time last year, showing an increase of 4,678,214 tons.

☞ The Delaware and Hudson Canal Company have laid down a third rail on the Sharon Springs and Cherry Valley branch, enabling them to carry passengers through from New York without change of cars.

☞ The sales of the land department of the Union Pacific Railroad Company for the month of June, 1872, were 23,900 acres, amounting to $103,610, at an average of $4 30 per acre. The total sales from July 28, 1869, to the present date are 571,169 acres amounting to $2,399,410, at an average of $4 20 per acre.

INVESTMENT SECURITIES.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

1. The Railroad, its Right of Way, Franchise, Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

☞ C. B. Morse has been appointed superintendant of the Syracuse Northern Railroad, in place of E. H. Bancroft resigned.

How to Prevent Them.

"Another fearful accident!—A train thrown from the track!—Scores killed, and many more wounded!—The cars telescoped, and passengers scalded to death by the steam!"

Such is the familiar announcement that has again met our eyes during the past week.

But the public has become indifferent. It has shuddered for a moment as the shrieks of the wounded and dying have rung in its ears, but the world moves on, and already it is nearly forgotten. Apparently no attempt has been made to investigate the real cause of the accident. A broken rail, or something of the kind, is the answer given to all inquiries, and the public is satisfied to let it rest there without inquiring how was it broken? or whether it could have been prevented?

The three great *desiderata* of railway travel are speed, comfort, and safety. Is it not strange that while so much attention has been paid to the first two—that while thousands upon thousands have been expended for palace cars and for every appliance which can add to the comfort of passengers, so little attention should have been paid to the matter of safety? It seems to be regarded as a sort of necessity that accidents should take place. Is it so? Are there no means of preventing their recurrence? Must the slaughter go on? We believe that there are such means. It may be almost or quite impossible to provide against the occasional negligence of employees; but every railroad should see to it that every mechanical device which tends in any way to enhance safety, is used on all its trains. New inventions of this kind are frequently made, and the time will doubtless come, if it has not already arrived, when accidents of this kind will be wholly unnecessary and inexcusable. Even on the score of economy it behooves railroad companies to give every such invention a fair trial. If they refuse to do so, it should be made incumbent upon them by law.

Some time since we published a decision of one of our higher courts, which places this matter in its true light. The plaintiff brought suit against a railroad company to recover the value of certain goods shipped over their line, which were set on fire by a spark from the locomotive. The

bill of lading exempted the company from all liability "from damage or loss to any article from or by fire, or explosion of any kind." But the court held "that the defendants were not, by the stipulation in the bill of lading, released from liability for loss arising from its own negligence. It was the duty of the defendant to provide safe and proper machinery for working its road, and it was negligent if the engine hauling the goods was, in its construction, lacking in anything which sound rules require it should have. If there was known and in practical use an apparatus, which, if applied to an engine would prevent the emission of sparks, the defendant was negligent if it did not avail itself of such appliances. But it was not bound to use every possible prevention which scientific skill might have suggested, nor to adopt an untried machine. There must not only exist scientific skill to make, but there must have been in practical use, and known, locomotives consuming their own sparks, before a railway company can be charged with negligence in not employing them."

Now, there are known and in practical use, many inventions which tend to decrease the dangers of railway travel. Among these, there is one which has given the very best of satisfaction, and which has doubtless saved many lives, besides adding greatly to the comfort of traveling. We refer to the invention known as "MILLER'S TRUSSED PLATFORMS, COMPRESSION BUFFERS AND AUTOMATIC COUPLERS." It may not be generally known that it is exceedingly dangerous for a train using the common coupler to run at a higher speed than 12 or 15 miles per hour, and that, according to the principle of law laid down above, a company running such a train is indictable. This fact has long been known in Europe, and the common coupler has been superseded by one which holds the cars more firmly together.

We apprehend that if the cases were examined into, it would be found that rails are rarely broken by the locomotive, but almost always by the rear cars of a train. It is not done by vertical but by horizontal pounding and pressure caused by loose couplings. It will be found that the locomotives and first cars have passed over in safety, or that the rail has been broken by a preceding train. Now, if this be true, as we believe it to be, this danger can be entirely averted by the use of Mr. MILLER'S inventions, and every railroad company should be obliged to adopt them.

"Telescoping" and "oscillation" are unknown where these inventions are used. Many of the best roads in the country have already adopted them. But a few are still deterred by false notions of economy, and the desire of gain at whatever expense. We are glad, however, to see them continually coming into more general use, and we hope that the time is not far distant when every passenger train in the country will be equipped with them. We believe that the true interests of the railroad companies, as well as of the traveling public, demand it, and that old fogy ideas must give way.

Besides this, there are many other considerations of importance which should have their influence. They add greatly to the comfort of passengers, by causing the cars to move steadily, and by preventing the disagreeable jerking in starting and stopping. Injury to men when coupling cars, and to persons falling between the cars, are entirely prevented. Space forbids our speaking of these details more at length at present. The point which we wish chiefly to press is that of *safety*. We believe that these inventions tend to secure this greatest *desideratum*, and that their adoption cannot be too warmly urged.—*St. Louis Railway Register, June* 28.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$352,150 01	$212,021 58
" merchandise	675,378 52	489,834 61
" mails	14,432 91	11,160 00
" rents	4,188 03	1,981 86
" express	11,670 83	7,500 00
" miscellaneous		276 60
	$1,057,815 30	$722,774 65
Expenses, viz:		
Passenger department	$40,386 27	$25,011 85
Merchandise "	64,475 25	42,587 40
Locomotive "	331,435 22	165,541 99
Maintenance of way	200,639 52	122,469 49
General expenses	31,447 04	18,414 44
Miscellaneous expenses	53,447 54	33,953 02
State tax	69,502 37	56,357 10
United States tax	8,421 31	
	$699,654 52	$464,285 29
Balance of earnings	$358,160 78	$258,489 36
Less new rail account	65,954 01	70,748 01
Net earnings	$292,206 77	$187,741 35
Add balance of income per last report		201,838 58
Total income		$389,579 93
From which deduct—		
Balance of interest account	$2,138 45	
Dividend Dec. 1, 1871, $4 per share	119,924 00	
Dividend June 1, 1872, $4 per share	120,856 52	
		242,918 97
Balance of income account		$146,660 96

There have been purchased and cancelled during the last year $3,100 of the bonds of the company, leaving outstanding, March 31, 1872, only $102,100, payable April 1, 1874.

The contingent fund is increased to $92,628 76, and remains principally invested as heretofore.

During the past year 2,316 tons of new rails and 66,177 new sleepers have been placed in the track; and 2,200 tons of rails have been taken up, repaired, and re-laid. These are much more than the average repairs in former years; and place the road-way in good condition.

We have built one new freight locomotive, and three merchandise cars, which are an addition to the equipment of the road. We have also built one mail and smoking car and twenty-one merchandise cars to re-place old ones; and the road and furniture in other respects have been kept in good order.

The Sugar River Railroad has been in operation from Bradford to Newport since last November, and will be completed to Claremont in July next. We think that the road ultimately will be profitable to this corporation, which is largely interested in it; and that it will be advantageous to this road in other respects.

For the purpose of securing to the line of which this road forms a part, the business from the Ogdensburg road and the West, contracts for a long term of years have been made between the roads composing the line. The charges on the receipts from that business, under the contracts, will be large at present, but it is expected that the business will prove to be remunerative eventually, when the resources are more fully developed.

The equipment of the road March 31, 1872, was as follows; 11 passenger and 15 freight locomotives, 408 long and 108 short merchandise cars, 15 passenger, 5 baggage and 20 gravel cars. Number of miles run by passenger trains, 180,122; by freight trains, 336,956; by other trains, 6,514—total, 523,592. Number of passengers carried 181,109; do., carried one mile, 7,268,112. Tons of merchandise carried, 445,210; do., carried one mile, 27,752,968.

TRIAL BALANCE, MARCH 31, 1872.

Construction		$3,068,400 00
Rails	$20,567 72	
Oil	738 00	
Waste	284 58	
Fuel	43,983 63	
Shop stock	57,817 50	
		123 341 43
703 Shares Northern Railroad, N. H.		37,228 34
Contracts		113,923 90
Cash		46,562 38
Agent's department		71,689 60
United States tax		131 82
Boston, Nashua and Lowell R. R.		18,978 53
Minot & Co.		1,058 00
Lebanon Bank		572 00
		$3,481,886 00
Stock		$3,068,400 00
Income		146,660 96
Bonds due April 1, 1874		102,100 00
Dividends unpaid	$8,972 76	
Coupons unpaid	204 00	
Coupons, April 1, 1872	3,063 00	
Contingent fund	20,628 76	
		32,868 52
Bills payable		11,000 00
Dividend, June 1, 1872		120,856 52
		$3,481,886 00

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, Charles F. Choate.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

Erie Railway.

At a meeting of the stockholders of the Erie Railway Company, held in this city on the 9th inst., the following gentlemen were elected directors to serve for the ensuing year: Samuel D. Babcock, Samuel L. M. Barlow, John J. Cisco, Charles Day, Alexander S. Diven, John A. Dix, W. Butler Duncan, John T. Johnston, Henry L. Lansing, G. Talbot Olyphant, Edwin D. Morgan, John V. L. Pruyn, Homer Ramsdell, Frederick Schuchardt, William W. Shippen, William R. Travers, Peter H. Watson.

At a meeting of the Board of Directors held after the election, the following-named gentlemen were elected as officers for the ensuing year: P. H. Watson, president; A. S. Diven, vice-president; W. W. Sherman, treasurer, and H. N. Otis, secretary.

The Vice-President submitted a report of the business of the company for the last nine months, which was ordered to be printed for general distribution. The report shows that the earnings of the company from all sources, from October 1, 1871, to May 1, 1872 (seven months), were $10,374,599 50. Expenses, including interest on mortgage, rents of railroads, taxes and hire of cars, and operating leased lines, $9,801,980 93; leaving a surplus of $572,618 57. Showing an increase over the corresponding months of the previous year of $1,335,197 74, or 14¼ per cent. The

capital stock and debt of the company on the 1st of July were as follows:

STOCK.

Common stock	$78,000,000
Preferred stock	8,536,910
	$86,536,910

FUNDED DEBT.

First mortgage	$3,000,000
Second mortgage	4,000,000
Third mortgage	6.000,000
Fourth mortgage	4,441,000
Fifth mortgage	926,500
Buffalo branch bonds	182,600
Sterling bonds, £1,000,000.	4,844,400
Consolidated mortgage,1920, issued	6,446,000
Scrip dividend	199,640
	30,040,140
Total stock and funded debt	$116,577,050

FLOATING DEBT.

Including loans on demand, bills payable, outstanding vouchers and payrolls, and accrued interest on funded debt	$6,463,668 20

The Auditor makes the following statement in connection with the report:

The earnings and expenses of the Erie Railway Company for the first six months of the calendar year, 1872, were as follows:

	Earnings.	Expenses.
January	$1,332,974 35	$1,365,891 99
February	1,294,076 27	1,355,628 30
March	1,460 173 69	1.39.9712 81
April	1,548,812 69	1,505,083 80
May	1,729,211 00	1,425,000 00
June	1,463,963 00	1,400,000 00
Total	$8,829,231 00	$8,451,346 90
Net earnings		$377,884 10
Less 3½ per cent. on preferred stock, payable July 15, 1872		298,791 85
Surplus		$79,092 25

Narrow Gauge Railroads.

A great deal of interest is just now being manifested in the subject of narrow gauge railroads, especially at the West. In fact, a narrow gauge railroad convention has lately been held in St. Louis, at which various projects of the kind were discussed, and some of them so far matured that they will probably soon be carried into effect. The practical success which has thus far attended the opening of these roads, in England and some of the Western territories, seems to have fully confirmed the theory first advanced in regard to their economical character, and special adaptation to the work of opening up the resources of new and sparsely settled regions, where the topography of the country is mountainous, and the initial traffic to be secured is not sufficient to justify the outlay required for building a broad gauge road.

These narrow-gauge lines, which, it is said, may be built, equipped and operated at about one half the expense of the ordinary roads, are exactly calculated to meet the wants of the new mining terrritories lying West of the Rocky Mountains, where, under the most favorable circumstances, there are steep grades and sharp curves to be encountered. They will, also, cover a great exigency, long and seriously felt by those farmers of the West whose location is remote from any great commercial centre or trunk line, and whose surplus products are rendered comparatively worthless from the lack of facilities for reaching a market.

There are thousands of these Western farmers, who live in out-of the-way places hundreds of miles away from any railroad centre, who, in seasons of plenty and low prices, find it more economical to burn their corn for fuel than to undertake to send it to market, where the price received for it, sometimes, will hardly cover the cost of transportation.

But the worst of this difficulty lies in the fact that thousands upon thousands of acres of the most fertile and productive lands in the great Northwestern States are thus doomed to perpetual unfruitfulness. They cannot be sold, settled or cultivated owing to their remoteness from and lack of communication with the markets, and thus the country at large loses the vast benefit which would otherwise accrue from these important undeveveloped source of wealth. These lands might all be brought under cultivation in a few years, with a cheap narrow gauge railroad system run through them and connecting with the principal trunk lines between the seaboard and the West. This would not only provide homes for the surplus population of Europe and the Eastern States, but in a short time would more than double the cereal and other great food crops of the West.

The excess of these crops, which would then find its way to our Atlantic markets, and help to swell the volume of our export trade, would soon pay off the entire sum of our national indebtedness to Europe, and turn the balance of trade in our favor. Even if no more corn, wheat, beef and pork were actually produced than at present, the quantity sent forward to the seaboard would be greatly increased. The cost of getting this produce to the seaboard markets to a great extent determines the quantity received here. The difference of a cent a bushel, or of two or three cents a barrel in freights, would make a difference of many thousands in the number shipped overland during ordinary seasons.

At present, this overland transportation, from the time such produce leaves the farmer's hands until it is laid down here in Boston or New York costs more than the outward freight charges hence to any port in Europe. If the former can by any method, be materially reduced, one of the results will, of course, be to greatly stimulate and expand the Western and foreign trade of our Atlantic seaports. Hence our Eastern merchants and capitalists can readily appreciate the bearing of this narrow gauge railroad system, in developing the resources of the West, upon their commercial and navigation interests. In fact, they cannot help understanding that these interests are promoted by every additional acre that is put under cultivation in the great Mississippi valley, and every new railroad enterprise, however remote, which reduces the cost of transportation to the seaboard, even the fraction of a cent.

We have already either completed or in contemplation, about as many broad gauge trunk lines of communication between the East and West as will be needed for the accommodation of our overland trade for many years to come. The great want of domestic commerce, in the immediate future, is cheap feeders or branches to these trunk lines, such as will enable them to reach out and grasp those minor points of trade and production at the West which lie on either hand, and to render them tributary to their main line traffic. To build these latteral lines with a broad gauge track in many cases is out of the question. But the narrow gauge will pay with but a comparatively small volume of business to begin with, and when this increases so as to warrant the change, the broad may be substituted for it.

In these remarks, we have considered this subject exclusively in reference to freight transportation. What part these narrow gauge roads are destined to play in the passenger traffic of the country, we shall not undertake to predict. That part of the experiment has not yet been fully tried, though we see no good reason why, with a proper adaptation of details, it should not succeed well on routes where travel is not a specialty and confined almost exclusively to express trains. At any rate, the matter is worthy of the most careful and profound attention of our great railroad companies who control through lines, and we regret that the railroad interest of the East was not more fully represented at the St. Louis convention.—*Boston Commercial Bulletin.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for six months from January 1st:

	1871.	1872.
Ashes, bbls.	3,785	3,748
Breadstuffs—		
Flour, bbls.	1,525,738	1,225,897
Cornmeal, bbls.	114,280	100,428
Wheat, bush.	6,156,460	2,436,107
Rye, bush.	50,594	231,075
Oats, bush.	2,588,275	4,403,613
Barley and malt, bush	439,253	1,285,146
Peas, bush	83,024	154,490
Corn, bush	8,609,894	15,343,024
Cotton, bales	580,717	353,870
Naval Stores—		
Crude turp., bbls	3,082	5,221
Spirits turp., bbls	27,212	32,727
Rosin, bbls	227,871	294,388
Tar, bbls	12,303	21,646
Pitch, bbls.	396	1,410
Provisions—		
Pork, bbls.	150,193	105.485
Beef, bbls.	83,795	13,489
Cutmeats, pkgs	110,962	231,070
Butter, pkgs.	281,171	282,680
Cheese, pkgs	280,929	380,083
Lard, tcs. and bbls	136,827	239,227
Do., kegs	12,486	13,904
Whiskey, bbls.	85,884	105,929

Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st—

	1871.	1872.
Ashes—Pots, bbls	987	1,100
Do. pearls, bbls	75	49
Beeswax, lbs	147 938	151,748
Breadstuffs—		
Wheat flour, bbls.	936,159	429,395
Rye flour, bbls.	1,804	2,431
Cornmeal, bbls.	62,596	89,219
Wheat, bush.	7,409,884	4,017,213
Rye, bush	34,919	341.528
Oats, bush.	14,889	17,130
Barley, bush.	81,797	22,656
Peas, bush	48,885	114,654
Corn, bush	4,076,608	10,923,384
Candles, bxs.	27,274	34,541
Coal, tons	5,603	54,312
Cotton, bales	392,751	152,948
Hay, bales	15,453	14,891
Hops, bales.	14,918	3,343
Naval Stores—		
Crude turp., bbls.	208	527
Spirits turp., bbls	5.491	9,616
Rosin, bbls	178,006	255,723
Tar, bbls.	5,638	11,820
Pitch, bbls	1,437	1.839
Oils—whale, galls	156,370	10,313
Do., sperm, galls	289,609	278,468
Do., lard, galls	64,348	105,548
Do., linseed, galls	3,671	3,722
Provisions—		
Pork, bbls.	90,284	84,382
Beef, pkgs	29,787	18,363
Do., tcs	62,504	24,982
Cutmeats, lbs	44,048,487	137,955,622
Butter, lbs.	2,527.422	2,143,274
Cheese, lbs	17,568,088	15,619,789
Lard, lbs.	48,709,416	91,938,398
Rice, tcs	1	57
Do., bbls	5.292	9,696
Tallow, lbs	16,157,382	30,906,232
Tobacco, crude, pkgs.	57,415	84,594
Do., manf., lbs	4,190,340	4,163.440
Whalebone, lbs	261 429	16,707
Petroleum, galls	39,338,849	31,891,960

☞ There have been opened in Connecticut during the last year 157 miles of road, making now in operation 881 miles of road, 129 of which is with double track, with a paid-up capital of $31 000,000, and a funded and floating debt of $19,000,000.

Railroads in the State of New York.

A tabular statement of their Stocks, Bonds and Debt; Length and Cost; Earnings and Expenses and Dividends for the year ended September 30, 1871.

Compiled from the Annual Reports of the Companies made to the State Engineer and Surveyor, as provided by Law.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main. M.	Branch. M.	Other. M.	Cost of Roads & equipm't.	Road Oper. M.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$				$		$	$	$	$	$	$	$	
Adirondack	4,263,000	930,000	1,951,288	7,144,288	60.00	.....	1.50	3,103,062	60.00	22,213	53,683	2,058	77,954	65.184	12,770	.....	....
Albany and Susquehanna	3,280,000	4,399,000	83,440	7,762,440	142.00	.....	47.55	8,580,663	142.00	341,099	637,042	91,855	1,069,996	815,181	254,815	89,250	3½
Albany and Vermont	600,000	.....	.....	600,000	12.00	.....	1.20	600,000	.....	(Operated by Rensselaer and Saratoga Co.)						36,000	6
Atlantic and Great Western	50,000,000	59,000,000	.....	109,000,000	387.32	38.18	38.73	109,000,000	565.81	975,774	3,485,382	205,983	4,667,139	3,991,799	675 320	.....	....
Avon, Geneseo and Mt. Morris	194,250	20,000	.....	214,250	15.50	.....	0.50	247,000	15.50	18,577	9,665	3,228	31,470	26,606	4,864	.....	....
Black River and St. Lawrence	144,759	.....	129	144,888	12.00	.....	0.12	142,884	12.00	.....	1,687	.....	1,687	1,798	.....	.....	....
Black R. & Woodhull(wooden r.)	15,000	.....	.....	15,000	13.00	.....	5.00	15,000	13.00	(No returns reported.)						.....	....
Blossburg and Corning	250,000	.....	15,633	265,633	15.64	.....	5.41	582,346	.....	(Operated by Fall Brook Coal Co.)						12,500	5
Boston and Albany	19,664,100	821,500	900,000	21,385,600	201.65	47.98	303.73	22,888,797	351.71	2,776,405	4,747,180	438,757	7,962,342	5,834.359	2,127,983	2,010,097	10
Boston, Hartford and Erie	.....	23,600,000	.....	.....	61.25	51.25	25 19	28,770,008	112.50	322,955	364,488	4,409	691.852	556,517	135,335	.....	....
Buffalo, Bradford and Pittsburg	2,286,000	583,500	.....	2,869,500	26.00	.....	2.00	2,869,500	.....	(Operated by Erie Co.)						.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	463,674	1,592,391	43.20	.....	5.00	1,532,058	43.20	82,754	159,636	7,052	249,442	195,411	54 031	.....	....
Buffalo Creek	180,000	.....	.....	180,000	3.25	.....	1.85	178.348	3.25	.....	.....	12,677	12,677	5,334	7,343	.....	....
Buffalo, New York and Erie	950,000	2,380,000	.....	3,330,000	142 00	.....	14.20	3,330,000	.....	(Operated by Erie Railway Co.)						66,500	7
Buffalo, New York and Phila	750,208	500 000	228,822	1,479,030	28.09	.....	31.17	1,404,574	28.09	36,852	46,541	4,732	87,625	.....	.....	.....	....
Carthage, Watert'n & Sack. Har.	376,524	150,000	.....	526,594	18 00	.....	0.50	474,067	.....	(Opened January 1872, Carthage to Watertown.)						.....	....
Cayuga and Susquehanna	589,110	.....	.....	589,110	34.61	.....	5.50	589,110	34.61	38,299	88,649	11,041	137,989	129,182	8 807	53,020	9
Cazenovia and Conastota	294,470	250,000	11,750	656,220	15.00	.....	1.25	533,001	.....	.....	.....	.....	.....	.....	.....	.....	....
Chemung	380,000	.....	.....	380,000	17.36	.....	.....	380,000	.....	(Operated by Erie and Northern Central Cos.)						30,000	6
Cherry Val. Sharon and Albany	275,000	300,000	10,000	585,000	20.91	.....	1.00	600 000	.....	(Operated by Delaware and Hudson Canal Co.)						.....	....
Clove Branch	150,000	.....	.....	150,000	4.25	.....	1.00	150,000	4.25	305	11.558	4,744	16.607	12.295	4,312	.....	....
Cooperstown and Susquehanna	308,405	100,000	23,590	431,995	16.00	1.00	0.25	456,001	17.00	21,232	22,155	1,821	45,208	22,933	22,275	.....	....
Dunkirk, Warren and Pittsburg	1,075,000	1,190,000	55,000	2,320,000	54.80	.....	3.50	2,320,000	54.80	[1¼ mos.			6,402	5 565	837	.....	....
Dutchess and Columbia	1,475,538	.....	562,325	2,037,863	58.00	.....	7.00	2,766,470	58.00	38,795	90.792	3,656	133,243	173,492	Loss.	.....	....
Elmira, Jefferson & Canandaigua	500,000	.....	.....	500,000	46.84	.....	3.25	500 000	.....	(Operated by Northern Central Co.)						25,000	5
Elmira and Williamsport	1 000,000	1,620,000	.....	2,620,000	78.00	.....	14.00	2,620,000	.....	(Operated by Northern Central Co.)					19,038	.....	....
Erie	86,536,910	26,398,800	.....	112,937,710	459.00	455.00	507.25	106,904,362	914.00	3,972,065	12,861,999	333,941	17,168,005	15,272,602	1,895,403	.....	....
Erie and Genesee Valley	134,600	.....	40,000	174,600	7.00	.....	.....	158,854	.....	(Burns to Mt. Morris 21 miles, since completed.)						.....	....
Far Rockaway Branch	75,000	.....	.....	75,000	6.00	.....	.....	95,174	.....	(Operated by South Side Co.)						.....	....
Flushing and North Side	806.045	1,025.000	.....	1 831,045	11.85	.....	1.69	989,941	18.14	188,614	31,245	15,263	235,122	126,955	108,167	.....	....
Fonda, Johnstown & Gloversv	300,000	300,000	27,225	627,225	10.00	.....	.....	464,409	10.00	28,992	16,584	7,084	52,660	22,160	30,500	.....	....
Glen's Falls	96,639	125,000	.....	221,639	5.76	.....	0.07	221 639	.....	(Operated by Rensselaer and Saratoga Co.)						.....	....
Goshen and Deckertown	104,294	226,500	19,000	349.794	11.64	.....	0.33	290.901	11.64	3,946	37,926	326	42 198	22,392	19,806	.....	....
Greene	200,000	.....	.....	200,000	10.26	.....	0.66	320.386	10.26	8,763	10,774	1,327	20,864	19,626	1,238	.....	....
Greenwich and Johnsonville	130,090	180,000	.....	310,090	14.00	.....	0.50	273.893	14.00	13,246	12,382	1,270	26,898	16,837	10,061	.....	....
Harlem Extension	4,000,000	4,000,000	40,509	8,040,509	114.00	2.00	11.40	8,039 500	116.00	61,554	136 582	8,976	207,112	216,997	(Loss)	.....	....
Hunter's Point and South Side	40,000	.....	.....	40,000	4.00	.....	.....	40,000	.....	(Operated by South Side Co.)						.....	....
Ithaca and Athens	502,300	600,000	.....	1,102,300	35.00	.....	3.00	999,219	.....	(Recently complete and not running at date.)						.....	....
Ithaca and Cortland	223,860	400,000	.....	623,860	20.00	.....	.....	623,860	.....	(Not fully in operation at date.)						.....	....
Junction (Buffalo)	207,037	.....	.....	207,037	7.67	.....	0.55	207.037	.....	(Not in operation at date.)						.....	....
Lake Champlain and Moriah	200.000	104,000	2,577	306,577	7.18	1.87	1.39	327,577	9.05	47	102 178	.....	102,225	137,407	(Loss)	.....	....
Lake Shore & Mich. Southern	34,938,000	26,433,000	475,240	61,846,240	540.00	422.00	322.00	56,156.722	962.00	3,946.277	9,866,305	695,465	14,508,047	9,676,942	4,831,105	2,805,710	8
Long Island	3,000,000	1,500,000	180,000	4,680 000	98.00	60.00	17.27	5,016,402	158.00	402,696	352 702	75,263	830,661	568.795	261,866	92,250	3
Middlebury and Schoharie	85,800	16,000	400	102,200	5.75	.....	0.75	102,200	5.75	5,402	3,746	2,042	11,220	7,347	3,873	.....	....
Middletown and Crawford	121,400	68,500	.....	189,900	10.22	.....	.....	159,618	.....	(Operated by Oswego and N. Y. Midland Co.)						.....	....
Middletown, Union & Wat. Gap	121,730	225,000	64,800	413,530	13.00	.....	5.72	350,476	13.00	9,497	32,009	7,175	48,681	29,819	18 862	.....	....
Montgomery and Erie	150,315	177,000	.....	327,315	10.26	.....	0.66	288,931	10.26	11,961	30,663	1,403	44,027	24,017	20,010	.....	....
Monticello and Port Jervis	418,500	650,000	39,786	1,108.286	23.75	.....	4.26	1,054.956	23.75	9,651	16,008	1,148	26,807	15,563	11,244	.....	....
Montreal and Plattsburg	1,000,000	.....	.....	1,000,000	28.00	.....	2.80	1,000,000	43.00	34,418	63,424	931	98,773	88,731	10,042	.....	....
New York and Boston	1,250,000	1,250,000	.....	2,500,000	.....	.....	.....	(46 miles graded and 25 miles to be in use June 1, 1872.)								.....	....
New York Cent. & Hudson Riv.	89,428,330	15,231,719	1,167	104 661.216	441.75	298.12	707.97	60,418 657	844 63	6,224,740	14,647,580	1,099,786	21,972,106	13,711.289	8,260,817	7,258,742	8
N. York, Housatonic & Northern	217,200	161,000	55,465	433,665	5.36	.....	.....	461,207	5.36	3 145	1,744	.....	4 889	3.698	1,191	.....	....
New York and Harlem	8,500,000	4,973 225	1,741,500	15,217,725	130.75	2.12	45.50	14,797,563	156.87	1,062,387	1,210,931	425,445	2,698,763	1,669,675	1,029,088	656,410	8
New York and Mahopac	155,800	.....	74,700	230,000	6.97	.....	.....	229,110	.....	(Not in full use at date.)						.....	....
New York and New Haven	7.500,000	1,061,500	.....	8,561,500	62.25	.....	73.50	7,043,480	76.76	1,750,641	438.347	124,962	2,313,950	1,410,604	903,346	675,000	10
New York and Oswego Midland	5,326,773	6,023.500	265,733	11,616,006	165.00	97.00	8.60	11,367,756	262.00	175,677	216,988	49,075	441,740	367.228	74,512	.....	....
Niagara Bridge & Canandaigua	1,000,000	.....	.....	1,000,000	99.00	.....	9.90	1 000,000	.....	(Operated by N. Y. Central and Hudson River Co.)						60,000	6
Northern of New Jersey	1,000,000	400,000	.....	1,400,000	21.25	.....	6.60	527,452	.....	(Operated by Erie Co.)						80,400	8
North Shore (L. I.)	193,445	135.000	6,000	334,445	6.25	.....	.....	300,548	.....	(Operated by Flushing and North Side Co.)						.....	....
Nyack and Northern	58,025	100,000	40,633	198,658	4.33	.....	.....	143,674	.....	(Operated by Erie Co.)						.....	....

Ogdensburg & Lake Champlain.	5,077,000	1,100,000	.....	6,177,000	118.00	4.00	18.00	5,730,948	122.00	160,574	845,431	21,694	1,027,699	697,844	329,855	.....	6
Oswego and Rome	300,000	612,000	.....	912,000	38.58	.....	3.25	950 953	.....	(Operated by Rome, Watertown and Ogdensburg Co.)						.....	....
Oswego and Syracuse	1,141,400	183,000	.....	1,324,400	34.98	9.04	11.00	1,369,324	43.98	130.177	162,445	35,426	328,048	256,797	71,251	.....	8
Pennsylvania and Sodus Bay	393,774	.....	.....	393,774	.....	.....	.....	180,379	.....	(Length 81 miles—no part yet in use.)						.....	....
Poughkeepsie and Eastern	524,464	380,000	226,880	1,131,294	20.83	.....	1.50	1,011,071	20.83	24,743	8,665	613	34,021	28,318	5,673	.....	....
Rensselaer and Saratoga	6,000,000	1,925,000	.....	7,925,000	181.00	.....	37 00	6,990,985	181.00	632,973	828,705	115,016	1,576,694	1,216,106	360,588	187,125	3
Rochester and Genesee Valley	557,500	.....	5,000	562,500	18.45	.....	1.75	671,303	.....	(Operated by Erie Co.)						39,025	7
Rochester and Pine Creek	100,740	.....	.....	100,740	6.25	.....	.....	95,622	.....	(Castle Station to Caledonia 26 miles in progress.)						.....	....
Rome and Clinton	165,350	100,000	.....	265,350	13.03	.....	0.75	350,000	.....	(Recently brought into use—No returns.)						.....	....
Rome, Watertown & Ogdensb'rg	2,998,900	1,529,947	9,242	4,538,089	141.10	48.52	20.52	4,000,000	189.63	483,566	682,823	73,126	1,239,515	845,204	394,311	130,263	8
Rondout and Oswego	1,262,922	269,000	555,322	2,087,244	60.00	.....	4.00	1,874 518	60.00	52,798	65,503	1.854	120,155	70,070	50,485	.....	....
Saratoga and Schenectady	300,000	40,000	.....	340,000	21.00	.....	1.57	484,684	.....	(Operated by Delaware and Hudson Canal Co.)						19,500	6½
Schenectady and Susquehanna	150,000	281,000	.....	431,000	.....	.....	.....	380,868	.....	(Under construction—3 miles laid at date.)						.....	....
Schoharie Valley	49,900	55,000	3,082	107,982	4.38	.....	0.30	94,369	4.28	7,649	7,010	2,336	16,995	15,994	1,001	.....	....
Skaneateles	77,800	35,000	.....	112,800	5.00	.....	0.50	139,670	5.00	10,636	12,375	3,527	26,538	18,686	7,852	.....	....
Sodus Point and Southern	204,767	.....	.....	204,767	.....	.....	.....	201,931	.....	(Length 35 miles—none in use.)						.....	....
Southern Central	1,714,632	1,640,000	10,529	3,365,261	95.00	.....	3.62	3,336,830	79.00	79,600	79,182	24,415	183,197	109,366	73,831	.....	....
Southfield Branch	1,000	.....	18 496	19,496	1.00	.....	.....	17,923	1.00	.....	1,337	.....	1,337	2,910	(Loss)	.....	....
South Side (L. I.)	1,000,000	2,500,000	170,326	3,670,326	57.00	1.25	19.75	3,055,371	73.25	249,081	141,531	18,003	408,615	265,628	142,987	.....	....
Spuyten Duyvil & Port Morris	740,000	.....	.....	740,000	6.00	.....	6.50	729,738	.....	(Total length 14 miles—in progress.)						.....	....
Staten Island	700,000	200,000	40,000	940,000	13.00	.....	0.33	381,709	13.00	81,845	5,886	199,296	287,027	210,916	76,111	35,000	5
Sterling Mountain	80,000	350,000	.....	430,000	7.60	.....	1.00	499,631	7.60	603	38,076	.....	38,679	24,379	14,300	.....	....
Syracuse, Binghamton & N. Y.	1,670,180	1,670,100	134,568	3,474,798	81 00	.....	17.00	3,867.059	81.00	163,067	449,492	8,209	620,768	470,759	150,009	.....	....
Suspension Bridge & Erie Junc.	500,000	1,000,000	.....	1,500,000	23.50	.....	5.00	1,500,000	.....	(Operated by Erie Co.)						.....	....
Syracuse and Chenango Valley	957,806	.....	105,687	1,163,493	12.00	.....	.....	882,685	.....	(Total length 42 miles—in progress.)						.....	....
Syracuse Northern	941,988	.....	.....	941,988	40.00	.....	1.66	1,025,352	.....	(Total length 44.40 miles—not in full use.)						.....	....
Troy and Bennington	75,000	99,900	.....	174,900	5.38	.....	0.38	236.953	.....	(Operated by Troy and Boston Co.)					15,300	2,265	3
Troy and Boston	1,599,000	1,899,000	69,269	3,557,269	84.91	.....	9.01	2,312.098	55.00	207.545	260,487	19,107	487,139	288,097	199,042	.....	....
Troy and Greenbush	274,000	.....	.....	274,000	6.00	.....	6.00	294.908	.....	(Operated by New York Central and Hudson River Co.)						19,208	7
Troy Union and Depot	30,000	680,000	.....	710,000	2 14	.....	2.14	788,984	.....	.....	.....	.....	.....	23,768	.....	.....	....
Utica and Black River	1,786,020	351,500	.....	2,087,520	74.75	.....	4.39	2,112,965	74.75	117,195	122.283	7,966	247.444	148,554	98,890	102,541	6
Utica, Chenango & Susq. Valley	2,558,600	.....	.....	2,558,660	46.00	21.00	11.00	2,818 681	89.00	136.585	152,095	12.096	300,776	235,615	65,161	.....	....
Valley	750,000	.....	.....	750,000	11.50	.....	1 00	783,239	11.50	21.212	137,087	1,429	159,728	153,639	6 089	.....	....
Wallkill Valley	710,697	371,800	50,000	1,162,497	25.00	.....	1.50	1,096,412	25.00	8,575	11,362	1,426	21,363	24,889	(Loss)	.....	....
Warwick Valley	225,000	85,000	.....	310,000	10.16	.....	0.43	199.162	10.16	8,323	40,632	3,975	52,930	81,874	21,056	11,400	10
West Shore Hudson River	526,700	676,300	9,196	1,212,196	.....	.....	.....	626,685	.....	(Under construction—Length 93 miles.)						.....	....
Whitehall and Plattsburg	(No capital returns.)				20.00	.....	.....	500,000	.....	(Operated by Vermont Central Co.)						.....	....

RAILROADS IN PROGRESS OR PROJECTED.

Railroads.	Termini.		Miles.	Capital.
Albany, Sand Lake and Stephentown	Albany.	Stephentown.	31	$50,000
Atlantic and Ontario	Hoosic.	Salisbury.	75	3,500 000
Attica and Arcade	Attica.	Arcade.	25	250 000
Auburn and Deposit	Deposit.	Homer.	60	1,000,000
Batavia, Attica and Salamanca	Attica.	Salamanca.	80	800,000
Belmont and Buffalo	Belmont.	Gainesville.	25	600,000
Black River and Morristown	Morristown.	Philadelphia.	37	600 000
Boston, Rome and Oswego	Hoosic.	N.Y.& Osw. Midl.RR.	120	3,000,000
Boston, Saratoga and Western	.....	.....	150	5,000,000
Buffalo and Springville	Hamburg.	Springville.	21	225 000
Cayuga Lake	Aurora.	Cayuga.	38	1,000,000
Catskill and Schoharie Valley	Catskill.	Central Bridge.	40	460,000
Central of Long Island	Flushing.	Farmingdale.	30	500,000
Clayton and Theresa	Clayton.	Philadelphia.	20	250 000
Delhi and Middletown	Delhi.	Dean's Corners.	30	1,000,000
Geneva and South Western	Geneva.	Blood's Corners.	37	1,000,000
Geneva and Ithaca	Geneva.	Ithaca	40	1,250 000
Harlem River and Port Chester	Harlem River.	Port Chester.	70	1,000,000
Hudson Suspension Bridge & N. England	Turner's.	North Salem, Ct.	37	2,500 000
Hudson Valley	Moreau.	Northumberland.	10	200 000
Lake Ontario and Lake Shore	Oswego.	Niagara River.	140	4,000,000
Lockport and Buffalo	Lockport.	North Tonawanda.	14	200 000
Nanuet and New City	Nanuet.	New City.	4	80,000
Newburgh and Kingston	Newburgh.	Kingston	35	350,000
Newburgh and Midland	Newburgh.	Middletown.	25	250,000
New York and Albany	Jersey City.	Albany.	150	$5,000 000
New York and North Salem	Katonah.	Purdy's Station.	8	200 000
New York, Utica and Ogdensburg	Utica.	Trenton Falls.	72	3,500 000
New York and White Plains	Harlem River.	White Plains.	20	1,000,000
North Shore, of Long Island	Jamaica.	Orient.	100	5,000,000
Northern Air-Line	Westport.	Essex County.	36½	1,000,000
Ogdensburg and Morristown	Ogdensburg.	Morristown.	13	250,000
Rochester, Nunda and Pennsylvania	Port Morris.	Amity.	43	600,000
Rockland Central	Upper Piermont.	Haverstraw.	14	400,000
Rye and Westchester	N.Y.& W.Pla. RR.	Long Island Sound.	15	500 000
Saratoga, Schuylerville & Hoosac Tunnel	Saratoga.	Greenwich.	18	300,000
Schenectady and Utica	Schenectady.	Utica.	78	2,400,000
Schuylerville and Fort Edward	Schuylerville.	Ft. Edward.	12	350 000
Schuylerville and Upper Hudson	Schuylerville.	Mechanicsville.	15	200,000
Seneca Lake Branch	.....	.....	24	30 000
Silver Lake	Gainesville.	Perry.	6	100,000
Smithtown and Port Jefferson	Smithtown.	Port Jefferson.	16	200,000
Sodus Bay, Corning and New York	Corning.	Great Sodus Bay.	86	1,500,000
Sacandaga Valley	Cornith.	Conklingville.	7	150,000
Southern Westchester	.....	.....	28	2,000,000
Syracuse Branch of N. Y., U. and O. R.R.	Oneonta.	Earlville.	48	1,500,000
Troy and Saratoga	Schaghticoke.	Saratoga Springs.	20	800,000
Utica, Chenango and Cortland	Cortland.	Otselic.	32	800 000
Utica, Georgetown and Elmira	Utica.	Otselic.	18	350 000
Utica, Horseheads and Elmira	Horseheads.	Elmira.	6	100,000

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,444	720 929	892,341	795,176	869,207	1,006,373	995,922	981,006	897,264	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335.985	409,251	401,283	357.956	307,919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329.851	371,544	321,597	387,269	322,638	360,223	323,036	271,247	3,695.153
1867	243,787	157,882	235,961	282,166	335,610	342,558	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4.508,643
1869	343.182	315,099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849.405
1871	353.235	342,360	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	446,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421.363	466.830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879.900	11,632 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251.940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,593	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,482	774,934	787,641	1,094,101	952,899	851,846	1,093,837	1,281,574	1,047,318	1,096,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236.435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918.342
1869	204.112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,965
1870	203,069	226.897	244,182	246.046	260,169	274.021	249,355	319,012	317,887	339,239	319.573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661.391	657.141	603,402	6.320.447
1865	571,536	528,972	616.665	516.608	460.573	617,682	578,403	747,489	739,736	641.589	643,887	518,088	7.181.208
1866	603,053	505,266	505,465	411,605	569.250	567,679	480,626	578,253	571.348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477.027	516.493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	687,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98.043	106.921	104.866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98.482	108 461	95,416	95.924	108,413	126,556	121.519	125,065	119,169	121.408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106.246	110.213	111,117	111,127	178,407	132,998	158,581	144 023	141.376	1,418,869
1871	130,883	126.224	140,740	118,173	119.650	115,115	118,572	137,341	166,191	175,498	172,587	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158,717	154,587	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252.435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410,802	405 510	376,470	3,970.946
1865	306,324	279,137	344,228	337,241	401,456	365.663	329,105	413,501	476.661	490.694	447,370	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	365,083	324,986	359,646	429,161	493,640	414 604	308.660	4,260,115
1867	304.095	283,661	375.210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371 0 3
1868	343.316	304,315	326.880	415,758	369.236	325,501	321,013	392.942	456,973	511.820	410,826	399,671	4,509,251
1869	384,120	320.636	386,527	411,514	403,046	386,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363.187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,065	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,556	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316.266	401.900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5.685,608
1868	369,228	321,203	333,508	436.412	565.718	458.191	423,398	522,682	1,024.045	1,037,464	550,917	468 880	6,517,046
1869	454.590	330.400	420,951	460,288	630 844	678.923	586.531	525,547	724,732	1,040,102	801 196	496,566	7,250 069
1870	396.171	382.823	377,571	443,132	740,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420.421
1871	396,760	327,431	377,571	483,884	662,567	656,018	481,113	506,557	815,245	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,183	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346.243	275,950	3.311.077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372.618	412 553	284 319	3 793,005
1866	267,541	246,109	326.236	277,424	283,130	253.925	247,262	305.454	278,701	310,762	302,426	281,615	3 .50 583
1867	242,793	219.065	279,647	284,729	282.939	240,135	234,633	322.521	305.371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	294,620	217.082	194.455	287.557	307.122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,564	275,220	292,603	328,044	298.027	254,896	2.915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300.971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,283	189,241	211,352	2^8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,547	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260.449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	386,103	299,552	3,630,696
1872	254,319	238,823	305,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436.742	532,786	617.021	669,384	757,178	936.188	711,457	1.170,241	1,125,635	754,551	1,032,149	812.178	9,555,510
1865	653.053	608.305	116,215	925,283	416.341	566.979	967,194	1.121.205	1,351 579	1,419,232	1,196.955	702.685	10.033 026
1866	738,061	725,967	779,198	861.604	1,109,267	1,140,301	996,841	1.252,386	8.e,742	887,793	874,974	436,990	10.037,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,164	873.153	956.658	837.351	586,779	9.256,284
1868	427,437	518,174	651,019	817,750	781 220	744.188	814,472	691,143	1,006,531	1,159,726	1,113,398	589,924	8,735.062
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,252,903	1,454,028	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,986	617,058	569,697	1,1.9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	4.3,045	644,206	688,578	1,063,092	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2.250,142
1867	149,658	149,342	174,153	188,162	171,756	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	154,193	144,164	186,889	202,238	205,750	189,551	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	178,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,780	333,480	3.809,353
1868	278,712	266,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,646	295,278	318,999	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	139,780	431,949	460,646	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,802	623,560	617,585	758,467	999,665	837,388	716,829	5,702,183
1870	528,529	501,100	539,228	706,803	802,586	746,460	643,058	684 951	728,521	719,498	570 168	506,053	7.654.094
1871	479,573	371,925	498,899	584,540	724,460	728,174	670,693	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	378,930	484,119	665,804	699,430	800,443	.....	.....	.....	.....	.....	.....	.....	.....

Light Railways.

The following are extracts from a paper read by Mr. H. S. Ellis before a meeting of the Exeter Chamber of Commerce, held at the Guildhall, Exeter, Eng., on the 18th of June; Mr. Porter, vice-president, in the chair.

Since the annual meeting of the Exeter Chamber of Commerce, when, at your invitation, I had the honor of describing the light railway recently constructed by the Duke of Buckingham, I have been asked by several landowners, engineers, and others interested in the construction of cheap railways, to furnish them with a fuller description of it. I gladly avail myself, therefore, of your invitation to bring the subject of light railways again before the Chamber. I firmly believe that the attention which you are directing to the subject will lead to a greater use of such railways in this part of the kingdom, where thin population and agricultural produce scarcely justify the construction of expensive extensions of the usual Parliamentary description. The value of light railways and tramways in agricultural districts cannot well be over-estimated, as, from the absence of cheap transit, manure, lime, &c., are almost at prohibitory prices. Farmers in the neighborhood of Northmolton have to pay the sum of half-a-crown a bushel for lime, and at Hemyock the inhabitants pay no less than 5s. per ton for the cartage of coal. Within the last few weeks I have met several landowners in Devonshire who have expressed their willingness to give their land for the construction of light railways in their respective districts; and I have reason to know that engineers have already been called in to survey the country and give estimates for the construction of such lines. But the question now arises, Which kind of light railway should be constructed? There are at present three different kinds which are attracting public attention:—

1st. Light railways which follow as nearly as possible the surface of the ground, avoiding the hills and the necessities for expensive over or under bridges, and by travelling at low speeds, avoiding the necessity for expensive signal and other apparatus, usually required by the Board of Trade for through lines. The gauge is usually the national one, viz., 4 ft. 8½ inches.

2nd. The patent narrow guage railway, invented by Mr. Fell, which, by being constructed on timber supports of different heights, to suit the undulations of the country, avoids to a great extent severance of land and expensive cuttings and banks. The gauge of such lines varies from 8 inches to 2 feet. A railway of this description about a mile in length has been recently constructed at Aldershot in 45 days, for the purpose of conveying stores to the victualling office. The gauge of this line is only 18 inches, but it is capable of conveying siege guns seven tons in weight. The cost, I believe, is about £2,000 per mile.

3rd. The wire tramway, which like the Fell system, is mounted on iron or timber supports, to suit the undulations of the country; but is only adapted for the conveyance of loads not exceeding 10 cwts., and is generally employed for short distances only—250 yards to three or four miles. One has been constructed as long as 15 miles. There is one at the Devonshire Clay Works 250 yards in length, and another at Brendon hills three-quarters of a mile in length.

I have lately had an opportunity of personally inspecting all three different kinds of railways, and each has good points to recommend it; but I am satisfied that a light railway similar to the Duke of Buckingham's is the most advantageous where it is practicable, and especially so where passenger traffic may be reasonably expected. I have had the honor to receive from the Duke himself the following very full and valuable statement with regard to the cost of His Grace's railway, as also of the receipts and the working expenses, which, by his most courteous permission, I am enabled to lay before you.

The cost of the Wotton railway, including sidings and two goods sheds (one 25ft. by 25ft., and one 60ft. by 25ft.) is rather less than £1,400 per mile, exclusive of the value of the land. The main line is very nearly seven miles long. The land belongs principally to the Duke of Buckingham. The gradients from Quainton to Wotton are favorable, two short inclines of about 1 in 78 in opposite directions being the worst, and the general inclination being downwards to Wotton, which is 50 feet below Quainton. The gradients from Wotton to Brill are heavy—the ascent being, with one exception, of not quite a quarter of a mile, continuous for 2¼ miles varying from 1 in 100 to 1 in 51. The latter is a quarter of a mile; but an incline of 1 in 64 on a curve of 12 chains radius for a quarter of a mile is quite equal to the steeper gradient. The total ascent is about 130 feet in this portion of 2¼ miles. The line was commenced on 8th September, 1870. The first portion to Wotton was in use on the 1st April, 1871, and the greater portion of the remainder was brought into use for mineral class, agricultural produce, &c., in November—the last ¼ mile and Brill station were brought into use last April—a branch of 1¼ mile is now (in May) in the course of construction. The working of the line is carried on by Messrs. Chaplin and Horne; the maintenance by the Duke of Buckingham. The estimated working expenses for the current year are £650, including 10 per cent. interest on two engines. The traffic receipts for 10 months, March to December, were over £1,000, but these do not afford very certain data, as they include a large amount of material for construction, and there was no through rates with other lines until July. The earnings for this year is estimated at about £1,350 or £1,400. The actual earnings to April 1st (three months)—

Goods and minerals	£244
Coaching traffic	50
Total	£294

The line is worked by one six-horse Aveling and Porter engine assisted by one horse for shunting The engine making two double trips daily, and a third if required. A second engine of the same size is being built. The power is found to be amply sufficient; the rates are low upon agricultural produce, minerals, &c. London manure is brought at 1d. per ton per mile throughout. 500 or 600 tons of chalk have also been brought for manuring arable clay land. The speed is necessarily, from the circumstances of the line, frequent stoppages, and the power of engines, very low. Time allowed Brill to Quainton, including stoppages, one hour and five minutes. The actual running speed varies from four to eight miles per hour. It was not intended to carry passengers except persons with cattle, &c., and the workmen on the estate; but so many have sought to avail themselves of the accommodation, that the passenger carriage was borrowed, and put on in January, since which the numbers carried have been:—104 in January; 123 in February; 176 in March; 224 in April. The villages accommodated are:—Wescott, about 150; Ashendon, about 300; Wotton, about 220; Dorton, about 180; Brill, about 1,400.

☞ The New Jersey Midland Railway was formally transferred to the New York and Oswego Midland Railroad Company at Ellenville, Ulster Co., N. Y., on the 15th ult. Ellenville is the present northern terminus of the line. Between that point and the southern terminus of the road building south from Oswego, there is a break of 70 miles. It is hoped that this gap will be closed by October next, when the line will be complete from Jersey City to Oswego.

☞ The Marysville (Ky.) *Eagle* says that the Pennsylvania Railroad Company have concluded a contract with the Ohio and Kentucky Railroad Company, which will almost certainly lead to the early completion of the latter road.

Safe and Profitable

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,
27 PINE ST,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock Outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley.....50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,091,200	— & —	.....
" " pref.100	521,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,580,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '72 1½
Bloesburg & Corning.*...50	250,000	J. & D.	June '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M. & N.	May '72 5
Boston and Providence..100	5,950,000	M. & N	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref.50	752,700	— & —	.....
Cape Cod.....50	915,577	J. & J.	Jan.'72 $24
Cape May and Millville*.50	447,000	J. & D.	June '72 3
Catasauqua & Fogelsv...50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,109,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,860,400	M. & N	May '72 1
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,006,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.A.J.& O.	July '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June '72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J.& O.	Apl '72 1½
Cheshire, preferred.....100	2 160,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*.100	3,916,300	J. & J.	July '72 5
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.. 50	2,967,800	— & —	Apl. '72 10s
" " pref.. 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,087,509	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J.& O	Jan. '72 2½
Columbus and Xenia*... 5	1,788,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passump. Riv...1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut Riv.....0	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Val. V.....50	1,325,000	A & O.	Oct. '71 4
Danbury and Norw.*.. 5	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A J.O.	July '72 2½
Detroit & Milwaukee*.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy*.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway.....100	8,000,000	F. & A.	Feb. '68 4
" pref.....100	8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June '72 1½
Fitchburg.....100	3,340,000	J. & J.	July '72 4
Georgia.....100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J. A. J. O.	July '72 5
" " scrip. 50	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref.....100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,636,487	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,500	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200,000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.A.N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. 69 3
Michigan Central.....100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl*. 50	325,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,525,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*.....50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,804,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N. Haven & Northamp..100	665 000	J. A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J. A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 350	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	July '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	8,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J. & J.	July '72 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,030	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristown* 50	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Ruttland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,850,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan. '72 1
Bleecker st. & F'Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Nov. '71 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..10	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston). 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Phg, Alleg. & Manchester 50	200.000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....50	400,000	J.A. J.O.	July '72 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229 594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15 000.000	F. & A	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov. '69 2½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities July 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,678,000	6	" "	1880	117⅜
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109⅜
Loan of July 1, and Aug. 3, 1861 ..... registered	125,315,850	6	Jan. & July	1881	115¼
.. .. coupon	64,005,350	6	" "	1881	117⅜
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,980,500	6	May & Nov.	1882	115
(5-20s) ..... coupon	240,691,700	6	" "	1882	114⅜
Loan of March 3, 1863 ..... registered	53,424,850	6	Jan. & July.	1881	115¼
.. .. coupon	21,575,150	6	" "	1881	117⅜
Loan of March 3, 1864 (5-20s) ..... registered	2,349,500	6	May & Nov.	1884	114⅜
Loan of June 30, 1864 (5-20s) ..... registered	34,686,600	6	May & Nov.	1884	114⅜
.. .. .. (5-20s) ..... coupon	38,159,550	6	" "	1884	114⅜
Loan of March 3, 1865 (5-20s) ..... registered	39,416,450	6	May & Nov.	1885	113⅜
.. .. .. (5-20s) ..... coupon	120,083,200	6	" "	1885	115⅜
.. .. 2d series (5-20s) ..... registered	62,453,250	6	Jan. & July.	1885	113⅜
.. .. .. (5-20s) ..... coupon	159,824,050	6	" "	1885	114
.. .. 3d series (5-20s) ..... registered	92,268,600	6	Jan. & July.	1887	114⅜
.. .. .. (5-20s) ..... coupon	228,030,750	6	" "	1887	115
.. .. 4th series (5-20s) ..... registered	13,313,000	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	25,945,450	6	" "	1888	114⅜
Loan of March 3, 1864, (10-40s) ..... registered	138,491,300	5	Mar. & Sept.	1904	111⅛
.. .. .. (10-40s) ..... coupon	56,076,600	5	" "	1904	112⅛
Consols of July 14, '70 & Jan. 20, '71. registered	124,372,800	5	F. M. A. & N.	1881	115⅜
coupon	75,627,200	5	" "	1881	113⅜
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	10 665,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000*	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency	393,444,131	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	62½
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,500	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	90
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	57
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1854	805,000	7	"	1894	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10–20s) ..		6	Jan. & July.	'81-'82	100⅜
.. — .. of 1863, (20s) ..		6	" "	1883	100⅛
.. — .. of 1864, (10–20s) ..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848	273,000	7	Various.	'72-'74	86
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,693	6	" "	1877	100⅜
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1868	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99⅜
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	59
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	801,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed. (cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	8	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg. .	773,000	6	" "	1865	....
.. — .. .. .. converted	215,822	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	276,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98⅜
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	99⅛
.. — .. of 1864	4,379,680	5	May & Nov.	1894	99⅜
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1888	109
.. —Western R. R. Loan, (stg.) ..	761,816	5	April & Oct.	1871	....
.. —T. & G. R. R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	92
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	98⅛
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	98⅛
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'90	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108⅜
.. — .. Bonds	21,089,000	7	" "	1877	109⅜
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	pleas.	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1875	106⅜
.. —	5,150,100	6	" "	1872	104⅛
.. —	2,099,000	6	" "	1873	106
.. —	473,000	6	" "	1874	105⅜
.. —	880,000	6	" "	1875	106
.. —	1,106,420	6	" "	1877	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	5	" "	1874	....
.. — .. .. (old) ..	3,639,400	6	Jan. & July.	'71-'91	31
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'71-'91	....
.. — .. .. (new) ..	1,759,000	6	Jan. & July.	'92-'98	22
.. —Funding &c. Bonds of '66-'68	2,800,400	6	April & Oct.	'92-'98	....
.. —	1,821,400	6	Jan. & July.	1899	22
.. —Special Tax Bonds	11,407,000	6	April & Oct.	1899	....
Ohio—State Loan (New York)	1,284,317	6	" "	1899	....
.. — .. (")	1,600,000	6	Jan. & July.	1870	15
.. — .. (")	4,095,300	6	" "	1875	101
.. — .. (")	2,400,000	6	" "	1881	101⅛
.. —Union Loan (Columbus)	366,975	6	" "	1886	103⅜
Oregon—Relief and Bounty Bonds	176,156	6	May & Nov.	1871	....
Pennsylvania—Redemption Loan of 1867	92,850	7	Jan. & July.	'74-'84	....
.. —	4,731,300	5	Feb. & Aug.	1872	95
.. —	90,400	6	" "	1872	97
.. —	7,890,560	5	" "	1877	100
.. —	726,950	6	" "	1877	98
.. —	9,237,050	5	" "	1882	105
.. —Inclined Plane Loan	400,000	6	" "	1882	96
.. —Military Loan	2,789,250	6	April & Oct.	1879	100⅜
.. —State Stocks (old)	384,000	6	Feb. & Aug.	1871	107
.. — .. (old)	3,377,000	5	Jan. & July.	1882	102
.. — .. (old)	112,000	5	Feb. & Aug.	'77-'78	....
Rhode Island—War Bonds of 1862	1,100,000	4½	Jan. & July.	1882	104
.. — .. of 1863	736,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	239,000	6	Jan. & July.	1893	100⅜
.. — .. of 1864	841,000	6	April & Oct.	1883	100
South Carolina—Fire Loan of Stock 1838	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg.)	434,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '54	970,000	5	" "	1868	55
.. —State Capitol bonds	1,997,738	6	" "	'74-'78	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71-'90	....
.. —Conversion Bonds of 1869	1,265,800	6	" "	'87-'97	....
.. —Funding & Special Bonds '68	1,692,150	6	J. A. J. & O.	1888	29½
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	....
.. —*	239,166	5	April & Oct.	Var.	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	" "	"	....
.. —*Railroad Endorsements	2,172,000	6	Jan. & July.	long.	....
.. —*Funding Bonds	4,060,503	6	" "	"	75
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'75	....
— .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	48
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,988	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	54
.. — .. .. (sterling)	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia					
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	'71-'95	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1863	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)	gold 3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)	gold 7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (sk'g fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1860	579,500	6	" "	"	1880	95½
Loan of 1863	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870	sterling 3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) sk'g fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N. W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guaranteed by Camden and Amboy.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guaranteed by Camden and Amboy.)	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage (guaranteed by Camden and Amboy.)	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	42½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m. b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga.	gold 3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund	gold 2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	800,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O. C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & sk'g fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,389	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	100
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1866	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	100
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free	gold 14,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*	gold 26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	271,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1900	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" " ")	186,500	6	" "	" "	1872	....
3d Mort. (" " ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
Chicago, Burlington and Quincy:						
Trust Mortgage sk'g fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, sk'g fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,008,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Val. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	500,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	99
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101.000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. sk'g fund Mort. (800 m.).	2,5 0,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ")40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, sk'g fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	500.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70-'85	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) sk'g f'd.	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage						
3d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
4th Mortgage	1,358,000	7	May & Nov.	" "	1875	98
Consol. sk'g f'd Mort. $5,000,000.	1,104,844	6	Jan. & July.	" "	1892	87
Cleveland & Toledo (L.S.& M.So.):	528,000	7	May & Nov.	" "	1900	97½
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund.	15,000,000	7	April & Oct.	New York.	1908	92
2d Mortgage Consol. sk'g fund.	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Columbus and Hocking Valley:						
1st Mortgage sk'g fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sk'g fund, 1856	455,800	6	June & Dec.	Boston.	1876	96
Notes payable, coupon tax free.	559,429	7	" "	"	1876	90½
Connecticut River:						
1st Mortgage sk'g fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	1900	87
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1862	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,800	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700.000	7	April & Oct	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	100
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 20, 1838, (cond.)	1,916 6 9	6	" "	N.Y.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oakl. & Ottawa R. R.).	150,867	6*	May & Nov.	N.Y.& London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100.000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	100
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	95½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	...
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & Ju'y.	Baltimore.	1880	55
2d Mortgage	160,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga, e	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,300,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	---	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (H.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98½
2d Mortgage (H.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1893	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	57½
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	92
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,'09,500	8	March & Sept.	"	1885	93
1st Mort. (Q. and Palmyra R.R.)	100,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 26.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,600,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1890	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1863	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1859	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 62 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	96
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	90
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m.	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Schoolcraft R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ali.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	....
2d Mort. (" ")	500,000	7	" "	" "	var	98½
Lake Superior & Mississippi:	500,000	7	June & Dec.	" "	1894	....
1st M.R.R.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1905	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99½
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18-0	....
1st Mortgage (Col. & Xenia)...	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1869	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (" ")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	....	.....	.....	....	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	101
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,287	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1860	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,000,000	8	Jan. & July	Boston.	1890	106
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	115
1st Mort. (Mich. Air Line R.R.)	1,000,000	8	Jan. & July.	Boston	1890	103
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1888	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1860	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	224,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,798,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent.).....	207,000	7	" "	" "	....	...
1st Mortgage, (Iowa & Dak.)....	1,008.000	7	" "	" "	....	88
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	100
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1868	....
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856...	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1890	91½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage. "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	"	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	106
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$500,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1890	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,628	6	May & Nov.	New York.	1883	95½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,000,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)....	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1884	....
Bonds of 1863, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct.1869(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1878	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	98
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	6*	Jan. & July.	" "	1880	98½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £307,800 at 4.85	3,860,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(T W&W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	88
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	99
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,601,500	6	J. A. J. & O.	Philadelphia.	1910	100½
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	90
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	91
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	84
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	99
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1860	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	93½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s&g f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1880	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	6	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia stg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79
4th Mortgage	64,500	6	—— & ——	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Stg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Stg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	52
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	94
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,029,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1873	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1873	92
Sand., Mansfield & Newark (B.& O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406.500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	—— & ——	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628.000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	78,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	85
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	99½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	91
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	91½
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	93½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	79½
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	80
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	102
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	97½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	89
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	95½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,900	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan	2,0.0,000	6	" "	"	1897	96
Gold Loan	4,944,000	6*	June & Dec.	"	1897	100
Gold Loan	1,942,000	6*	" "	"	1894	92
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	73
Schuylkill Navigation:						
1st Mortgage	1,751,212	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	78½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1868	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	84½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,634,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	2	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,824	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	606,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesco and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,580	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	158½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	575,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	185
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,293,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	—	—	—	—	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere-Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	42,000	33,293	5½	100	77½
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,65:	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.L.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	75
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	141½
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,565,658	511 550	10	100	158
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730.169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	9	7	3	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,896,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	113
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,860,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	8	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	and oper.	by Dela.,L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	—	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	—	—	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,500,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,568	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,626	11,350,972	4,127,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,669,459	1,898,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,655	2,779,011	10	100	131

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)	.....	.....	.....	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,778	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,940	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	.....	.....	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ....S. Carolina.	3,080,963				1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Western	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000	.....	.....	—	(Operated by Tol. Wabash & Western.	.....	.....	.....	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	41
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875 644	.....	.....	2,412,150	843,903	12	100	168
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill*.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,788,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,850	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	138
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)	.....	.....	.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*			7,885,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,496	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,070,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)	.....	.....	.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)	140,672	49,235	.....	.....	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	85,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,778,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,000	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	649	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,008	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)	.....	.....	.....	.....	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.)	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306.000	400.000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840.000	.....	.....	—	(Leased & oper. by L. Sh. & Mich. So.)	.....	.....	.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640.000			—	(Leased & oper. by Michigan Central.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,495	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14.708,284	49,053,188	3,360,787	880,746	—	100	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2.279,335	.....	.....	80.0	1.183.150	.....	(14 mos.)	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46.561	.....	60.686	14,497	.....	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	292	98	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	92½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,800,000			—	(Opened for traffic Sept. 15, 1870.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)	49.507	—	50	....			
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,416	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	*	.....	.....	875,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)	.....	.....	.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	—	(Under construction to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	—	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)	.....	.....	.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Read'g.)	Phila. &	.....	271,651	64	100	92½		
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1 500,000	1,500,000			—	(Under cons. to be completed in 1871.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington..Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161.923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	¶ 332,883	30,255	—	15,123	200,000	¶ 67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000					600,000				—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000					1,631,900	770,000			35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040		2,334,118	3,800,000	85,172	90,175	195.0	348,922			428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.						2,500,000	150,000		195,862	166.0	292,258			692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045		106,897			3,483,800	44,511	12,357		180.8	(Leasec	& oper. by	Phila.& R	eading.)	—	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448		3,400,500	2,895,320	149,349		123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593		1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000					200,000				—	(Owned	& oper. by	Concord.)	....	....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185									—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	....	....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040			13,963,978	8,324,528	1,320,182		276.8	1,629,000	....	....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*				2,500,000	150,000			40.0	166,280	....	11,093,783	745,291	326,750	....	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*				500,000	1,000,000			54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.						3,000,000				—	(Under	construct	ion.)	....	....	—	100	....
Jan. 30, 1871	272.0	10.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,569	*	386,008	771,054		5,312,725	4,157,387	469,855	70,995	328.0	801,661	....	....	1,417,441	522,919	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h		ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	....	....	408,525	464	—	100	....
Dec. 31, 1870	84.9	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.		*					2,350,000			84.0	....	....	....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*				1,074,288	2,528,000	590,810		130.3	457,876	3,638,132	....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m					20,000p.m	20,000p.m			—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)		800,000	250,000	424,500		27.0	....	....	....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629		14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	....	....	4,978,070	1,439,866	10	100	115½
Dec. 31, 1870	56.5	—	2.9	—	—	—	—	—	Michigan Lake Shore	Michigan.	832,085	*				41,048	880,000			56.5	(Comme	nced oper	ations Aug	29, 1870.)	....	....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343		149,092		253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	18.0	—	—	—	—	Middletown and Crawford	New York.	18,688					84,537	....	10,151		—	(In prog	ress. Lens	to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883					110,050	225,000	56.350		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000			1,500,000	1,100,000			—	(Road o	perated by	contr'ct's.)	....	....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115					65,426	118,500			—	(Leased	& oper. by	Pennsyl.)	....	....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375					323,375				3.8	(Leased	& oper. by	Phila.&Re	ading.)	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404					96,700		17,654		6.6	....	....	....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259		21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	53½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957					3,856,450				—	(Leased	& oper. by	Phila.&Re	ading.)	....	....	7½	50	105
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*				1,200,000	320,000			41.8	....	....	....	106,394	....	—	100	....
Dec. 31, 1870	—	—	—	140.0	....	....	....	....	Minnesota and North Western	Minn.	....	....				20,000p.m	20,000p.m			—	(Under	construct	ion.)	....	....	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	....	*				....	4,657,980			237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	....	....				1,200,000	17,000p.m			—	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	....	....				....	20,000p.m			—	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*				10,007,500	7,750,000			—	(Under	construct	ion.)	....	....	—	100	42
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*				4,000,000	6,400,000			160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*		74,701		1,278,272	610,000	169,197		87.0	100,735	....	....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683		4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	....	....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565					150,315	177,000	4,550		—	(Operated by Erie		.)	42,298	14,366	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232		464,950	502,000	328,521	18,291	40.0	41,841	625,921	....	66,211	13,916	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne		wYork w	ho bough	t it for $2	,500,000.)	85.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex	New Jersey	24,105,155					11,900,950	12,184,000	12,205		124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	93
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675		720,000			144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	146
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662		1,963,539	1,964,000	2,236,333		173.0	984,119	....	....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284		1,511,684	3,376,167	470,323	608,806	132.5	373,722	....	....	463,362	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	....	....				....	....	....		—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993		1,864,400	120,500	86,768	176,732	62.5	234,481	....	....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624					1,000,000				—	(Leas. b	oper. by L.	Coal & N	av. Co.)	....	10	50	115
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793			23,824		977,400	600,000	726,217		—	(Leased	& oper. by	Central of	N. Jer.)	....	....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*				500,000	800,000			—	(Will be	compl. in	Aug.1871.)	....	....	—	100	....
Sept 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578			500,000	172.500		124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249					695,000	93,300	2,000		—	(Leas.&	oper. by P	bg Ft. W.&	Chicago.)	....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000					400,000	150,000	35,000		—	(Oper. b	y N. Hav'n	& New Y	ork.)	....	....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	....	....				850,000	2,200,000			—	(Under	construct	ion.)	....	....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115				1,800,000	1,400,000	186,205		99.0	240,535	....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey	New Jersey.	8,955,994	*	140,264	....		7,295,200	850.000	....		—	(Oper.in	cons. with	Camd. &	Amboy.)	....	10	100	126½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	....		4,000,000	2,120,000	654,259	....	92.8	....	....	....	295,823	178,536	—	100	28
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	....	....				3,000,000	3,000,000			—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161		1,003,500	651,500	72,500	....	100.0	287,024	....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.	....	....				4,200,000	4,500,000	1,000,000	....	206.0	....	....	....	1,694,000	....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*								—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	....	....				5,000,000				—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	....	....				3,000,000	3,000,000			—	(Under	construct	ion.)	....	....	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	....	....		89,428,330	13,681,807	....	....	842.2	11,429,877	321,366,953	169,687,777	22,363,320	8,295,240	8	100	97½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	....	....		8,000,000	5,072,840	645,500	....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	115
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*				221,700	141,500	33,400		5.1	10,800	38,100	17,375	6,845	loss.	—	100	144
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,202	1,159,406		7,500,000	1,061,500	229,665	1,037,018	62.3	....	....	....	2,313,959	1,063,342	10	100	
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	....		4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	809,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567		1,887,400	985,000	....	47,791	67.5	338,659	....	....	746,089	265,354	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000					1,000,000				—	(Leas.&	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	....		500,000	500,000	18,042		38.0	....	....	....	33,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738		4,000,000	553,413	292,030	783,241	223.0	....	....	....	744,761	268,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516		1,009,950	1,243,985	39,869	4,813	102.0	250,404	....	....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	....	....	....	....	North Louisiana and Texas	La.	....	....				....	....	....		72.0	....	....	....	....	....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	....	....		7,500,000	13,000,000	....	....	424.3	....	....	....	....	....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	....		3,150,000	3,862,887	90,000	....	74.7	595,303	....	....	2,615,800	....	—	100	....
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,342	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	....	1,429,319		5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	1,355,509	590,726	—	50	101
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145		3,068,400	115,000	138,426	258,792	82.6	444,771	6,436,927	21,357,261	2,816,662	1,271,962	6	50	79
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000			1,000,000	400,000			—	(Leased	& oper. by	Erie.)	....	80,000	8	100	115½
Aug. 31, 1871	243.0	—	....	17320	....	....	....	....	Northern Pacific	Minn., Dak. &c.	....	....				10,000,000	50,000p.m			—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787		2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524		5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper. by V.	Central.)	....	....	—	100	45½
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	286,191		24,196,604	6,534,850	493,106		393.0	....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	80
Dec. 31, 1870	95.0	3.5	49 3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	980,160	....	....		4,259,450	3,170,000	....	....	98.5	650,381	....	....	2,718,702	1,422,833	10	50	74
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660		4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	111½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013		2,692,540	5,340,676	574,313	....	292.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313					793,400	201,000			43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.
Dec. 31, 1870	20.0	—	—	46.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.
Dept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	68	Savannah & Charleston.....S. Car. & Ga.
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.&Ala.
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.

Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.
$	$	$	$	$	$	$	$	M.
400,000	*			450,000	200,000			.....
12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0
1,333,500	110,000	28,700		.....	.....	.....		63.5
9,500,000	*	2,062,644	747,469	7,000,000	3,704,136	.....		47.6
630,000	—	—	—	630,000	—	—	—	—
1,000,000	—	—	—	500,000	500,000	—	—	—
350,000	—	—	—	248,000	85,000	—	—	—
2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000	—	—	—
538,691	—	—	—	342,150	160,000	36,542	—	—
875,000	—	—	—	500,000	375,000	—	—	—
33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6
2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9
5,811,700	*	—	.....	1,811,700	3,000,000	.....	—	106 9
1,800,000	—	—	—	1,200,000	600,000	—	—	—
3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0
4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0
214,581	—	—	.....	57,200	100,000	57,381	.....	6.5
1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3
1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1
21,601,865	*	—	.....	8,404,300	12,598,000	609,565	—	289.6
1,139,079	362,964	—	.....	1,626,250	55,900	.....	—	33.6
29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3
1,497,604	—	—	—	1,259,100	—	—	—	33.4
10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7
13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5
4,621,737	409,251	3,428,068	.....	1,794,576	5,500,000	818,538	—	72.0
24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6
443,678	—	—	—	450,000	—	—	—	—
489,113	84,493	—	101,813	44,100	505,000	76,319	—	—
2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5
550,000	*	—	—	250,000	250,000	50,000	—	27.5
1,359,836	*	585.069	79,576	1,500,000	—	—	—	—
1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—
370,000	*	—	—	170 000	200,000	—	—	26.0
629,198	*	—	—	483,874	10,000	176,302	—	—
704,336	*	—	—	437,917	55,000	16,500	—	—
1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0
1,400,000	—	—	—	600,000	800,000	—	—	48.3
1,500,000	*	205,500	109,007	1,500,000	50,096	74,414	190,093	—
2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	97.0
8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	48.0
6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0
2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5
1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5
1,440,321	*	—	.....	650,000	712,173	78,148	—	46.4
482,612	*	—	—	427,402	—	—	—	38.3
656,026	—	—	—	557,560	70,000	—	—	22.0
235,235	*	—	—	250,844	—	—	—	—
4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0
1,106,473	*	—	.....	1,256,936	12,000	7,602	.....	218.2
8,000,000	*	—	—	7,000,000	1,000,000	—	.....	....
609,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0
.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0
10,700,000	*	—	—	4,340,000	6,700,000	—	—	112.0
.....	.....	.....	.....	6,000,000	3,200,000	—	—	209.0
8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—
5,348,850	*	—	—	2,223,850	2,725,000	—	—	201.0
.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—
2,000,000	—	—	—	1,000,000	1,000,000	—	—	—
6,000,000	*	—	—	1,500,000	4,500,000	—	—	—
.....	.....	.....	.....	2,000,000	3,000,000	—	—	—
13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0
4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0
278,328	*	—	.....	180,550	100,000	—	—	—
551,985	*	—	2,524	243,305	326,900	1,287	82,596	—
3,218,100	*	—	—	910,350	2,307,000	—	—	116.3
484,684	—	—	—	300,000	40,000	—	—	—
2,040 106	*	—	179,048	997,100	1,167,245	49,267	15,532	104.0
499,128	—	25,479	65,882	449,588	—	140,901	—	—
.....	*	.....	.....	.....	320,000	—	—	—
576,050	—	—	—	576 050	—	—	—	—

Operations. Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
M.	M.	Number.	Tons.	$	$	pc.	$	p.c
.....	(Under	construction.)				—	100	....
355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
63.5	.....	.....	.....	.....	.....	—	100	....
47.6	.....	.....	.....	.....	.....	12	100	118
—	(Leased	and oper. by Erie.)		.....	53,400	8	100	....
—	(Leased	and oper. by Erie)		.....	.....	—	100	....
—	(Leased	and oper. by Erie.)		.....	26,500	5½	100	....
—	(Leas. by	Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
—	(Leas. &	oper. by C	'm.& Am.)	.....	.....	6	100	....
—	(Leas. &	oper. by N	.Jersey So	uthern.)	.....	—	100	....
601.6	10,185,233	.....	.....	17,631,707	6,271,222	10	50	117
62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
106 9	.....	.....	.....	949,686	311,914	—	100	....
—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
83.0	246,648	.....	.....	.....	.....	—	100	....
90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
92.3	.....	.....	.....	260,113	117,898	—	100	....
58.1	155,390	.....	.....	251,576	6,001	—	100	....
289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55
33.6	405,605	.....	.....	700,465	303,186	10	50	174
575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	116½
33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	126½
101.7	995,234	.....	.....	2,577,147	929,288	8	50	110
200.5	.....	.....	.....	2,821,124	726,115	—	50	....
72.0	522,044	.....	.....	655,736	185,848	—	50	....
500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	88
.....	.....	.....	.....	41,259	28,943	—	100	....
109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
27.5	.....	.....	.....	.....	.....	—	100	....
—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	127
—	(Under	construct	ion.)			—	100	....
26.0	.....	.....	.....	88,144	31,755	—	100	94½
—	.....	.....	.....	.....	.....	—	100	....
15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
48.0	172,982	.....	.....	201,689	56,200	—	50	....
181.0	600,87	16,481,419	22,373,357	1,656,169	583,253	7	100	107
190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
38.3	.....	.....	.....	86,052	24,916	—	100	....
22.0	.....	.....	.....	.....	.....	—	100	....
—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
20.0	.....	.....	.....	125,304	52,801	20	100	....
218.2	593,514	15,296,580	19,606,175	1,324,943	475,270	10	100	100
....	8,314	266,724	123,606	20,662	17,378	—	100	....
239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
22.0	45,657	.....	.....	83,429	35,530	4	100	....
112.0	(Under	construct	ion.)	.....	.....	—	100	....
209.0	.....	.....	.....	1,990,376	580,474	—	100	22
—	(Under	construct	ion—80 m.l	n oper. Ju	n. 1, '71.)	—	100	....
201.0	635,019	.....	.....	1,372,236	385,803	—	100	102
—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
110.0	284,410	.....	.....	390,513	175,529	—	100	....
—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
116.3	433,006	.....	.....	480,173	130,245	—	100	....
—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
104.0	.....	.....	.....	.....	.....	—	100	....
—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	97,000	118,985		54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina	1,811,863	*	186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*			1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*				800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.					969 052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000		—	(In a bad	condition. No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*			1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945			157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—				—	Shore Line	Connecticut.	1,195,800				995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		301,428	111,528	—	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*			1,788,000	3,256,320			108.3							100	
Dec. 31, 1870	16.0	—	0.6	—				—	South Branch	New Jersey.	439,694				438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala						4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*			1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0				—	Southern Iowa and Cedar Rapids	Iowa.	....	....			2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...				20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.	....	....							—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*			686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0				—	Southern Pennsylvania	Penn.	810,000	....	2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538	....	3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union	South Carolina.	1,340,882	*			751,296	198,370	125,000		68.0				68,318	14,503	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.	....	....			....	15,000 p m	....	....	—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614	—	700,000	200,000	40,000	—	13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700				448,700	448,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383				267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000				500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	....				1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,874		....				95,253	31,251	5	100	
Dec. 31, 1870	5 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200				92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*			1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235	400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	...
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	867	Tioga	Pennsylvania.	849,152	381,640	....	....	580,900	243,000			84.6	190,395			420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	75
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*			998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478.263	165,248	—	100	...
Sept. 30, 1870	6.0	—	6.0	—				—	Troy and Greenbush	New York.	294,908				274,400				—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—				—	Tyrone and Clearfield	Pennsylvania.	1,000,000				510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812 512	*			36,745,000	74,067,512			1,038.7		74,917,385	71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*			1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*			800,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,310	*			1,666,990	160,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*			1,900,900				....	99,975	3,391,815	978,119	208.353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287				750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	...
Dec. 31, 1870	47.0	25.5	8.9	—				—	Vermont and Canada	Vermont.	2,500,000				2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	92
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,351	65,732,302	2,034,884	588,977	—	100	...
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	290,256	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	84
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*			516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*			1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465				499,600	850,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161				225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	....	....	1,467,670	86,896	....	....	44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,339,024	178,583	216,037	....	684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	...
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	...
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*							—	(Leas. for 20 yrs at $25,000 monthly.)			3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland	Maryland.	3,000,000	*			650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.	....	....			6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—				—	Western Pennsylvania	Pennsylvania.	3,671,000				1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464				526,700	676,300	7,427		—	(Under	ons.—New burg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*			4,000,000	4,000,000			—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—				—	Williamston and Tarboro	North Car.	850,000				500,000	350,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*			1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)				5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon	N. Carolina.	3,083,066	*	35,164	114,711	1,463,775	1,484,665	130,021	154,570	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—				—	Winchester and Potomac	Virginia.	600,000				180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)					100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	353	Winona and St. Peter	Minnesota.	4,754,837	427,100	....	....		4,750 000			142.0	....	2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	....	....			100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555		3,801	555,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	*	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	278,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309				8,229,594				184.5							25	
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350				1,633,350	800,000			—	(Leased	& oper. by Lehigh N				3	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000			108.0				107,947		10	100	123
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353				5,847,400				65.5				888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000				64,000	835,750	689,446	—	161.0	(Leased	1870 by Pennsylvani		67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452				1,003,500	110,000			83.0				220,216	130,187	10	100	87½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	...
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,550	183,076	—	100	52
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950				4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,385,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278				2,002,746	2,634,367	284,873		45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850				2,907,850	3,000,000	20,000		87.6				59,963	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 800	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)				—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,019,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84½
Erie, preferred	8,536,910	7	7	79
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	77½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	62
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,546	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Pol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,308,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* gear.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.	2,888,997	6	6	31
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	6,776,600	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	47 — @ 52 —
Pig, American, No. 1		52 — @ 55 —
Pig, American, No. 2		50 — @ 51 —
Pig, American, Forge		48 — @ 49 —
Bar, Refined, English and American		— — @ — —
Bar, Swedes, assorted sizes	(gold)	85 — @100 —
	—Store Prices.—	
Bar, Swedes		125 — @135 —
Bar, Refined, ⅞ to 2 in. rd. & sq.–1 to 6 in. x ⅝ to 1 in.		110 — @ — —
Bar, Refined, 1½ to 6 by ⅛ & 5-16 & 2½ to 2½ rnd. & sq.		115 — @ — —
Bar, Refined, 1 & 1½ by ⅛ & 5-16		117 50 @ — —
Large Round		122 50 @127 50
Scroll		122 50 @152 50
Ovals and Half-round		127 50 @137 50
Band		— — @122 50
Horse Shoe		120 — @130 —
Rods, ⅛@3-16 inch		115 — @155 —
Hoop		135 — @177 50
Nail Rod	per lb.	— — @ — 8
Sheet, Russia, as to assortment	(gold)	18 @ — —
Sheet, Single D. and T. Common		6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		7½@ — 8½
Sheet, Galtanized		List. 15 per ct.disc.
Rails, English	(gold) per ton.	72 — @ 73 —
Rails, American, at Works in Penna. c'y.		83 — @ 86 —
Anvils, (Eagle)	per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).	per lb.	— 16½@ — 19
English Spring (2d and 1st quality)		— 9 @ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 13½
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 10 @ — 10½
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d.	per 100 lb.	— — @ 5 75
Cut, 8d. and 9d		— — @ 6 —
Cut, 6d. and 7d		— — @ 6 25
Cut, 4d. and 5d		— — @ 6 50
Cut, 3d		— — @ 7 25
Cut, 2d and 3d. Fine		— — @ 8 —
Cut Spikes, all sizes		— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 25 @ 7 75
Clinch, Kegs		7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 45
Yellow Metal		— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 48 @ — —
Straits	(gold).	— 36 @ — 37
English	(gold).	— 36 @ — 36½
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box.	13 25 @13 50 15 — @ 15 50
I. C. Coke		12 25 @12 50 13 75 @ 14 75
Coke Terne		10 25 @10 75 11 75 @ 12 25
Charcoal Terne		11 50 @12 — 13 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— — @ — 12
Crude, 40 @ 47 gravity (in shipping order)		— — @ — 16½
Refined, Standard White (in ship'g order)		— — @ — 22½
Refined, S. W. (in jobbing lots)		— — @ — 23½
Refined, S. W. (in tin)		— 27½@ — 28
Naptha, Refined, (65 @ 73 gravity)		— — @ — 14½
Residuum	per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, Chile Pig	— 32½@— 33
Copper, American Ingot	— — @— 33½
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	— — @ 6 62½
German	(gold)	— — @ 6 62½
English	(gold)	6 62½@ 7 12½
Bar		— — @ 9 25
Pipe		— — @11 —
Sheet		— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel		— — @12 —
Liverpool House Cannel		18 — @20 —
Anthracite	per ton of 2,000 lb.	4 — @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Canton Co.	99½	99	99½	....	....	
Central Pacific 6s	101½	....	102	101½	101½	
Central of N. Jersey	108a	107½	107½	....	108	
Chicago & Alton	....	....	....	117	....	
" pref.	....	....	....	120	....	
" 1 M.	....	....	102½a	103	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	73½	74½	73½	73½	72½	
" pref.	....	....	90½	90½	91½	
" 1st M.	....	....	....	101	....	
" S. F.	....	....	....	....	....	
" Consol.	....	....	....	....	....	
Chic., Rock Isl. & Pac.	110½	111½	111½	111½	111	
Chi., R. I. & Pa. 7s, 1896	....	....	....	102	102½	
Clev., Col., C. and Ind.	95	95½	....	95	....	
Clev. & Pittsburg guar.	91½	91½	91½	91	91	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	....	....	
" 4 M.	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C.	35½	36½	34½	34½	34½	
" 1 M.	....	....	....	91½	92	
" 2 M.	....	....	79½	....	....	
Del. & Hudson Canal	....	....	121½	....	122	
Del. Lack. & Western	105½	105½	....	105½	106	
" 1 M. 7s	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Dubuque & Sioux City	....	....	....	....	....	
Erie Railway	56½	59	56	55½	54	
" pref.	....	79½	80	....	79	
" 1 M. 7s, 1897	103½	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	99½	....	....	....	
" 4 M. 7s, 1880	....	....	....	....	96½	
" 5 M. 7s, 1888	....	....	92	....	....	
Great Western 2d mort.	....	....	....	....	....	
Hannibal & St. Joseph	....	41½	....	41	....	
" pref.	....	....	....	....	....	
" 8s, conv.	....	93	....	93	93	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	138	....	138	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th	97½	93½a	93	92½	92½	
Lake Shore Div. bonds	....	....	....	....	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central	115½	115½	....	115½	115½	
" S.F. 8s, 1882	....	....	....	....	....	
M. S. and N. I, 1 M. S. F.	....	....	....	....	....	
" 2 M.	....	....	....	....	....	
Mariposa Mining Co.	....	....	1½	....	....	
" pref.	....	....	....	2½	....	
Milw. and St. Paul	54	54½	54	53½	....	
" pref.	....	78½	....	....	....	
" 1st mort.	92½	92½	....	92½	92½	
" 2d mort.	....	....	....	....	....	
" 8s	....	....	....	....	....	
" 7 3-10s con.	....	....	....	....	....	
Missouri 6s	....	94½	94½	94½	94½	
" H. & St. J. 1s	....	....	....	....	92	
Morris and Essex	92½	....	92½	....	93	
" 1st mort.	....	....	....	....	....	
" 2d mort.	....	100½	101	....	....	
New York Central	....	....	....	....	....	
" 7s, S.F. 1876	....	....	....	....	....	
" 6s, S.F. 1883	95½	....	95½	95½	....	
" 6s, S.F. 1887	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.	98	98½	97½	97½	97½	
" certificates	97½	98½	....	97½	....	
N. York and Harlem	....	115	....	....	....	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. Carolina 6s, old	....	34	34	....	34	
" new	....	....	....	....	....	
Ohio and Miss.	46½	46½	45½	45½	45½	
" pref.	....	....	74½	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	75½	75½	74	74	73½	
Panama	....	....	....	....	....	
Phila. and Reading	....	....	....	....	....	
Pitts., Ft. W. & Chi. gtd.	96½	....	96½	....	96½	
" 1 M.	....	....	....	....	....	
" 2 M.	99	....	....	99½	....	
" 3 M.	....	....	....	....	....	
" Income bds.	....	....	81½	....	82	
Tennessee 6s, old	74½	....	74½	75	....	
" new	....	....	74½	75½	....	
Tol., Wab. & Western	....	75	75½	....	75	
" pref.	....	....	....	....	....	
" 1 M.	....	....	99½	....	....	
" 2 M.	94	....	93½	94	94	
" Equipment.	....	....	88½	....	....	
" St. Lou. Div.	....	....	93	....	....	
Union Pacific	38	38½	37½	37½	37½	
" 1st mort.	91	91½	90½	90½	90½	
" L. Gt. 7s	82	....	....	81½	82	
" Inc. 10s	87½	87½	87½	87½	87½	
Virginia 6s, old	....	....	....	....	....	
" new	....	....	....	....	....	
" consol	....	....	....	52½	....	
" def. certs	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending July 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	111¼	....	111¾	....	....
U. S. 5s, 10-40s, coup	112⅜	....	....	112½	112½	
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	113⅜	113⅜	....	....	....	....
U. S. 6s, 1881, reg	115¼	116	....	115⅜	....	....
J. S. 6s, 1881, coup	....	....	117¼	....	117⅜	
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	114¾	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	114½	
U. S. 6s, 5-20s, reg. '65	....	....	113⅜	....	....	....
U. S. 6s, 5-20s, c. 1865	115½	115½	115½	115⅜	115⅜	
U. S. 6s, 5-20s, r. n. '65	....	113⅜	....	....	....	....
U. S. 6s, 5-20s, c. n '65	....	114	114¼	114	114	
U. S. 6s, 5-20s, reg. '67	....	....	....	114¼	....	....
U. S. 6s, 5-20s, c. 1867	115½	115¼	115¼	115½	115	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114⅞	....	114¼	....	....	....
U. S. 6s, Pac.RR issue	....	115	....	114⅜	115	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Catawissa preferred	....	....	....	....	45½	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	91
" mort. 6s, '89	....	....	....	....	97	....
Elmira & Williamsport	....	....	....	....	29	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	44¼	....	....	....	44	43¾
" 6s, 1884	....	....	....	....	....	....
" Gold L	....	....	....	....	93¼	92¾
" R. R. L	....	....	....	....	....	97¼
" Conv. L	90	....	....	....	....	90¼
Lehigh Valley R. R.	59¼	....	....	....	59¼	59¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	99	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	52⅞a	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	126
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	100¼	100¼
" 7s	....	....	....	....	....	98
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	89¼
Oil Creek & Alleg. Riv. 37	....	....	....	....	37	37
" 7s	....	....	....	....	80¼	....
Pennsylvania R. R.	59¼	....	....	....	59¼	58⅞
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg. 96½	....	....	....	....	96¼	....
Penn. State. 6s.1st series	....	....	....	....	100x	....
" 6s, 2d series	....	....	....	....	....	105
" 6s, 3d series	....	....	....	....	106½x	....
Philadelphia City, 6s	....	....	....	....	97	97
" new 101	....	....	....	....	100⅝	101
Philad., Germ. & Nor	....	....	....	....	88	88
Phila. & Reading 59x	....	....	....	....	59¼	58⅞
Philadelphia and Erie	....	....	....	....	....	27½
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	91
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	7⅛	....
" pref. 15⅛	....	....	....	....	....	....
" 6s, 1882 78⅛	....	....	....	....	....	78⅛
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey. 126¼	....	....	....	....	126½	126⅜
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	....	....	....	....	99½	....
" 1886	....	....	....	....	....	....
" 1890	....	....	....	....	99	99
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	99	....
Balt and Ohio 168⅜	....	....			169	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	97	97
" 2d M 90⅛	....	....	....	....	101¼	101½
" 3d M. 8s 81	....	....	....	....	91	90⅜
Northern Central	....	....	....	....	81¼	81½
" bonds, 1885	....	....	....	....	39¼	39⅜
" " 1900	....	....	....	....	95	....
Pittsb. & Connellsv. 7s	....	....	....	....	90	90½
N. W. Va. 1st mort	....	....	....	....	93⅞	94⅛
" 2d mort	....	....	....	....	95	99
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol 52	....	....	....	....	51¼	....
" Defer. Certif	....	....	....	....	16⅛	16
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 3.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany	....	148⅝	149	149	149¼	
Boston and Lowell	....	....	....	....	141½	
Boston and Maine	138½	....	138½	138½	138	
Boston and Providence	153	....	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	42⅝	42⅝	....	42	41½	
Cheshire, pref	....	83½	....	....	83	
Chi., Burl. & Quincy	131	....	....	131	....	
Concord	....	....	....	....	....	
Connecticut River	....	....	134	....	135	
Eastern	109⅝	110	110⅝	110⅝	111¼	
Fitchburg	....	133½	....	....	133½	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	115½	115½	115⅝	115½	115½	
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	80	79	80	....	80	
" pref.	....	....	105	....	103	
Old Colony & Newport	....	111	....	111½	111¼	
Ph., Wil. & Baltimore	54⅝	....	54⅝	55	55	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s	....	90⅜	90⅝	....	....	
" Land Grant 7s	....	....	....	....	....	
" Income 10s	....	....	....	84½	....	
Vermont & Canada	....	92½	....	....	92	
Vermont & Mass	....	....	....	84	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge "	....	....	....	....	....	
Metropolitan "	....	70⅛	70	....	70	
Middlesex "	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls "	....	....	14½	....	....	
Franklin "	....	....	....	....	....	
National "	....	....	7	....	....	
Pewabic "	....	....	12	12½	....	
Quincy "	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. June 28.	June 21.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	71 — 73
Do. 2d mort., $1,000	62 — 64	62 — 64
Do. Con.mort. B'nds Bisch.'s Cert.	38 — 40	36 — 38
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	88 — 90	88 — 90
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	43⅞ — 44¼	41¼ — 42¼
Do. Ticket of Protec.Com. attached	— — —	41¼ — 42⅜
Do. 6 per cent Convertible Bonds	91 — 93	90 — 93
Do. European Agency Certificates	43¼— 44⅛	41⅛—42⅛
Illinois Central $100 shares all paid	109 —110	109 —110
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	97 — 99	98 —100
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	88 — 91	88 — 91
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	97 — 98	97 — 98
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, July 13, 1872.

Stock Exchange and Money Market.

Money has been quite plenty for all legitimate purposes, the banks, as well as private lenders, having been liberal of accommodation, and rates throughout have ruled comparatively easy for the borrowing interests, whose wants have been promptly met, on the basis of 3@5 per cent. on call, and 5@7½ per cent. per annum in the discount form. The main Street inquiry has been from the Stock Exchange firms. The Gold speculation has been devoid of animation, and has not called for much pecuniary aid. There has been rather less demand for currency from the interior, though the Wool crop movement has been the source of some calls for funds, which, however, have made but little impression on the city bank reserves. The U. S. Sub-Treasury office again last week reduced its coin balance about 2⅞ millions and its currency nearly half a million. The city banks enlarged their loan and discount average about 7⅞ millions during the week, and their outstanding circulation about ⅛th of a million. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $7,979,955, and a coin reserve of $43,816,914.

The city banks, in their latest return, show a falling off of $2,442,800 of legal tender notes, with an increase of $5,990,000 of specie, and $9,287,009 of deposits, $7,899,000 in their loan and discount averages, and $92,300 to their item of circulation. The city bank exchanges, last week, averaged 89½, and thus far, this week, about 87 millions daily. The banks now hold $13,973,275 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,785,500, against $19,445,774 same time last year. The city bank deposits are now $241,774,900 against $251,807,553, week ending July 8, 1871. The legal tender reserve amounts to $52,508,600, against $69,976,825 same time last year. The circulation now stands at $27,508,400 against $30,411,872 same time last year. The loans are now $296,901 800 against $299,078,577 at this date last year.

The coin reserve of the city banks is now about 28¾ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 52½ millions against $46,616,000 on the statement of February 10th.

Government revenues have been on a more liberal scale, in the excise form, though moderate in that of customs. The excises yielded within the week about four millions, and during the fiscal year ending with June 30, 1872, $131,307,214, against $144,967,066 the preceding fiscal year. The customs at the port of New York last week were $1,361,373; at the outports, equal to about $470,000 all in coin, or coin certificates.

Under the Treasury programme for July, Government proposes to sell Gold, as follows: Thursday, July 18, $1,000,000; Thursday, July 25, $1,000,000. And to buy in Five Twenties, as follows: Wednesday July 17, $1 000,000; Wednesday July 24, $1,000,000; Wednesday July 31, $1,000,000.

Gold has been quoted rather stronger, the offerings having been moderate, and more generally under the control of the operators for a rise, but the demand has lacked spirit, in all lines. The speculative inquiry has been remarkably tame. The export drain has been moderate; and the customs call light.

On Tuesday, the specie exports were $500,000; and on Wednesday, $581,048.

The range of the price during the week has been from 113⅝@114 and the closing quotation on Wednesday was 113⅞@114 against 113⅞ the preceding Wednesday. The specie outflow last week, was $2,624,812. The Gold Exchange Bank clearances have averaged about 24½ millions per day during the week.

The customs demand for Gold last week, averaged $296,400 a day; thus far, this week, it has averaged $265,000 a day, or equal to a weekly aggregate of $1,590,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $10,689, and since Jan. 1, 1872, $742,715, against $3,179,957 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $77,742,175 against $79,096,345 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $46,138,875, against $53,551,401 during the same time in 1871.

The export drain of specie was $2,624,812 last week, against $1,710,666 same week preceding year. The shipments since January 1, 1872, have been $39,262,456 against $46,441,084 during the same portion of 1871.

Foreign Exchange has been held with confidence, on restricted offerings, though the demand has been moderate. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with July 9, were to the currency value of $3,965,813.

Government securities have been fairly active at generally strong and buoyant prices, the demand having been mainly from investment purchasers.

On Wednesday Government bought in $511,750, of Five-Twenties at 113 65@113 74¾, out of an aggregate offering of only $711,850.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117⅜@117½; U. S. Five-Twenties of 1862, (other than the bonds called in) 114⅞@115⅛; U. S. Five-Twenties of 1864 at 115@115⅛; U. S. Five-Twenties of 1865, 115⅝@115¾; U. S. Five-Twenties of 1865 consolidated, 114⅛@114¼; U. S. Five Twenties of 1867, 115⅛@115¼; U. S. Five-Twenties of 1868, 114⅞@115; U. S. Ten-forties at 112½@112¾; U. S. Fives of 1881 (Funding Loan) 113⅝@113⅞; Six per cent. currency bonds, 114¾@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 26	July 2.	July 10.
Consols	92⅝	92⅝	92⅝
U. S. 5-20's of 1862	91	91	91⅛
U. S. 5-20s, 1865	92	92	92½
" 1867	91½	92	92
" 10-40s	89¼	89¾	90
New Fives of 1881	89¾	90¼	90½
Erie	46⅝	45	43½

State bonds have been comparatively quiet, and unsettled in price.

Railway Mortgage Loans of the more substantial class have been in good request, chiefly on investment account, at well supported prices, in most instances. Central Pacific Sixes have been in more demand at 101¾@102 ex July coupon. Chesapeake and Ohio have been selling more freely at 94 per cent. and accrued interest.

The sales of the 7-30 gold bonds of the Northern Pacific Railroad Company are very heavy. They are recommended to judicious investors as a desirable security. They bear 7 3-10 per cent. interest in gold, have 30 years to run, and are secured by a first mortgage on the entire road and its appurtenances, on the net earnings of the road, and on a Government grant of land, which will average, on the completion of the road, about 23,000 acres per mile of track. The proceeds of the sales of these lands constitute a sinking fund for the redemption of the bonds, which are convertible at 110 into the company's lands at market prices.

Railway and Miscellaneous share property has been moderately active, and values have been unusually variable, under speculative manipulations of the market. The later dealing indicated a rather more confident temper.

Business in Ingot Copper has been on a limited scale at about the quotations noted in our last; 100,000 pounds sold at 33¼c@33½c. Scotch Pig Iron has been held more firmly, on the basis of $50, for Glengarnock, but has been comparatively quiet: 400 tons Eglinton, and 100 tons Cambroe sold on private terms. Of No. 1 American Pig, the offerings have been very light, and prices have been quoted stronger, ranging from $52@$55, but the market has been inactive. No. 2 American Pig has been plenty, dull and weak within our previous range. Iron rails and bars have been quoted steady, though trade has been slow. Of Russia Sheet Iron, 100 packs Stained, No. 2, sold on private terms. There has been very little call for Lead, Spelter or Zinc, yet quotations remain about as before. Pig Tin has been very quiet, with sales reported of only 50 slabs Straits at 36⅞c., and 100 slabs do., deliverable after Aug. 1, at 34c. gold. Tin Plates have been inactive, sales having been confined to 500 boxes assorted Charcoal, deliverable after Aug. 1 on private terms; and 250 boxes B. C. Coke Terne at $10 25 gold, per box.

The holidays, and the warm weather have been against free movements in domestic produce. Flour, Corn, Oats, Butter, Cheese, Petroleum, and Naval Stores have been quoted cheaper. Pork, Lard, Wheat, Rye, and Tobacco closed more firmly. Middling upland cotton declined materially and closed on Wednesday at 24½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,663,873 bales, against 3,897,186 bales same time in the preceding year; exports 1,910,174 bales against 3,073,476 bales in the previous year; stock at the ports at latest dates, 147,750 bales against 198,800, bales same date 1871.

At the Live Stock Markets, Beeves have been in less request at 7½@13 cts.; Veals in fair demand at 6@9 cts.; Sheep at 5@7; Lambs 7½@12 cts.; Swine, 4½@4⅞ cts. per lb., all live weight. The week's receipts were 8,469 Beeves, 3,300 Veal Calves, 19,691 Sheep and Lambs; and 27,807 Swine.

Foreign goods have been generally quoted about steady, but have been without activity. The week's imports of foreign goods reached the amount of $6,085,239 including $1,519,228 of dry goods.

Ocean freights have been fairly active and rates have been generally quoted stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.— South Carolina 6s, old, 55; do. new, Jan. and July, 29¼; Louisiana 8s, 1910, 78¼; Alabama 5s, 62½; Georgia 7s, 86¾; North Carolina 6s, special tax, 15; do. Fund Act, 1868, 25; Brooklyn 6s, W. L., 95; do. 7s, Park Loan, 102¼; Toledo, Peoria and Warsaw 2d mort. 85; Morris and Essex const., 97; Buffalo, New York and Erie 1st mort., 95¼; Gt. Western 1st mort. 1888 98½; Milwaukee and St Paul 1st mort. Iowa div., 88; Lafayette, Bloomington and Miss. 1st mort., 90; Hannibal and Central Missouri 1st mort., 87¾; Boston, Hartford and Erie R. R., 7⅞; do. 1st mort., 42⅞; Albany and Susq. R. R., 92; Missouri, Kansas and Texas R. R., 42; East Tenn., Va. and Ga. 1st mort., 92; New Jersey Southern 1st mort., 79½; Pacific R. R. 7s, guar. by Mo., 98½; Long Dock bonds, 95; Ohio and Miss. 2d mort., 88; do. consol., 98; Pekin, Lincoln and Decatur 1st mort., 88; North Mo. 1st mort., 92; St. Louis, Jacksonville and Chicago 1st mort., 94; New Jersey R. R., 126¾; Toledo, Wabash and Western consol., 91¼; St. Louis and Iron Mt. 1st mort., 100; Lake Shore consol. reg., 101; do. scrip, 93½; New York and New Haven R. R., 144; Western Union Tel., 75⅛; do. 7s, 96; Am. Coal, 42; Consol. Coal of Md., 44; Quicksilver pref., 52¼; Wells-Fargo Exp., 89½; Am. Mer. Union Exp., 73¼; U. S. Exp. 88; Adams Exp., 98.

Philadelphia.—West Jersey R. R. 6s, 93½; Philadelphia and Reading Gen'l mort. 7s, reg., 103¼; do. coup., 103½; do. 7s, 1893, 104½; Schuylkill Nav. 6s, 1895, 78½; Pennsylvania and New York Canal 7s, 97½; Sunbury and Lewistown 7s, 95; Lehigh Valley 7s, new, 106¼; Lehigh Nav. consol. gold loan, 100; Susq. Canal bonds, 78; do. scrip, 75; Westchester and Philadelphia R. R. 7s, 102; Ithaca and Attica R. R. 7s, 100; East Pennsylvania 1st mort. 7s, 100; Catawissa 7s, new, 100; Nesquehoning R. R., 57½; Huntingdon and Broad Top Mt. R. R. 8; New Jersey State 6s exempt, 105. The latest quotations are: City 6s, 96¾@97¼; do. free of tax, 101@101⅛; Pennsylvania State 6s, 1st series, 100@100¼; do. 2d series, 105@—; do. 3d series, 107@—; Philadelphia and Reading, 58¼@58¼; do. Gen'l mort. 7s, 1893, 103¼@103½; do. mort. 6s, 1880, 96@97; United New Jersey R. R. and Canal Co., 126@126¼; Camden and Amboy mort. 6s, 1889, 97¼@97½; do. 1883, 93@93½; do. 1889, 90½@91½; Pennsylvania R. R., 58⅜@58½; do. 1st mort., 100@101; do. 2d mort., 99@100; do. General mort. coupon, —@94½; do. reg., —@98½; Little Schuylkill R. R., 46¼@46½; Morris Canal, 51@52½; do pref., —@126½; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s 1882, 78¾@79; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 98@99; do. 5s, 60@61; Lehigh Coal and Navigation, 43½@43½; do. 6s, 1884, 90@90¼; do. R. R. Loan, 97⅛@97½; do. Gold Loan, 92@92½; North Pennsylvania 50@51; do. 6s, 100@100; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@27½; do. 6s, 92@—; Minehill, 52½@53; Catawissa, 16@17; do. pref., 45@45½; Lehigh Valley, 59@59; do. 6s, new coupon, 98½@99; do. reg., 99@99¼; do. 7s, 106@106½; Fifth and Sixth streets, (horse,) 50@—; Second and Third, 65@67; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, —45@; Chestnut and Walnut, 53@—; Hestonville, 18@19½; Union, 75@75; Germantown, 35@37.

Boston.—Vermont Central 1st mort., 79¼; do. 8s, 1891, guar., 99; Vermont Central and Vermont and Canada 8s, 98; Eastern R. R. 6s, 1874, 98; Framingham and Lowell 1st mort. 7s, 1892, 90¼; Boston and Albany 7s, 1892, 106¾; Boston, Concord and Montreal 6s, 1889, 90; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 83; do. Land Grant 1900, 83½; Chicago and Michigan Lake Shore R. R. 8s, 85½; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 91½; Cincinnati, Sandusky and Cleveland R. R., 22¼; do. 7s,

1892, 83¾; Connecticut and Passumpsic Rivers R. R. pref., 94⅜; Rutland R. R., pref., 62; do. scrip, 80½; Summit Branch, 46; Eastern (N. H.) R. R., 100; Boston Water Power 52; Cary Imp. 12½; Maine 6s, 1889, 100; New Hampshire 6s, 1887, 99⅝; Boston 6s, currency, reg., 101; do. 5s, ind., 97½; do. 5s, 1888, gold, 97½; Chicago 7s, 1881, 98½; St. Louis 6s, 1886, 90¾; Cincinnati 7 3-10s, 1889, 105½; Rock Island (Ills.) 8s, 1882, 103½; Lynn 6s, 1891, 98; Lowell 6s, 1890, 97½; Fall River 6s, 100; Newburyport 6s, 1886, 99⅛; Allouez Mining Co., 9; Mesnard, 1¼; International silver, 4⅝; Rockland, 2½; St. Clair, 1⅝; Shuniah Silver, 8; Superior, 50c.

Baltimore.—Virginia consol. reg., old, 38¼; do. new, 44; Maryland Defense bonds, 103½; Northern Central 6s, 1900, gold, 93½; Central Ohio 1st mort., 87; Orange, Alexandria and Manassas 7s, 81¾; Orange and Alexandria 4th mort. 8s, 85; Richmond and Danville 1st mort., 79; Western Maryland 2d mort., pref., 80; Lynchburg City 6s, 76. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93¾@94; Baltimore and Ohio, 158⅝@160; do., pref., 99@—; do., 6s, 1875, 96@97; do., 1880, 95@96; do., 1885, 96¾@97; Parkersburg Branch, 10@14; Northern Central 89¼@89½; do. 6s, 1885, 94@96; do., 1900, 90½@90½; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 99@99½; do. 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 101½@102; do., 2d mort., 7s, 91@91⅞; do., 3d mort., 8s, 81⅝@81¾; Central Ohio, 33⅜@36; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 91@93½; do. 1st mort. guar., 96@—; do., 2d mort. guar., 93@—; do., 3d mort., guar., 93@—; do. 2d mort pref., 81@83; do., 2d mort. guar. by Washington Co., —@85; Richmond and Danville bonds, 78¾@79½; Orange and Alexandria 1st mort. 6s, 93@94; do., 2d mort. 6s, 82@—; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s, 81½@81¾; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 89@90½; Baltimore 6s, 1875, 99½@99⅞; do., 1884, 99@99½; do. 1886, 98½@98½; do., 1890, 99@99¼; do., 1893, exempt, 98@100; do., 1900, exempt, 98⅞@99; Memphis City 6s, 56@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 24½@25¼; George's Creek Coal, 90@95; Atlantic Coal, 1.50 @1.75.

☞ The Washington, Cincinnati and St. Louis narrow gauge railway was formally organized at Luray, Page Co., Va., on the 13th ult., by the election of a Board of Directors with Hon. P. B. Borst as President. The road is to run from Washington city through Virginia and West Virginia, thence westward to St. Louis.

☞ The George's Creek Coal and Iron Company, Baltimore, has declared a semi-annual dividend of $5 per share, payable on and after the 18th instant, free of taxes.

☞ The Sodus Point and Southern Railroad Company opened their road on the 26th ult., by an excursion from Newark to Sodus Centre. Passenger trains will run regularly hereafter between these points.

Kansas Pacific Railway.

The following is a statement of the earnings and expenses of the Kansas Pacific Railway, derived from the annual report of the company for the year ending December 31, 1871:

	1870.	1871.
Average length of road operated, miles.	551	673
	1870.	1871.
Gross earnings.....	$3 360,786 61	$3,312,517 83
Operating expenses.	2,480,640 46	2,302,589 96
Net earnings.....	$680,746 15	$1,009,927 87
Gross earnings per m.	$6,099 43	$4,922 22
Operating expenses per mile.....	4,499 85	3,421 38
Net earnings per mile	$1,599 58	$1,500 64
Percentage expenses per earnings.....	73.79	60.51

In the total gross earnings there is an apparent falling off of $48,268 78 in 1871; but there was no new road in course of construction during the year, and no income from transportation of construction material. The revenue from this source last year amounted to $385,965 80, being the charges upon material for the Denver extension. If this item is omitted from the comparative statement, the ordinary business of the road for 1871 shows an increase of $337,697 02. This increase of earnings from ordinary business is at the rate of 11.35 per cent.

The earnings from ordinary freight traffic were as follows:

In 1871.	$1,980,289 57
In 1870.	1,856,454 09
Increase	$123,835 48

Equal to 6.67 per cent.

The earnings from passenger service were:

In 1871.	$1,285,748 09
In 1870.	1,078,602 85
Increase	$207,145 24

Equal to 19.2 per cent.

LAND DEPARTMENT.

The following were the sale of lands included in the Denver extension land grant trust (which covers 300,000 acres of land lying between the 300th mile post and Denver):

Acres sold....	21,690.08
Aggregate amount of sales..	$123,480 93
Average rate per acre....	$5 62
Bonds cancelled by trustees from sinking fund, to Dec. 31st, 1871.....	$34,000 00
Total bills receivable (bearing interest) in hands of trustees....	$92,326 92

The sales of lands and lots included in the Kansas Pacific land grant trust (which covers two million acres of land lying east of the 300th mile post) were as follows:

Acres sold....	98,783.10
Town lots....	50
Aggregate amount of sales....	$313,340 04
Average rate per acre....	$3 13
Bonds cancelled by trustees from sinking fund to December 31st, 1871...	$111,000 00
Total bills receivable (bearing interest) in hands of trustees....	$299,663 08

The 2,000,000 acres of land embraced in this trust comprise all the unsold lands belonging to the company east of the 300th mile post, and at the average rate per acre obtained from sales during the past year, they will ultimately yield an aggregate of $6,260,000.

☞ The Union Railway Company, Boston, has declared a 7½ per cent. dividend for the nine months ending July 1.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ From a statement of the extent of railway mileage already opened in Peru, it appears that about 425 miles are finished and being worked, that about 833 miles are in course of active construction, and that all are expected to be completed by the end of 1873. The lines hitherto opened for traffic are stated to have proved remunerative, some of them yielding returns of from 10 to 12 per cent.

☞ The Texas Pacific railway is to be 1,515 miles in length. For two hundred and fifty miles the road is to be on an air-line, and in a stretch of eight hundred and fifteen miles there will be but six bridges.

☞ The route of the Atlantic and Pacific railroad, through New Mexico, has been filed in the land office at Santa Fe.

Journal of Railroad Law.

RAILROAD COMPANIES—CONSTRUCTION OF GENERAL RAILROAD ACT—MEANING OF WORDS "LABORER" AND "LABOR."

The recent case of Balch *vs.* N. Y. and Oswego Midland R. R. Co., (46 N. Y., 523,) was an action brought to recover for work done by the plaintiff with his team, in constructing the defendant's road, under and by virtue of § 812 of the General Railroad Act. Also for work done by one Annin with his team, and by one Eddy with his team, in constructing the same road. The persons last named assigned their several demands to the plaintiff.

The following is the opinion of the court delivered by—

ALLEN, J.—By the General Railroad Act of 1850 (Laws of 1850, Chap. 140 § 12,) a claim is given against a railroad corporation for the indebtedness of a contractor to any laborer for thirty or any less number of days' labor, performed in constructing the road of such corporation. The act requires the laborer to give notice, within a limited time, of the number of days' labor, and the time when the same was performed.

The terms "laborer" and "labor" were used in their ordinary and usual sense, and the provision was intended to secure the common laborer, one who earned his daily bread by his toil, a compensation for his own work. The terms necessarily imply the personal service and work of the individual designed to be protected.

The term "laborer" cannot be construed as designating one who contracts for and furnishes the labor and service of others, or one who contracts for and furnishes one or more teams for work! whether with or without his own services or the services of others to take charge of the teams while engaged in the service. When once an enlarged meaning is given to the words "laborer" and "labor" as used in the statute, one more extensive than that given by lexicographers, or than is popularly given to them, and so as to include those who perform work by themselves as well as by agents and servants, or themselves with a team, or with mechanical appliances, there will be little difficulty in the effort to give a liberal effect to the statute to bring within its terms all who, in any way, contribute to the construction of the road by furnishing labor of others, or in any form and by any means and without limit as to the amount or character of the labor, subject only to the limitation of thirty days for its performance. If a man is entitled to the benefit of the statute who furnishes one team, the man who furnishes fifty is within the same rule; and the fact that the man labors with or drives his team, or by himself and his servants drive all his teams, cannot affect the principle.

In neither case is the labor performed by the team of a laborer. (Conant *vs.* Van Schaick, 24 Barb., 87; Ericsson *vs.* Brown, 38 id., 390; both approved in Coffin *vs.* Reynolds, 37 N. Y., 640). In the latter case the meaning of the same terms used in an analogous statute was restricted and held not to include skilled artificers or those rendering service requiring skill, or such as are not regarded as common, ordinary labor, and the act was confined in its operation and effect to manual labor not requiring skill.

The principle of these cases should be decisive of this. The court, in Aiken *vs.* Wasson, (24 N. Y., 482), says: "It is obvious from the nature and terms of this and other provisions of the act, as from a general policy indicated by analogous statutes, that the legislature intend to throw a special protection around that class of persons who should actually perform the manual labor of the company." They say, further, that it would not harmonize with the general scope and object of the act to give the words their broadest interpretation. In the two opinions delivered in this court in Atchison *vs.* Troy and Boston R. R. Co., (6 Abb. Pr. R., N. S., 329), the very point involved here was affirmed in accordance with the judgment of the Supreme Court in this case, and the judgment of the court was in accordance with the result of these opinions. The learned reporter of the court at that time speaking from his notes, says that the precise point was not decided by the concurring opinion of five judges. But the statement of the judges as well as their argument, is high evidence of the law, and their opinions are entitled to great respect, even if they were not adopted by a sufficient number of judges to give them authority as the judgment of the court, there being in the case other grounds for the decision actually given. It does appear that the judgment was so modified as to give the plaintiff a judgment for his own labor only, on the ground that no objection was made to that in the court below.

It is not allowable, and would lead to mischief in the interpretation and application of statutes, to give this statute a latitudinarian construction which would include within it the claim of the plaintiff. It is not warranted by principle, and the authorities are opposed to it.

I am for an affirmance of the judgment.

Judgment affirmed.

Blast Furnaces, Mills and Forges in Great Britain.

The *Iron and Steel Institute Journal* gives the following tabular statements showing the number of blast furnaces, both built and in blast, and of puddling furnaces in Great Britain:

BLAST FURNACES.

	Built.	In blast.
Cleveland	94	94
Northeast of England	43	35
Northwest of England	67	60
South Staffordshire	166	104
North Staffordshire	42	38
Shropshire	30	22
Yorkshire—South and West Riding	54	44
Derbyshire	51	42
Northampton and Lincoln	26	19
Gloucester, Wilts, &c	18	12
North Wales	12	7
South Wales and Monmouth	188	120
Scotland	154	130
Total	945	727

PUDDLING FURNACES.

	No. of puddling furnaces.
North of England	1,990
Northwest of England	75
Yorkshire—West Riding	305
Yorkshire—South Riding	349
Derbyshire	130
South Staffordshire	2,049
North Staffordshire	444
Shropshire	206
Lancashire	336
Somersetshire	9
North Wales	60
South Wales and Monmouth	1,338
Scotland	565
Total	7,856

Railroad Tickets Good Either Way.

In the Superior Court in Boston, recently a case of interest to the traveling public was decided. In 1868 Mr. J. A. Coleman, of Boston, attempted to ride from New York to New Haven, on a coupon ticket, which was rejected by the conductor on the ground that, although it was good from New Haven to New York, it did not pass the holder in the opposite direction. Mr. Coleman insisted that the company were compelled to receive the ticket, as it represented money paid for a passage between those points, and he was put off the train by force, receiving such injury as to affect his health. He sued the New York and New Haven Railroad Company and recovered. The railroad obtained a new trial and were beaten again. On exception to the ruling of the Judge the defendant obtained a third trial, which terminated in a verdict for Mr. Coleman for $3,200.

Statement of the Public Debt of the United States July 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$500,000 00
6 per cent. 1881 bonds, 1861	18,415,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861	189,321,200 00	5,679,636 00
6 per cent. 5-20 bonds, 1862	274,672,200 00	2,746,722 00
6 per cent. 1881 bonds, 1863	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	3,242,788 33
6 per cent. 5-20 bonds, 1864	2,349,500 00	23,495 00
6 per cent. 5-20 bonds, 1864	72,846,150 00	728,461 50
6 per cent. 5-20 bonds, 1865	159,499,650 00	1,594,996 50
6 per cent. consols, 1865	222,277,300 00	6,668,319 00
6 per cent. consols, 1867	320,299,350 00	9,608,980 50
6 per cent. consols, 1868	39,258,450 00	1,177,753 50
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest	$1,789,451,100 00	$36,468,619 00
Interest due and unpaid		4,499,119 88

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$10,665,000 00	$36,727 51
3 per cent. navy pension fund, 1868	14,000,000 00	210,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	9,040 00
Aggregate of debt bearing interest in lawful money	$25,343,000 00	$305,767 51

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
6 per cent. bonds, 1848	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	675 00
6 per cent. 5-20 bonds, called 1862	4,826,550 00	157,705 25
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,520 97
5 per cent. 1 year notes, 1863	101,817 00	5,090 85
5 per cent. 2 year notes, 1863	65,705 00	4,769 68
6 per cent. compound interest notes, 1863-64	593,520 00	115,364 96
7 3-10 per cent. 3 years' treasury notes, 1864-65	332,150 00	32,031 56
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	1,555,000 00	16,155 19
Aggregate of debt on which interest has ceased since maturity	$7,926,797 26	$420,472 54

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$38,296 25	
Legal tender notes, 1862-63	357,500,000 00	
Fractional currency, 1862-3-4	40,855,835 27	
Coin certificates, 1863	32,086,300 00	
Unclaimed interest		11,834 84
Aggregate of debt bearing no interest	$430,530,431 52	$11,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,374,583,800 00	
Bonds at 5 per cent	414,567,300 00	
	$1,789,451,000 00	$40,967,738 88
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	10,665,000 00	
	$25,343,000 00	805,767 51
Debt on which interest has ceased since maturity	7,926,797 26	420,472 04
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	357,588,296 25	
Fractional currency	40,855,835 27	
Coin Certificates	32,086,300 00	
	$430,530,431 25	
Unclaimed interest		11,834 54
	$2,253,251,328 78	$41,705,813 27
Total debt, principal and interest, to date, including interest due and unpaid		$2,294,957,142 05

AMOUNT IN TREASURY.

Coin	$88,149,108 56
Currency	15,321,689 87
	$103,470,798 43
Debt, less amount in Treasury, July 1, 1872	$2,191,486,343 62
Debt, less amount in Treasury, on the 1st ult.	2,193,517,378 94
Decrease of debt during the past month	$2,031,035 32
Decrease of debt since March 1, 1872	34,327,154 36
Decrease from March 1, '69 to March 1, '72	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,000 00
Union Pacific bonds, 1862-64	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	48,849 60
Totals	$64,623,512 00	$1,938,705 36

Interest paid by United States, $14,631,870 18; interest repaid by transportation of mails, &c., $3,708,934 78; balance of interest paid by United States, $10,922,935 40.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 29, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

☞ **The estimated earnings of the Erie Railway for the week ending June 30, 1872, were $340,739; against $345,806 for the corresponding period of 1871—a decrease of $5,067. Total earnings since April 1, 1872, $4,789,772—an increase over the same time in 1871 of $593,952.**

TO RAILROAD CONTRACTORS.

OFFICE OF BALTIMORE SHORT LINE RAILWAY COMPANY,
ATHENS, O., July 4, 1872.

SEALED PROPOSALS WILL BE RECEIVED at this office on the 1ST DAY OF AUGUST, 1872, until 4 o'clock P. M. for the grading and masonry of eighteen sections, averaging about one mile in length, of the Baltimore Short Line Railway, in the counties of Athens and Washington. These sections embrace large quantities of masonry, excavation and embankment, and are worthy of the attention of experienced contractors for heavy work.

The work now offered for competition is the same for which proposals were received in October, 1871, but which was not then let on account of legal impediments. All bids heretofore made will be considered as withdrawn.

Specifications and forms for contract will be in readiness for exhibitors at this office on and after July 23.

The right to reject any and all bids is reserved to the Railway Company.

JOHN WADDLF, President.

NOTICE TO CONTRACTORS.—DELAWARE AND HUDSON CANAL COMPANY—CONSTRUCTION OF NEW YORK AND CANADA RAILROAD.—Sealed proposals will be received by the undersigned, for the Delaware and Hudson Canal Company, at the Engineer's Office, in Whitehall, until Tuesday, the 16th day of July next, at noon of that day, for the construction of the graduation, masonry, bridging and fencing of about thirty-eight miles of the line of the New York and Canada Railroad, extending from Whitehall, along the west side of Lake Champlain, to Port Henry.

The line will be divided into sections of convenient length, and will be ready for examination after the 6th ult. The maps, profiles, plans and specifications will be ready for examination at the Engineer's Office, in Whitehall, after that date, where all information in regard to the work may be obtained, and where blank proposals will be furnished.

Proposals should be sealed and endorsed "Proposals for N. Y. & C. R. R." and addressed to the undersigned, at Whitehall, Washington Co., N. Y.

The right is reserved to reject any or all proposals that may be received as may be deemed for the interest of the company. Dated Chief Engineer's Office, Albany, June 19th, 1872.

C. W. WENTZ, Chief Engineer.

PHILIP S. MILLER. LENOX SMITH.

AMERICAN AND FOREIGN

STEEL & IRON RAILS,

STREET RAILS,
Railway Fastenings, etc.
MILLER & SMITH,
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ROME, WATERTOWN AND OGDENSBURGH RAILROAD,
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NEW YORK, June 27, 1872.

ELECTION AND DIVIDEND NOTICE.—AT the recent annual meeting of Stockholders, the following named persons were chosen Directors of this Company for the ensuing year:

W. C. PIERREPONT, JOHN T. DENNY,
MARCELLUS MASSEY, GARDNER COLBY,
C. ZABRISKIE, Jr., JOHN S FARLOW,
MOSES TAYLOR, T. B. CAMP,
SAMUEL SLOANE, S. D. HUNGERFORD,
WM. E. DODGE, THEODORE IRWIN,
WM. M. WHITE,

At a subsequent meeting of the Board, the following officers were duly elected:

MARCELLUS MASSEY, President.
T. H. CAMP, Vice-President.
J. A. LAWYER, Sec'y and Treasurer.

A Semi-Annual Dividend of FOUR PER CENT. will be paid on and after the 15th of July, as usual, at the Mercantile National Bank in this city, and at the Company's office at Watertown, N. Y., to stockholders of record at this date. Transfer books will be closed to day of payment.
2t27 MARCELLUS MASSEY, President.

OFFICE OF ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 2, 1872.

A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by this Company, payable on the first day of August next, to the holders of full-paid shares registered at the close of the thirteenth day of July instant, after which, and until the fifth day of August next, the transfer books will be closed.
L. V. F. RANDOLPH, Assistant Treasurer.

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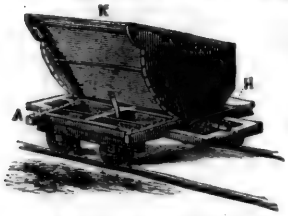
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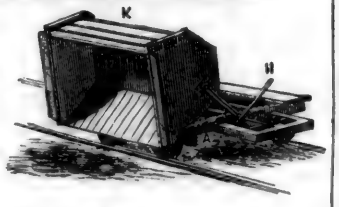


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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Freight for last-named ports received until 4 P. M. of July 12.

An extra steamer will leave San Francisco, July 16, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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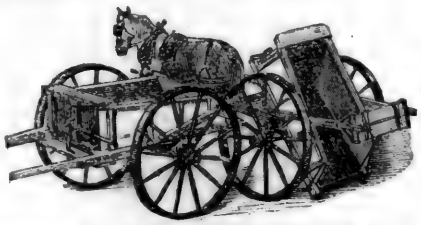
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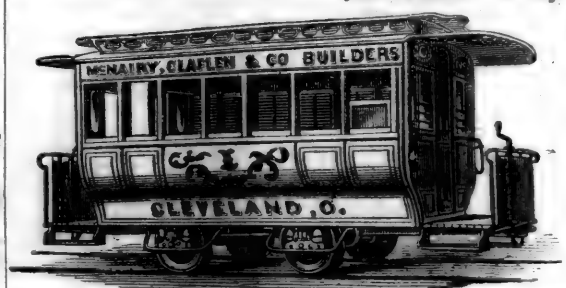
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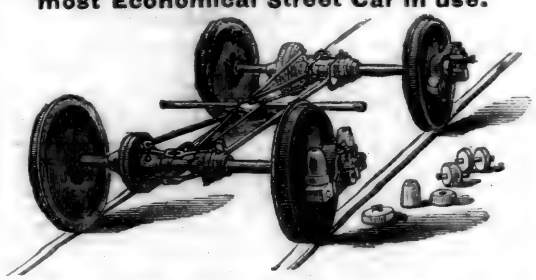
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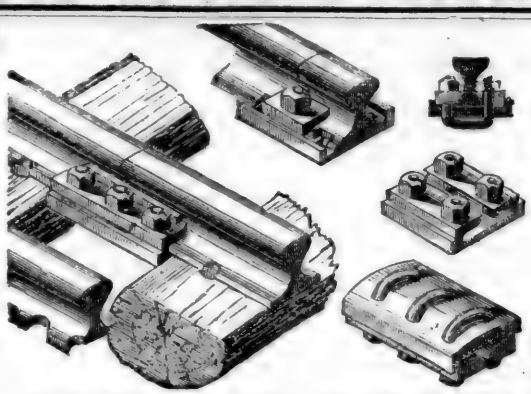
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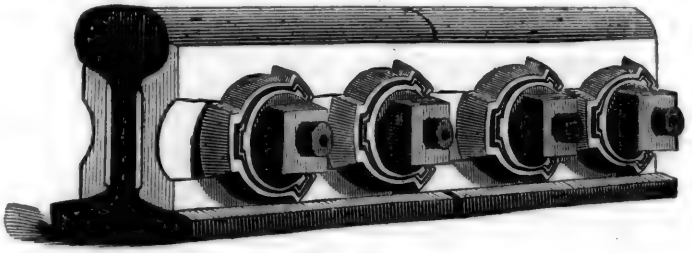
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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 29.] SATURDAY, JULY 20, 1872. [WHOLE No. 1,891. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 20, 1872.

Montreal and Champlain Railway.

From the report of this company to the end of the year 1871 it appears that the revenue under the agreement of the Grand Trunk Co. has amounted to $124,989 81, the largest amount accrued since the arrangement was entered into. The balance against revenue at the end of 1870, viz., $29,631 has been reduced to $14,824, notwithstanding the items which were in suspense at the close of that year, viz., $22,340, have been charged against the account. The company is practically out of debt, and no charges are now being incurred for interest on borrowed money. The joint committee report that full justice has been done to the line and rolling stock; that the increase in the gross revenue in the joint undertakings in 1871 over 1870 was $1,036,194, and that there has been an increase of about $300,000 since 1st January last. The gross receipts of the united undertakings in 1864 were $5,579,824; in 1871 they were $8,327,955; the amount of the Preferred Stock Sinking Fund, $34,600, an asset which will be realized on the completion of the arrangements with the Grand Trunk Co. for the purchase of the stock, and the amount will be divisible among the stockholders.

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The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

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Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

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FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

Railroad Corporations and their Relations to the Public.

It is a never failing expedient with a certain class of demagogues, resorted to for a variety of purposes, to assail those corporations which have been organized to construct and operate railroads, ranking them among the more dangerous and insiduous enemies of our institutions. And especially has it been the fashion to deprecate with much earnestness, the consolidation of railroad companies, even under circumstances which, from business considerations, seem to demand such a course. With much prating, the ideas of these people have become so fixed upon the public mind, as to largely influence the course of railroad expansion and the legislation in reference thereto; in fact, we believe that in the fundamental law of at least one State, the consolidation of "rival" railroads is prohibited.

This is all wrong. The business of building and operating railroads may, like other pursuits, be safely left to the control of purely business considerations. It is a business whose dealings with the public are of a familiar, every-day character. A railroad cannot hide itself from the public, nor can its management escape daily scrutiny and criticism. It is a business dependent in an unusual degree upon the confidence and good will of the public. Railroad corporations are no more likely to become dangerous in any political sense than manufacturing corporations. We have seen our great shipping interest uniting, and forming a Free Trade League, enter upon an active and avowed effort to influence the Legislation of Congress in a manner to promote their affairs. We have seen our great manufacturing corporations pursuing a similar course, and the efforts of the League combatted by them with the most vigorous measures; and yet nobody has seen fit to declare that our political institutions were in any manner or extent endangered thereby. The banks of New York have united in a clearing house, designed for their mutual convenience and protection. Probably, in the hands of bad men, it could be made an instrument of much wrong; the associated banks of New York have undoubtedly exerted a potent influence upon the financial legislation of the country—not ad-

versely, it may be assumed, to their own interests. But what of that? Has anybody felt that his political rights were in danger? Not one. Then why single out railroads and railroad corporations for assault? Why should they be made objects of aspersion and assault? Property is naturally timid. As our railroads increase in value, the less will their managers feel inclined to provoke popular prejudice or excite popular alarm. They will be much more inclined to refrain from meddling in public affairs, than will politicians be inclined to keep their hands off the railroads; and we have no doubt that whatever interest railway officials may seem to take in party politics is not from choice, but grows out of the circumstances in which they find themselves. There should be no more need that the managers of a railway should be conspicuous in political affairs than the directors of a bank or manufacturing corporation; that the fact is otherwise, is the result of the clamor against railway corporations which we have referred to and condemned.

It will be well for our country when the management of our railroads is in fewer and more experienced hands. There is no danger from great corporations. One or a few great corporations, if going wrong, are much more easily contended against, than a number of smaller ones, united by several interests, and exerting an influence upon a portion of the community which large corporations would overlook or could not reach.

In operating a railroad over a long line of communication, extending from one section of the country, it must be apparent to the dullest apprehension that economy, efficiency and safety will be promoted by placing the whole under one direction. For example, what a vast improvement would result from placing railway communication between New York and New Orleans under the control of one corporation. What measure of efficiency would be attained, and what measure of public confidence secured, by the Pacific Railway, if every few hundred miles it passed under a distinct direction. Witness the vast improvement that has been made in our railroad communication with the great West, since, by means of leasing and other expedients, the management of connecting lines of railroad has been practically concentrated. We need not pursue the object further; and conclude with repeating the sentiment, that the building and operation of railroads may be safely left to the considerations which control other business enterprizes.

Texas and Pacific Railroad.

This contemplated railroad, says the San Francisco *Chronicle*, begins at Marshall, Texas, about 300 miles west of New Orleans, and runs through Texas, Mexico, and Arizona, on the line of the thirty-second parallel, terminating at San Diego, in California. It has a land grant of 13,500,000 acres. This road has also a large moneyed subsidy from the State of Texas when it shall be completed to the western line of that State. This road running about 200 miles south of the Atlantic and Pacific road, may, by southern branches, be extended to the City of Mexico; the Mexican branch would be about 800 miles in length, and when completed San Diego would be brought into contact with the trade of the two rich States of Sinaloa and Sonora. This road is authorized to connect at the Colorado, near Fort Yuma, with the Southern Pacific Railroad; thus bringing the Southern and Mexican trade direct to San Francisco over the Southern Pacific road. The Southern Pacific is now being pushed rapidly through the valley of the San Joaquin, is already completed to Visalia, and by September will be at Bakersfield, in Kern County. This point is about 250 miles from the proposed point of junction with the Texas and Pacific road. The Texas and Pacific road is authorized by Congress to mortgage their lands, and it has already issued construction bonds upon the security of the lands. This company has commenced work on the eastern end, and is compelled by its charter to build 100 miles each year, and upon the western end to construct twenty-five miles per annum after this year. The general line of the road is along the thirty-second parallel. This company is under the management of Thomas Scott, of the Pennsylvania Railroad, and he promises to push the matter with the utmost expedition. For 450 miles through Texas the lands are prolific, and will be of great value as soon as they are accommodated by the road. It is safe to predict that this road will be finished in three or four years from this date, and thus open up not only in our State, but in Arizona and New Mexico, an area of territory now almost inaccessible, and make a large reach of it tributary to our State and city, and giving it an independent through line to the Southern States, open at all seasons of the year.

Toledo, Wabash and Western Railway.

The revenues and expenditures of the operating department of this road for the fiscal years 1870 and 1871, compare as follows:

Revenue:	1870.	1871.
From passengers	$1,242,891 95	$1,228,193 41
" freight	3,009,025 68	4,027,722 93
" mails	81,993 75	84,200 04
" express	78,595 88	97,652 12
" miscellaneous	132,133 66	298,897 41
	$4,544,640 92	$5,736,665 91
Expenditures, viz:		
Renewal of iron and superstructure	$450,203 81	$527,249 18
Maintenance of roadway and structures	663,272 10	659,936 71
Maintenance of cars, engines, &c	468,278 54	519,603 61
General expenses, including taxes	1,654,510 05	2,070,038 43
	$3,236,264 50	$3,776,827 93
Net revenue	$1,308,376 42	$1,959,837 98
Balance of income from previous year		478,771 79
Capital stock sold		2,680,000 00
Total		$5,118,609 77
Thus accounted for—		
Construction and equipment		$1,357,571 10
Interest account		1,353,494 08
Discount on capital stock		1,245,097 32
Profit and loss		139,984 56
Balance carried to next year		1,022,462 71
Total, as above		$5,118,609 77

Compare with the previous year, the gross revenue of 1871 shows an increase of $1,192,024 99; with an increase in expenditures of $540,563 43—making the increase in net revenue $651,461 56.

The receipts from all sources, and total disbursements in 1871, were as follows:

RECEIPTS.

Gross revenue for 1871	$5,736,665 91
Proceeds of stock sold	1,434,902 68
Decrease in wood	44,137 05
Road and individuals	16,637 55
Hannibal and Naples R. R. Co	138,000 00
Pullman Palace Car Co.	44,977 50
Total	$7,415,320 69

DISBURSEMENTS.

Operating expenses for 1871		$3,776,827 93
Construction		879,960 27
Equipment		977,610 83
Interest (less coupons unpaid)		1,333,789 00
Interest coupons of previous years		7,185 75
Bills payable		46,043 60
Paid over draft of 1870 at Toledo		379,972 70
Jacksonville depot stock		441 37
Hannibal and Naples R. R. interest account		55,058 44
Pekin Telegraph line		1,006 19
Profit and loss		34,954 52
Assets for the year	$544,069 51	
Less overdrawn at Toledo	121,599 42	
		422,470 09
Total, as above		$7,415,320 69

The company commences the year with the following available assets, viz:

First mortgage bonds G. W. R. R. Co. of 1859	$16,000 00
Redemption fund, Gt. Western 10s	3 040 65
Supplies, materials on hand	213,779 83
Supplies, fuel on hand	65,757 56
Supplies, ties on hand	17,997 64
U. S. post office department	467 00
Hannibal and St. Joseph R. R. Co	419 02
Illinois & Mississippi Telegraph Co.	11,950 00
Jacksonville depot	4,206 85
Quincy R. R. Bridge	3,900 00
South Shore Line	800 00
Buffalo and Erie R. R. Co	567 05
Pullman Palace Car Co.	13,973 32
Decatur and State Line R. R. Co	3,876 88
Red Line Transit Co	579 06
Lake Shore & Mich. South. R. W. Co	10,388 41
Snell, Taylor & Co.	8,041 97
Indianapolis, Cincinnati and Lafayette R. R. Co.	10,634 41
Uncollected passenger earnings	653 77
Uncollected freight earnings	4,766 73
Due from Railroads and individuals	4,951 19
Hannibal Bridge Company	18,870 94
Wabash Equipment Co	179,125 00
Cash on deposit in New York	371,251 96
	$965,999 24
Less cash overdrawn at Toledo	$121,599 42
Bills payable	10,647 00
	132,246 42
Total available assets	$833,752 82
The gross earnings of the road for the current year were	$5,736,665 91
The entire operating expenses including taxes were	3,776,827 93
Balance	$1,959,837 98
The total interest on the bonded debt and preferred stock, including capitalized roadway at Quincy and Hamilton	1,359,120 00
Leaving a net balance of	$600,717 98

Although the net profits of the year were equivalent to four per cent. on the entire common stock of the company, the directors, after a full and candid consideration of the subject, concluded it to be the dictate of sound policy, to omit the payment of a dividend and use the surplus for procuring additional equipment and otherwise promoting the efficiency of the road.

An analysis of the earnings of the present year shows a decrease of $14,698 54 in the passenger earnings, and an increase of $1,018,697 25 in freight and $188,026 28 in mail, express and miscellaneous earnings.

The inconsiderable decrease of passenger earnings is about equally divided between the through and local business, and considering the prevailing depression in this branch of business throughout the whole western country, the results of the year are not discouraging.

The important gain realized in our freight traffic,

is no doubt primarily due to the natural increase of tonnage with each recurring year, still it is obvious that the unusually heavy movement of grain and flour, has more immediately contributed to produce this result, as the following will show:

	1870.		1871.	
Wheat	2,199,031	Bushels.	2,786,948	Bushels.
Corn	5,008,400	"	9,697,632	"
Oats	1,612,759	"	1,995,710	"
Barley and Rye	130,093	"	110,222	"
	8,950,283		14,590,512	"
			8,950,283	"
Increase			5,640 229	"
Flour, 1871			620,556	Barrels.
" 1870			495,120	"
Increase			125,436	"

Making a total movement for the year 1871 (reducing flour to bushels) of 18,053,282 bushels, being an increase of 6,267,409 bushels over the previous year.

In this connection it seems but a simple act of duty to state that, notwithstanding the operations of the year indicate a marked increase in freight earnings, it is painfully apparent that the amount actually realized was, at a moderate calculation, fully two millions of dollars less than it ought and would have been, had our Eastern connections furnished the requisite facilities for receiving and forwarding our freight with reasonable promptitude. While it is difficult to measure the full extent of the losses sustained in consequence of this circumstance, they are partially disclosed in the frequent revocation of orders for freight cars, which often extended to the number of two and three thousand cars in the space of a single week. Indeed, the experience of the year in our freight operations, has been little else than a constant and daily reiteration of blockades, paralyzing shippers, and proving essentially ruinous to the business of our Road. This subject however, is thus referred to with no motive of recrimination or censure, but that the shareholders may clearly and fully understand why, with a traffic pressing upon every division of the Road sufficient to have produced a satisfactory dividend, the Company were rendered wholly and utterly powerless to earn it.

In pursuance of the confirmation of certain leases by the Stockholders of this Company at their meeting held in November, we have acquired the control and management of several newly constructed lines of railway. The primary object in securing the possession of these new Roads, was to attract to our own line a large and increased share of the growing business of new and productive sections of country lying immediately west of us, and secondarily to anticipate rival lines in the occupation of territory naturally tributary to our own Road, and thus prevent the diversion of an important traffic, which if left untrammeled would inevitably seek the advantages of our own shorter and more eligible route.

The leases thus far made include the following Roads, and the conditions of their possession involve an obligation on the part of this Company to pay seven per cent. interest per annum on the bonded debt of each, viz:

The Pekin, Lincoln and Decatur Railroad—Length, 67.2 miles: Bonded Debt (1st mortgage), $1,076,000.

The Hannibal and Naples Railroad, including Pittsfield Branch of 7 miles—Total length, 52 miles; Bonded Debt, 1st mortgage, $675 000; 2d mortgage, $225,000. Total Bonded Debt, $900.000.

The Hannibal and Central Missouri Railroad—70.2 miles; Bonded Debt, 1st mort. $1,100,000; 2d mortgage, $250,000. Total Bonded Debt, $1,350,000.

The Indiana Division of the Lafayette, Muncie and Bloomington Railroad—Length, 36.9 miles; Bonded Debt, 1st mortgage, $600,000; and the Lafayette, Bloomington and Mississippi Railway—Length, 80.3 miles; Bonded Debt, 1st mortgage, $1,300,000. Total Bonded Debt, $1,966,000.

The Camp Point and Quincy Division of the Chicago, Burlington and Quincy Railroad (by joint occupation)—Length, 22 miles; with obligations to pay ten per cent. on a valuation of $400,000.

Total Length of Leased Roads..... 328.6 miles.
Total Bonded Debt of the same.... $5,692,000.

The whole number of miles of railway owned and leased by this company, are as follows:

Owned:		
Ohio division	75.5	miles.
Indiana "	166.1	"
Illinois "	210	"
Keokuk "	41.2	"
St. Louis "	109	"
Naples "	4	"
	605.8	Miles.
Leased:		
Pekin and Decatur	67.2	miles.
Hannibal and Naples	52	"
Hannibal and C. M.	70.2	"
Lafayette & Bloomington	117.2	"
Camp Point and Quincy	22	"
	328.6	Miles.
Total	934.4	

The Company has added to its equipment during the year fifty-two first class locomotive engines, and about six hundred cars of various classes, at a cost of $957,605 87.

At the close of the year, the equipment stood as follows:

Locomotive Engines	182
Passenger, Mail and Baggage Cars	92
Freight Cars, all classes	3,400

Besides the large amount of manufacturing and general repairs done at the shop of the Company, there were built two Pullman drawing-room coaches for the Pullman Co., and one hundred and seventy-five box cars for the Lake Shore and Michigan Southern R. W. Co.

An arrangement was recently concluded whereby we are to secure a further increase to our rolling stock by an addition of seven locomotives and about eight hundred freight and other cars, which are to be delivered upon the road during the early part of 1872. This large accession to our equipment is to be obtained upon advantageous terms for our company, and will supply a deficiency that has hitherto seriously crippled the operations of the Road.

The renewals and repairs of the track generally have been prosecuted with more than ordinary care and thoroughness during the present year, and the improvement made have been much more extensive than have usually been made in previous years. The renewal of iron especially has been large, exceeding ten thousand tons of new, and six thousand tons of repaired iron.

The following comprise some of the improvements made:

New iron put into the track	111	Miles.
Iron taken out, repaired and replaced	64	"
New steel put into the track	9	"
New side tracks	6	"
New ties	197,677	"

Early in the season a substantial iron bridge, of 677 feet in length, was erected on the Maumee River at Defiance, and in the autumn, a like structure, of 511 feet in length, was erected over Wild Cat River, west of Lafayette, at a total cost of $83,300.

The aggregate capital of the Company remains unchanged, to wit, $15,000,000 of general stock, $1,000,000 preferred stock, and $17,700.000 of the various classes of bonds heretofore recapitulated. The only change made in the status of the bonded debt is the redemption and cancellation of $683,000 ten per cent. bonds, issued by the Great Western R. R. Co., and the substitution therefor of a corresponding amount of seven per cent. bonds, issued by that Company and held in trust for that purpose, leaving outstanding but $1,000 of the issue of ten per cent. bonds for which a like amount of seven per cent. bonds are held in trust for their payment or substitution.

TREASURER'S GENERAL BALANCE, DEC. 31, 1871.

Road bed and equipment	$33,683,000 00
First mortgage bonds, Griswold and others, trustees	5,000 00
First mort. bds., G. W. R. R. Co., 1859	16,600 00
Sinking fund consolidated bonds	75,000 00
Redemption fund, Great Western 10s	3,040 65
Supplies, materials on hand	213.779 83
" fuel on hand	65.757 56
" ties on hand	17,997 64
U. S. post office department	467 00
Quincy and Palmyra R. R. Co	22,223 95
Hannibal and St. Joseph R. R. Co.	419 02
Illinois & Mississippi Telegraph Co	11,950 00
Jacksonville depot	4,206 85
Quincy R. R. bridge	3,900 00
South Shore Line	800 00
Buffalo and Erie R. R. Co	567 05
Pekin Telegraph Line	1,006 19
Pullman Palace Car Co	18,973 32
Hannibal & Naples R. R. (cur act.)	56.183 30
Decatur and State Line R. R. Co	3,876 88
Red Line Transit Co.	579 06
Hannibal & Naples R. R. (int. act.)	79,592 57
Lake Shore and Michigan Southern R. W. Co	10,388 41
Snell, Taylor and Co.	8,041 97
Indianapolis, Cincinnati and Lafayette R. R. Co.	10,634 41
Uncollected passenger earnings	653 77
Uncollected freight earnings	4,766 78
Due from railroads & individuals.	4.951 19
Hannibal and Cent. Mo. R. R.	8,242 46
Hannibal Bridge Co.	18.870 94
Wabash Equipment Co.	179 125 00
Cash on deposit in New York	371,251 96
	$34,896,247 71
General stock	$15 000 000 00
Preferred stock	1,000,000 00
First mortgage bonds Toledo and Ills. R. R. Co	900,000 00
First mortgage bonds, Lake Erie, W. and St. L. R. R. Co.	2 500,000 00
First mortgage bonds, Gt. W. R. R. Co., (west of D)	4 000 00
First mortgage bonds, Gt. W. R. R. Co., 1859	2,500 000 00
First mortgage bonds, Quincy and Toledo R. R. Co.	500,000 00
First mortgage bonds, I. and S. L. R. R. Co	300,000 00
Second mortgage bonds, T. and W. R. R. Co	1,000,000 00
Second mortgage bonds, W. and W R W. Co.	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co., of 1859	2 500,000 00
Equipment bonds, T. & W. R. W. Co	600,000 00
Consolidated mortgage bonds, T., W. and W. R. W. Co.	2,700,000 00
First mortgage bonds, D. and E. St. Louis R. R. Co	2,700,000 00
Bills payable	10.647 00
Coupons	37,538 58
Cash overdrawn at Toledo	121,599 42
Balance of income account	1,022,462 71
	$34 896,247 71

President.—AZARIAH BOODY.
Ass't President.—J. N. DRUMMOND.
Vice President.—A. ANDERSON.
Directors.—Azariah Boody, A. M. White, Isaac H. Knox, William Kidd, A. B. Bayliss, Augustus Schell, Horace F. Clark, A. M. Ferris, Geo. Cecil, H. B. Payne, R. J. Capron, J. H. Banker, Amasa Stone, Jr., S. B. Chittenden, Sheppard Gandy.
Secretary and Treasurer.—WM. B. CORNEAU.
General Sup't.—GEORGE H. BURROWS.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$736,746	$261,774
" cotton...	766,237	523,865
" silk	1,220,577	1,054,398
" flax	658,761	457,759
Miscellaneous dry goods..	476,179	344,020
Total entered for consump.	$3,858,500	$2,641,816

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$462,110	$375,052
" cotton ...	196,096	279,014
" silk.....	182,663	178,604
" flax	244,016	262,735
Miscellaneous dry goods..	59,523	81,805
Total withdrawn from warehouse	$1,144,408	$1,177,210
Add entered for consump.	3,858,500	2,641,816
Tot. thrown on the market..	$5,002,908	$3,819,026

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$660,978	$1,402,850
" cotton ...	488,477	556,953
" silk.....	536,742	465,362
" flax	289,875	448,668
Miscellaneous dry goods..	117,200	205,992
Total entered for wareh'g..	$2,093,272	$3,079,825
Add entered for consump.	3,858,500	2,641,816
Total entered at the port..	$5,951,772	$5,721,641

The imports of foreign dry goods at New York for six months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$12,411,635	$12,197,220
" cotton.	11,539,775	12,546,557
" silk ...	15,377,383	14,425,038
" flax ...	6,361,411	7,055,047
Miscellaneous dry goods	5,388,807	5,472,371
Total entered for cons'p.	$51,078,961	$51,696,233

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$5,528,463	$6,801,572
" cotton..	2,967,807	3,967,462
" silk	3,280,927	4,780,764
" flax	3,027,816	3,345,165
Miscellaneous dry goods.	859,523	999,903
Total withdrawn from warehouse	$15,664,536	$19,894,866
Add entered for consump.	51,078,961	51,696,233
Total thrown on the market....	$66,743,497	$71,591,099

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$6,044,435	$8,271,338
" cotton..	3,556,120	4,579,319
" silk	3,733,032	5,434,461
" flax	2,297,891	3,698,915
Miscellaneous dry goods.	1,085,939	1,539,237
Total entered warehouse.	$16,717,417	$23,523,270
Add entered for consump.	51,078,961	51,696,233
Total entered at the port.	$67,796,378	$75,219,503

The imports of foreign dry goods at New York for the fiscal year ending with June were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool ...	$24,968,024	$26,823,462
" cotton..	18,970,168	20,426,166
" silk.....	28,294,801	27,075,382
" flax.....	11,887 895	12,984,178
Miscellaneous dry goods.	9,802,859	10,576,551
Tot. entered for consump.	$93,923,747	$97,885,739

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool ...	$11,654,631	$13,573,523
" cotton..	4,637,998	5,985,372
" silk.....	5,972,835	8,719,039
" flax.....	5,450,083	5,371,511
Miscellaneous dry goods.	1,357,283	1,637,943
Total withdrawn from warehouse.....	$29,072,830	$35,287,388
Add entered for consump.	93,923,747	97,885,739
Total thrown on market..	$122,996,577	$133,173,127

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool ...	$12,628,703	$16,105,450
" cotton..	5,460,494	7,107,379
" silk.....	7,541,331	6,896,340
" flax.....	4,893,472	6,588,469
Miscellaneous dry goods.	1,675,463	2,320,525
Total entered for warehousing	$32,199,463	$42,018,163
Add entered for consump.	92,923,747	97,885,739
Total entered at the port.	$126,123,210	$139,903,902

The imports of foreign dry goods at New York for the fiscal year ending June 30, were:

	1870.	1871.	1872.
July	$7,986,470	$6,990,722	$10,247,622
August...	12,775,441	14,002,482	19,632,708
September.	8,956,602	11,076,597	12,194,996
October...	6 059,108	9 365,558	8,611,975
November.	5,746,185	8,957,238	7,977,509
December.	3,768,779	7,934,235	6,019,589
January..	7,629,753	8,442,025	12,967,922
February .	10,796,404	14,548,882	17 559,528
March	12,983,106	18,129,012	17,917,463
April.....	7,982 484	11 062,459	11,231,677
May	7,221,398	9 662,228	9,821,272
June	4,558,546	5,951,772	5,721,641
	$96,414,276	$126,123,210	$139,908,902

The imports of dry goods at New York for the year ending with June, were:

	1870-71.	1871-72.
Manufactures of wool...	$37,596,727	$42,928,912
" cotton..	24,430,662	27,533 545
" silk....	35,836,132	36,971,722
" flax ...	16,781,367	19 572 647
Miscellaneous dry goods	11,478,322	12,897,076
Total imports	$126,123,210	$139,903,902

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

Year.	Value.
1850-1	$64,613,747
1851-2	57,221,062
1852-3	79,192,513
1853 4	92,389,627
1854-5	62,918,443
1855 6	85,898,690
1856-7	92,669,088
1857-8	67,317,736
1858-9	93,549,083
1859-60	107,843,205
1860-1	83,310,345
1861-2	88,155,720
1862-3	61,963,037
1863-4	83 234,966
1864-5	49,853,939
1865-6	137,055,834
1866-7	103,407,278
1867-8	77,254,182
1868 9	92,499,842
1869-70	96,414,276
1870-1	126,123,210
1871-2	139,903,902

All the above figures represent only the foreign cost of the goods in gold, freight and duty not included.

Short Platforms.

The Court of Error was occupied on 17th inst. with one of those cases which are so frequent, and have been so often before the Courts, arising out of accidents resulting in injuries to passengers in getting out of trains. In this case the Great Eastern train, at Edmonton, had drawn up in the dark, and the name of the station—Edmonton—was called out. The carriage in which Mr. Gill, the plaintiff, was travelling stood opposite a part of the line where the platform was not continued, and the plaintiff on getting out, having nothing to put his foot upon, fell and was injured. The jury gave him a verdict, finding as a fact that there was no negligence on his part, and awarding 10*l.* damages. The Judge who tried the case, however (Mr. Justice Blackburn), reserved the question of liability as one of law, and the Court of Queen's Bench (Mr. Justice Blackburn, Mr. Justice Mellor, and Mr. Justice Lush) held that there was none. This was on the authority of the case of "Bridges *v.* the Great Northern," where, out of seven Judges, four held that, under similar circumstances, there was what is called contributory negligence—that is, in plain English, that it was the plaintiff's own fault. But three Judges held otherwise, the Lord Chief Baron, Mr. Justice Willes, and Mr. Justice Keating, and there had been an earlier case against the Bristol and Exeter, in which the Court of Error had held unanimously in a similar case in favor of the plaintiff. In a subsequent case last term, a case of "Cockell *v.* the South Eastern," this Court, then constituted by the Lord Chief Justice, Mr. Justice Blackburn, Mr. Justice Mellor, Baron Pigott, and Baron Cleasby, followed the authority of that case, which was in substance the same as the present, and was therefore relied on by the plaintiff as conclusive, and so considered by the Court.

The Lord Chief Baron said, in giving judgment, that this case might be distinguished from Bridges' case, and was the same as Cockell's case. In Bridges' case the majority of the Judges had rested their decision partly on the ground of negligence in the plaintiff, though how they made that a question of law he did not know. But here the jury had expressly negatived it. The case, therefore, was clear of any negligence on the plaintiff's part, and therefore, free from the authority of Bridges' case, and then it came clearly within the principle of Cockell's, for there was evidence of negligence on the part of the company's servants in drawing up the train as they had done, apparently inviting the passengers to alight at a place where it was unsafe to do so, and, therefore, according to Cockell's case, the latest case in this Court, the plaintiff was clearly entitled to recover.

Baron Martin concurred, though of opinion that the last case was stronger against the plaintiff than this. There was, it appeared, a difference of opinion among the Judges on the subject, and he did not know how it was to be settled.

Mr. Justice Willes concurred in the judgment. It is, he said, clearly the duty of the carrier to abstain from exposing passengers to unusual danger, and it is particularly his duty to give passengers the proper opportunity of alighting with safety at their destination, and that involves this—that the company's servants are not to mislead them into imagining that they may alight with safety at a spot which is unsafe for the purpose. The jury here was justified in concluding that the plaintiff did not receive the injury by reason of any fault on his own part, but, through the fault of the company's servants in putting him in a position in which he might reasonably suppose he was to get out, but where, in fact, it was unsafe for him to get out.

Mr. Justice Byles also concurred. The case of "Cockell against the South Eastern," he said, was precisely in point, and decided that drawing up a train at a spot without light, and where it was unsafe to get out, was evidence of negligence which would support a verdict against the company in the absence of contributory negligence. Mr. Justice Keating and Mr. Justice Brett also concurred. The case came clearly within the

principle of Cockell's case; and as to Bridges', he had the greatest difficulty in understanding it, except in peculiar and exceptional circumstances.

Judgment for the plaintiff, reversing the judgment of the Queen's Bench.—*London Railway Times, June* 22.

Illinois Central Railroad.

The statement of this Company for the month of June, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,142.78 for	$18,848 06
Acres Inter't Fund Lands Sold	30.85 for	154 25
Acres Free Lands Sold	160.00 for	2,504 00
Total sales during the m'th of June, 1872	2,333.63 for	$21,506 31
To which add Town Lot Sales	for	20 00
Total of all	2,333.63 for	$21,526 31
Cash collected in June, 1872		$57,252 20

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$359,565 00	$69,473 00	$429,038 00
Passengers	103,888 15	37,083 85	140,972 00
Mails	6,375 00	3,059 33	9,434 33
Other sources	59,625 00	2,340 67	61,965 67
Tot'l June'72.	$529,453 15	$111,956 85	$641,410 00
Total actual earn'gs, June, 1871	$598,478 24	$120,243 61	$718,721 85

Wellington, Grey and Bruce Railway.

At the recent annual meeting of the stockholders of this company, in Hamilton, Ca., the Secretary, Mr. Wm. McCullough, read the report of the directors for the past year, as follows:—

The directors have now the pleasure of submitting their fifth annual report. At the date of the last report the line was in operation from Guelph to Alma, a distance of 23¼ miles. Since then it has been opened from Alma to Clifford, a distance of 32 miles, making the line now open 55¼ miles, up to which point it has been accepted, equipped and operated by the Great Western Company, according to the agreement between that company and the Wellington, Grey & Bruce Company.

The conditions of the agreement between the company and the County of Bruce bind the company to finish the line to Paisely by the 7th June, 1872, and to Southampton by 7th December, 1872. The directors have pleasure in reporting that the contractors are proceeding so satisfactorily with the works that these conditions will be complied with in ample time.

The directors have to inform you that the Government of Ontario, at its last session, granted $2,000 per mile out of the "Railway Aid Fund," as a bonus for the line from Harriston to Southampton, a distance of 53¼ miles, but with the proviso that the county of Bruce should be allowed to retain out of the $250,000 voted as a bonus by that county, the sum of $43,000; thus making the amount of the Government Subsidy to the main line equivalent to $64,000.

The operation of the line has been entirely satisfactory—the traffic having shown a steady increase. The interest on the bonds has been promptly met, and the fund laid aside by the Great Western Railway Company for acquiring the bonds of this company under the agreement, amounted in the half year ending 31st January, 1871, to $7,609 16; in the last year year ending 31st July, 1871, to $4,962 38; and for the half year ending 31st January, 1872, to $7,098 96, making a total of £4,000 of bonds acquired by the Great Western Company up to the 31st January, 1872.

Since the last annual meeting arrangements have been completed for the construction of the South Bruce or Southern Extension branches from the main line at the village of Palmerston, 42¼ miles from Guelph, and will extend to Kincardine on Lake Huron, a distance of 67 miles. The bonuses voted for this extension amount to $255,000. Therefore the amount which the company has available for building to Kincardine is as follows:—

Bonuses from municipalities	$255,000
Bonds issued, sanctioned by the Great Western R. Co. at $10,000 per mile	670,000
Total	$925,000

Or nearly $14,000 per mile.

Surveys were made and tenders were asked for the building of the line to Listowel—9 miles—and on the 17th of December, 1871, the first sod was turned at Listowel, Messrs. D. D. Hay & Co. having received the contract. Tenders were also asked for the construction of a further length of 30 miles to Wingham, and in February last, the contract was awarded to W. Hendrie, Esq., of Hamilton. A supply of iron sufficient to cover the whole distance above named, and the rails will be delivered in the fall of this year. The directors hope that the line can be opened for the traffic of this fine district before the close of the present year, which will be a year in advance of the time required by the agreement with the municipalities.

Columbus and Hocking Valley Railroad.

At the regular monthly meeting of the Directors, held yesterday, the semi-annual exhibit of the affairs of the company was presented, showing a highly satisfactory condition. The past, present and future of the road were fully and freely discussed—and after a thorough examination into all departments of the road, the Directors concluded unanimously to announce to the stockholders that they feel fully justified in placing the road upon a regular ten per cent. cash dividend paying basis, and saying that the road would, from its net earnings, hereafter maintain that dividend; would pay the sinking fund required to be annually set aside by the terms of the mortgage bonds, and would have a large surplus to be applied in yearly increasing the equipment of the road, as it is plainly evident will be required by the regular and constant increase of business. Having concluded that the payment of cash dividends should not be commenced, unless they were certain that they would be hereafter regularly made each six months, and that the amount of the dividend should be as nearly as possible the same each year, they ordered the first regular cash dividend to be five per cent. for the past six months, and feel assured that each January and July will bring the same return to the stockholders.

We are happy to announce the above, and congratulate our people on the assured success of this our most important home enterprise, and feel no hesitation in saying that in a great measure it is due to the energy, economy and ability of the officers and directors, who, being so largely interested as stockholders, will look after the interests of all the stockholders as they care for their own property. The stock is now quoted at par, and it requires no peculiar foresight, in our opinion, to see that it will soon be at such premium as the certainty of ten per cent. cash, with an occasional stock dividend, will warrant. The Hocking Valley road having now passed into line as a finished, successful enterprise, let us be up and doing in putting on the right basis the projected Columbus and Toledo Railroad; and we feel authorized in saying that the same energy and ability put forth in that, as was given the Hocking Valley, will make the Columbus and Toledo Railroad an assured success, and place our city forward in her present onward march toward the one hundred thousand population, which we hope soon to see. —*Ohio State Journal*, July 11.

TWENTY PER CENT. INVESTMENT.

THE AMERICAN BRIDGE COMPANY,

OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(ORGANIZED AUGUST 1, 1870.

Authorized Capital Stock, - - - $1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent.	- - July	15, 1872.
25 "	- - August	1, 1872.
25 "	- - September	1, 1872.
25 "	- - October	1, 1872.

The Subscription Books now open at the office of the undersigned will be closed as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is **$414,700**, and on this basis the Company shows a present surplus of **$136,280 97**, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand **$1,250,000** of work for various Railroads in the United States, among which may be mentioned the

CHICAGO, R. I. & PACIFIC,
CHICAGO & N. WESTERN,
MICH. CENTRAL,
MISSOURI PACIFIC,
ATLANTIC & PACIFIC, &c.

and the Company is now offered work to the amount of over **$6,000,000**, including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the AMERICAN BRIDGE COMPANY, though brief, has already fully demonstrated the profitableness of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 16 iron roofs, and pneumatic and screw pile substructures, costing **$3,200,000**, and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of **$373,482 14**, or at the rate of **$224,089 28** *per annum*, being over **50** *per cent.* upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from **$50,000** to **$75,000** per year.

The Company can undoubtedly, on above basis, make dividends of from **30** to **35** *per cent. per annum* on the full amount of capital, **$1,000,000**, with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

MARVIN BROS.

BANKERS,

No. 49 Exchange Place, N. Y.

SOLE FINANCIAL AGENTS IN THE EAST.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,864	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,807	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,890	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,573	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	113,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,208	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	491,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284.319	3.793,005
1866	287,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 028
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	85o,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,903	965,358	903,974	864,637	693,104	873,153	956,658	837,361	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735.082
1869	479,236	525,490	755,433	904,864	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,425,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,056	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,758	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,646	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,762
1871	365,174	328,701	393,455	444,210	453,009	488,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,645	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,520	500,169	589,288	706,603	802,586	746,450	643,058	664 051	728.521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,456	728,174	670,698	681,365	800,402	777,362	708,142	542,908	7,674,949
1872	578,936	541,110	566,861	699,430	890,442	.....	.....	.....	.....	.....	.....	.....	.....

Chesapeake and Ohio Railroad.

The western end of the Chesapeake and Ohio Railroad is doing a fine passenger business. Five thousand three hundred passengers were carried during the month of June. This is a great business for a road that has, we may say, no terminus. It traverses a country which has never had a railroad nearer to it than a hundred miles distant. The people, however, take to it as a duck to water, and its business is increasing in a manner quite remarkable in the history of railroads. When the line is completed all the way, and the through railway travel sets in, we shall see an increase of transportation more than realizing the promises that have been made. The eastern division has been extended thirteen miles beyond the White Sulphur Springs, and is being continued as fast as possible. The western division is completed to the Falls of the Kanawha. At that point there is very heavy work, and the work of equipment is retarded. There is a large amount of rails there ready for going ahead the moment the track is ready. It is still confidently expected that trains will run from the Ohio to Richmond in October next.—*Richmond Dispatch.*

Pawtuxet Valley Railroad.

The Pawtuxet Valley Railroad Company was organized on the 10th inst. by the election of Henry Howard, William Goddard, William A. Howard, Christopher Lippitt and Charles Jackson as a Board of Directors. At a subsequent meeting of the Board, Henry Howard was chosen President, George W. Prentice, Clerk, and H. L. Greene, Treasurer. It seems probable now that this long delayed but most needed road will soon be built. A prominent railroad expert from New York was here a few days since and remarked, after a careful examination of the subject, that there was not a section of country in the United States where a road of the same length would pay so well. It is, in fact, one continuous village for the distance it is contemplated to build the road at present. Liberal subscriptions have been made to the stock, and if owners of land along the line are alive to their interests, the trains will be soon running in the prosperous villages of the Pawtuxet.—*Providence Journal.*

☞ The LaGrange (Ga.) *Reporter* gives the following as the status of the North and South Railroad: The company was organized on the 11th of August last—less than eleven months ago. Over forty miles of heavy road is graded, the iron laid on six miles, with engine and train running, material in hand to complete fifteen more. Seventy three miles have been located, of which all not finished are under contract and being pushed to an early completion.

☞ The Boston *Journal* says: now that the building of the railroad leading from Hudson to Lee is secured, there is an increased desire and demand for its connection with the Lee and New Haven road, and its continuance on through East Lee, West Becket and Otis, and thence on to New Haven.

☞ The engineers of the Piedmont and Potomac Railway Company have completed the survey of the Aldie division. This completes the location of the road to the point at which it is to cross the Blue Ridge, near Thornton's Gap, in Rappahannock county, Virginia. The location of the road beyond the Blue Ridge is still in progress.

☞ It is now stated that the Toledo and Ann Arbor railroad north to Owosso, will be completed as soon as that portion of the line between Ann Arbor and Toledo is finished—certainly during the ensuing fall.

New York and Chicago Air Line Railroad.

The Norwalk (O.) *Reflector* says the surveying party engaged in running the line reached that town a few days since. The distance from Chicago to Norwalk is 268 miles, or some 33 miles shorter than the Lake Shore and Michigan Southern. The line as surveyed runs south of Fremont and Clyde, and touches the Lake Shore road at Bellevue, following near it to Monroeville, crossing the Huron river 100 feet south of the present railroad bridge, and as near the bridge over the east branch just west of town, when it diverges more to the southeast. Thence the route will be run on a air-line to Wellington, passing through a corner of Townsend and Hartland, and across the whole width of Clarksfield township.

Levis and Kennebec Railway.

The report of this company, which was presented at the annual meeting held on the 1st inst., states that the work of grading was commenced in June 1871; and was continued by the contractor, Mr. Hulbert, aided by several hundreds of men. The change from wooden to iron rails, as originally projected, necessitated an increase of capital to $3,000,000. The line is regarded as a continuation of the North Shore Line, and a link in the Canada Pacific Railway. The Engineer states that the line has been graded 80 miles ready for the ties.

☞ The following is the list of the officers of the Memphis and Charleston Railroad, under its sale to the Southern Railway Security Company: Joseph Jacques, General Manager; Wm. J. Ross, Superintendent Western division; C. S. Williams, Superintendent Eastern division; Harry P. Ryan, Master of Transportation; A. A. Barnes General freight and Ticket Agent; C. L. Anderson, Auditor.

☞ The Flint (Mich.) *Globe* says that as work on the Flint and Pere Marquette Railroad approaches completion preparation is making to begin on the Cass River Road, and, will probably commence next week. In a very few weeks, work will be resumed on the main line of the F. and P. M. R. R. beyond Reed City, whence it will be pushed to the margin of Lake Michigan at an early date.

☞ The Chicago and Northwestern Railroad is completed and in running order to Wonewoc, and two trains daily each way will be run over the 200 miles of road between Chicago and Wonewoc, and another between Harvard and Baraboo, in such a way as to give the greatest possible accommodation all along the line.

☞ The Painesville and Youngstown (Ohio) Narrow Gauge Railroad was formally opened for business on the 5th inst., as far as Chardon, Geauga County. Its working is all that could be desired. One thousand passengers were carried over the road on the first day that it opened.

☞ Charles M. Bissel has been appointed Superintendent of the New York and Harlem Railroad, vice Isaac C. Buckhout resigned.

☞ A new road from Cincinnati to Terre Haute, known as the 'Coal Road," will be opened on the 6th of August.

☞ Ground on the Athol and Enfield Railroad extension was broken on the 11th inst.

Safe and Profitable!

THE

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

LEONARD, SHELDON & FOSTER,
No. 10 Wall-St.

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

Winslow, Lanier & Co.,

27 PINE ST.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell 500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	8,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J A. J.O.	July '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 50	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton..... 50	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,913	J. & D.	June '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*.... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	May '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	Jan. '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord..... 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*..... 50	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... 50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb. '68 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '72 1½
Fitchburg.....100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So...100	34 446,500	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 5
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 5
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 50	400,000	F.& A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N. Haven & Northamp...100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,088,400	J. & D.	June '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,384,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	July '72 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000,000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*..... 50	676,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Pco. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F. Fy. (N Y.)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y.)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488,100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & South w. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated).....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.) 50	2,898,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D	Dec. '70 3
Maripesa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express.... 100	6,000,000	F.M.A.N	Aug. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities July 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
.. .. registered	13,737,000	6	Jan. & July.	1880	116¼
Loan of February 8, 1861 ..... coupon	4,678,000	6	" "	1880	117¾
.. .. coupon	945,000	6	Jan. & July.	1881	109¼
Oregon War Bonds of March 2, 1861...coupon	125,315,850	6	Jan. & July	1881	115¼
Loan of July 1, and Aug. 3, 1861.....registered	64,005,350	6	" "	1881	117¾
.. .. coupon	33,980,500	6	May & Nov.	1882	115
Loan of Feb. 25, 1862 (5-20s).....registered	240,691,700	6	" "	1882	116¾
.. .. (5-20s).....coupon	53,424,850	6	Jan. & July.	1881	115¼
Loan of March 3, 1863.....registered	21,575,150	6	" "	1881	117¾
.. .. coupon	2,349,500	6	May & Nov.	1884	114
Loan of March 3, 1864 (5-20s).....registered	34,686,600	6	May & Nov.	1884	114¾
Loan of June 30, 1864 (5-20s).....coupon	33,159,550	6	" "	1884	114¾
.. .. .. (5-20s).....registered	39,416,450	6	May & Nov.	1885	113¾
Loan of March 3, 1865 (5-20s).....coupon	120,083,200	6	" "	1885	116
.. .. .. 2d series (5-20s).....registered	62,453,250	6	Jan. & July.	1885	114¾
.. .. .. (5-20s).....coupon	159,824,050	6	" "	1885	114¾
.. .. .. 3d series (5-20s).....registered	92,268,600	6	Jan. & July.	1887	114¾
.. .. .. (5-20s).....coupon	228,030,750	6	" "	1887	115¾
.. .. .. 4th series (5-20s).....registered	13,313,000	6	Jan. & July.	1888	114¾
.. .. .. (5-20s).....coupon	25,945,450	6	" "	1888	115¾
Loan of March 3, 1864, (10-40s)....registered	138,491,300	5	Mar. & Sept.	1904	111¾
.. .. .. (10-40s).....coupon	56,076,600	5	" "	1904	112¾
Consols of July 14, '70 & Jan. 20, '71.registered	124,372,800	5	F. M. A. & N.	1881	115¾
.. .. coupon	75,627,200	5	" "	1881	113¾
.. .. registered	.....	4½	F. M. A. & N.	1886	....
Consols .. .. coupon	.....	4½	" "	1886	....
.. .. registered	.....	4	F. M. A. & N.	1901	....
Consols .. .. .. coupon	.....	4	" "	1901	....
.. ..		3	.....	Dem.	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	10,665,000	3	.....	Irred.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	4	.....	1875	....
Certificates of Indebtedness 1870.....(cur.)	678,000	6	Jan. & July.	'95-'99	114¾
Pacific R. R. Bonds.....(currency)	64,623,512				
U. S. Notes and Fractional Currency.....	398,444,131				
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	62½
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	20
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	54
.. — .. (Aid R. R's).....	3,000,'00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100¾
.. — .. of 1863, (20s)..		6	" "	1883	100¾
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1843.....	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100¾
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99¼
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	70
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78¼
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,923	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103¼
.. —Southern Relief Bonds.....	100,000	6	" "	1878	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98¼
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.).....	3,505,000	6	Mar. & Sept.	1888	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	91¼
Nebraska—(No Debt).....	.....				
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99¼
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106¼
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	106¼
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106¼
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	21½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	21
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	15½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,399	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103¾
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106¼
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	6	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100¾
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	434,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	56
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,760	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	29
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	74½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....				74½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	48
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	54
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....				....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	'77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal):						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	98½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free, gold	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870, gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres) gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific) gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1860	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	97
Loan of 1870 sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	616,000	7	Jan & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	41½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga. gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund. gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102½
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,000 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	97½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	....
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	" "	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	100
Cedar Falls and Minnesota (Ili. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86½
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage* gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	102
Subordinate Loan (1st. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	92
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1885	98
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix., Peo. & Han. R.R. (45½ m) guar	900,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	86½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.) b'ds(193m.)	755,000	7	May & Nov.	" "	1883	99
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,786,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85½
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71–'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70–'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85½
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	97½
Cleveland & Toledo (L.S.&M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,500	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,248,000	7	May & Nov.		1881	..
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	95
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	1900	87½
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.& C.B.)						
1st Mortgage	580,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101½
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,680,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) ....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1844, (send).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Can. & Ottawa R. R.).	150,867	6*	May & Nov.	NY.& London.	1873	....
Dollar (" " ")	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	18-6	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	100
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	92½
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	...
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	98½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	99
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1898	....
European & North American:						
Bgor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort.	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt. W.R.R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	98½
2d Mortgage (Gt. W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	90½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	87½
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	91½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	93½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	784,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen. & H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	367,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.&W.):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1862	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1880	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R (LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" " ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	96
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,200,000	7	—— & ——	New York.	....	90
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1898	....
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97½
S. Fund Bonds(LS& MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	101
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.521m)	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	99½
1st Mort. (June. R.R. 49¼ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1886	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.& Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. A.l.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	95½
2d Mort. (" " ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi:	500,000	7	June & Dec.	" "	1894	....
1st M.RR.lands,&c.,8 F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	93
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98¼
1st Mort.of '70(reg.)for $8,000,000	1,050,000	7	Feb. & Aug.	"	1900	106
1st Mort. (Hazleton R.R.)of 1862	182,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1850	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1890	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)....	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	233,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	.....	.....	.....	....	....
Macon and Western:						
1st Mor.gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	101½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	56
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,900,000	8	Jan. & July	Boston.	1890	106
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	118
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	108
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	102
2d Mortgage.....	2,693,000	7	" "	" "	1877	99½
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent)....	207,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	87½
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (")....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,900	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S:.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	....	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18 0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856..gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	97
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	106
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8*	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1885	....
3d M. of Oct.1868(7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1905	94
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	100
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	88½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	....
Plain Bonds	1,000	6	March & Sept.	"	1874	102½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	96½
Plain Bonds	34,000	6	" "	"	1884	95½
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	....
Orange, Alexandria & Manassas:						92
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage	7,000,000	7*	Jan. & July.	" "	1880	....
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	98½
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.86	740,950	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur(TW&W):						
1st Mortgage	16,000pm	7*	Feb. & Aug.	New York.	1901	87½
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	103½
2d Mort. Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	100
2d M. stg.	2,282,840	6*	" "	"	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	London.	1910	94
State lien on whole property	5,758,905	5	April & Oct.	Philadelphia.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Harrisburg.	1871	....
Mortgages and ground rents	215,959	6	various.	Philadelphia.	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1890	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	—— & ——	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–48 & 49	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	99
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	103½
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851–'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	—— & ——	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	—— & ——	Portland.	1883	....
Port Royal:						
1st Mort. sink f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	—— & ——	Boston.	1889	....
Potsdam & Watertown(R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	228,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.on Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gnr.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,880	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atls & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va.(A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	86
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	99½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90½
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	82
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	78½
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	78½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	100½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $3,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage						
Sinking Fund	3,000	7	March & Sept.	New York.	1871	....
	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	103
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt.	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	94½
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,600,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94½
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,000,000	6	" "	"	1897	96
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	92½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	74
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79
Plain Bonds	171,364	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
MISCELLANEOUS.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.)convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna †...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	6	5	124	Androscoggin.....Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf †.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †.N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio †....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	158½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	38,000	36,000	—	100	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	103,893	16,744	1½	50	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	—	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	—	—	—	—	—	—	42,000	33,293	5½	100	77½
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,689	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	5,795,987	863,186	10	100	140
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	.....	10 mos.	286,281	56,416	—	100	65
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie †. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	5,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,668	511,550	10	100	137½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	58	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	—	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	2,156,846	1,041,042	—	100	113
Apr. 30, 1871	45.0	—	302.0	3	—	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	—	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	10	100	126
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	841.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	107½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,360	1,233,295	764,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany....N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,927	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,880,662	552,625	11,350,972	4,127,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117½
Apr 30, 1871	400.0	—	167.0	—	175	64	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,898,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	131

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	...	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recently brough	t into operation.)	.....	—	—	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased and oper. b	y Mich'gan Central.)	.....	—	—	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,277.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Napies.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	.....	—	(Leased & oper by	Tol. Wab. & Wester	.....	.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operated by Tol.	Wabash & Western.	.....	.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	39½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	—	—	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased & oper. by	Pennsylvania.)		1,538,422	796,601	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Conuecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill*.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operated by Mil.	and St. Paul.)		—	—	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,800,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	138
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under	construction at $35,000 p.m.)		—	—	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Commenced ope	rations Sept. 1870.)		—	—	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	—	—	7,885,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	—	—	—	—	—	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	393,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,649,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased & oper. by	Pennsylvania.)		—	—	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased & oper. by	Michigan Central.)		—	—	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased & oper. by	Ill. Cen.)		140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In course of construction.)			—	—	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recently completed.)			—	—	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased & oper. by	Chicago & Alton.)		—	—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased & oper. by	Michigan Central.)		—	—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10½	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	106	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	...	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recently complet	ed.)		—	—	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased & oper. by	L. Sh. & Mich. So.)		.....	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased & oper. by	Michigan Central.)		—	—	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1.804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	...
May 31, 1870	90.0	—	11.0	—	17	16	6	300	Kentucky Central.....Kentucky.	—	—	—	—	.....	1,209,000	—	—	112.0	(Oper. by bondholders.)			—	—	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	—	—	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	—	—	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2.279,335	.....	.....	80.0	1.183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	—	—	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	—	—	—	(Under	construction.)		—	—	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46.561	.....	.....	60.686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	292	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	93½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	—	—	—	—	(Under	construction at $33,000 p. m.)		—	—	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opened for traffic Sept. 15, 1870.)			—	—	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased & oper. by	Pbg, Ft. W. & Chi.)		49,507	—	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by	Leh. Coal & Nav. Co.)		—	—	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	...	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under	constr. to be compl. in 1871.)		.....	—	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,340,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	...	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under cons. to be comp.to P. Bl. 70 m.)			in 1871.)	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by	Phila. & Read'g.)		271,651	6½	100	93½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under cons. to be completed in 1871.)			—	—	—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			—	—	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2.954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	—	—	3,000,000	—	—	—	289.0	(No returns of operations published.)			—	—	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by	Boston & Lowell.)		—	—	6	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000				(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,667,413		355.0	2,218,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,784,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—					Paterson and Hudson.....New Jersey.	630,000				630,000					.....	.....	.....	.....	.....	12	100	113
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper. by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. by	Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	82.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,0000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—					Perth Amboy and Woodbridge. N. Jersey.	214,581			.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,585		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,280	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	174
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,328	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	116½
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	50	126½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,053	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Sept. 30, 1870	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	63.0	9.6	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	constructi	on.)				100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170.000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	100½
Sept. 30, 1870	20.8	—	—	25.4	1			25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	.....	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....		100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	56,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	58,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	828	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	18.5	—	1.3	—					Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235.235	*			250,844				20.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334		218.2	593,514	15,296,580	19,606.175	1,324,943	475,270	10	100	100
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602		.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13½
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000,000	6.000,000	.....		112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....		209.0	.....	.....	.....	1,890,376	580,474	—	100	22
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....		—	(Under	constructi	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	102
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,350	*			2,223,850	2,725,000			—	(Leas.&	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.2	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....		—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,513	175,629	—	100	....
Dec. 31, 1870	16.6	—	—	—		2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000			—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	287	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000			116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684		.....	.....	300,000	40,000			—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	—	—	—	(Leas. &	oper. by Ph	ila.& Read	ing.)	28,803	5	50	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	73
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	61
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	....
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	135
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	62½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,556	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Sol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Tarapoa Mining, pref	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton 48 —	@ 55 —
Pig, American, No. 1	52 —	@ 53 —
Pig, American, No. 2	50 —	@ 51 —
Pig, American, Forge	48 —	@ 49 —
Bar, Refined, English and American	— —	@ — —
Bar, Swedes, assorted sizes	(gold).85 —	@100 —
	—Store Prices.—	
Bar, Swedes	125 —	@135 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.	110 —	@ — —
Bar, Refined, 1¼ to 6 by ½	115 —	@ — —
Bar, Refined, 2½ to 2¾ round, 1 & 1¼ by ¾ & 5-16	117 50	@ — —
Large Round	122 50	@127 50
Scroll	122 50	@152 50
Ovals and Half-round	127 50	@137 50
Band	— —	@122 50
Horse Shoe	120 —	@130 —
Rods, ½@3-16 inch	115 —	@155 —
Hoop	135 —	@177 50
Nail Rod	per lb. — —	@ — 8
Sheet, Russia, as to assortment	(gold) — 18	@ — —
Sheet, Single D. and T. Common	— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7¾	@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.	
Rails, English	(gold) per ton. 72 —	@ 73 —
Rails, American, at Works in Penna. c'y.	84 —	@ 87 50
Anvils, (Eagle)	per lb currency. — 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality). per lb.	— 16½ @ — 19½
English Spring (2d and 1st quality)	— 9 @ — 10½
English Blister (2d and 1st quality)	— 11½ @ — 16
English Machinery	— 11½ @ — 13½
English German (2d and 1st quality)	— 11½ @ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— 9 @ — 11

NAILS—Duty: Cut, 1¼; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— — @ 5 75
Cut, 8d. and 9d	— — @ 6 —
Cut, 6d. and 7d	— — @ 6 25
Cut, 4d. and 5d	— — @ 6 50
Cut, 3d	— — @ 7 25
Cut, 2d and 3d. Fine	— — @ 8 —
Cut Spikes, all sizes	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, 2 to 3 inch and over	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 48	@ — —	
Straits	(gold).	— 36	@ — 36½	
English	(gold).	— 36	@ — 36½	
Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	13 25 @13 50	15 —	@ 15 50	
I. C. Coke	12 25 @12 50	13 75	@ 14 75	
Coke Terne	10 25 @11 25	11 75	@ 12 75	
Charcoal Terne	11 50 @12 —	13 50	@ 14 —	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— — @ — 12½
Crude, 40 @ 47 gravity (in shipping order)	— 16½ @ — 16½
Refined, Standard White (in ship'g order)	— — @ — 22
Refined, S. W. (in jobbing lots)	— — @ — 23½
Refined, S. W. (in tin)	— 27½ @ — 28
Naptha, Refined, (65 @ 73 gravity)	— — @ — 14½
Residuum	per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @ — 43
Copper, Bolts	— — @ — 45
Copper, Braziers' (over 16 oz.)	— — @ — 45
Copper, Nails	— — @ — 45
Copper, Old Sheathing, &c., mixed lots	— 26 @ — 28
Copper, English Pig	— — @ — —
Copper, American Ingot	— 33 @ — 33½
Yellow Metal, New Sheathing and Bronze	— — @ — 30
Yellow Metal, Bolts	— — @ — 32
Yellow Metal, Nails, Sheathing & Slating	— 30 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb. — — @ 6 62½
German	(gold) — — @ 6 62½
English	(gold) 6 62½ @ 7 12½
Bar	— — @ 9 25
Pipe	— — @11 —
Sheet	— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. — — @ 8 —
Liverpool Gas Cannel	— — @15 —
Liverpool House Cannel	— — @20 —
Anthracite	per ton of 2,000 lb. 4 — @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th. 11.	F. 12.	Sat 13.	M. 15.	Tu. 16.	W. 17
Canton Co.	....	98	....	....	....	....
Central Pacific 6s	101½	....	.....	102	102½	102½
Central of N. Jersey	....	....	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	117½	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	98	98	....
" 8s, 1883	115	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	73½	73½	73½
" pref.	....	....	....	....	....	....
" 1st M.	100½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	111½	111½	111½	111½	111½	111½
Chi., R. I. & Pa. 7s, 1896	103	....	102½	102½	102	....
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. & Pittsburg guar.	91½	91½	91½	91½	....	91½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	85½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	34½	34½	....	34½	35	35½
" 1 M	92	....	92½	92½	91½	....
" 2 M	80	80	....	....	79½	79½
Del. & Hudson Canal	....	....	....	....	117x	....
Del. Lack. & Western	106	....	105	105½	105	105½
" 1 M. 7s	101½	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	53½	53½	53½	52½	52½	52½
" pref.	76	75	....	....	....	73½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	90½	....	90½	....	....
Hannibal & St. Joseph.	40½	....	....	39½	....	....
" pref.	61	....	....	....	....	....
" 8s, conv.	93	....	....	93½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	104	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	137½	....	....	....	....	133
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	93½	93½	93½	92½	93½	92½
Lake Shore Div. bonds	96	....	....	97	97½	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115½	....	....	....	....	....
" S. F. 8s, 1882	....	118	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	102	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	....	....	....	....	....
Milw. and St. Paul	54	54	53½	53½	54	....
" pref.	78	....	....	....	....	....
" 1st mort.	94½	....	92½	92	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	97	98	....
Missouri 6s	94½	....	94½	....	94½	94½
" H. & St. J. 1ss	....	....	....	....	....	91½
Morris and Essex	93	....	92½	92½	....	....
" 1st mort.	....	....	....	107	107	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	98½	....	96½	97	97	....
" 6s. S.F. 1887	94	95	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	98½	98	98	97½	97½
" certificates	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	114½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	102	....	....	....	....	....
N. Carolina 6s. old	....	....	32½	32½	32½	....
" new	21½	....	....	....	....	....
Ohio and Miss.	45½	....	45½	45½	....	....
" pref.	74½	75	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	74½	75½	75½	75½	75½	75½
Panama	....	....	....	113	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	97½	....	....
" 1 M.	....	....	....	105	....	....
" 2 M.	....	....	99½	100	....	....
" 3 M.	....	....	99	....	....	....
Quicksilver Mining Co.	43	43	43½	....	....	42½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	75	....	....	74½
" new	74½	75	....	....	....	74½
Tol., Wab. & Western.	75½	75½	75½	75	....	75½
" pref.	....	....	....	....	....	....
" 1 M.	....	100	100	....	....	99½
" 2 M.	....	94	....	....	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	94	....	....	94½	94½	....
Union P'acific	37½	37½	37½	37½	37½	37½
" 1st mort.	....	90½	90½	90½	90½	90½
" L. Gt. 7s	82	82	82	....	....	....
" Inc. 10s	87½	....	....	....	87½	87½
Virginia 6s, old	....	....	44½	....	....	44½
" new	....	....	....	....	....	....
" consol	....	....	51½	51½	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	111¾	....	111¾	111¾	
U. S. 5s, 10-40s, coup	112¾	....	....	112¾	....	
U. S. 5s, 1881, reg	....	....	....	....	....	
U. S. 5s, 1881, coup	....	....	113¾	113¾	....	
U. S. 6s, 1881, reg	....	....	....	115½	....	
U. S. 6s, 1881, coup	117¾	....	....	....	....	117¾
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	114¾	....	....	....	....	115¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	115¾	116	....	....	
U. S. 6s, 5-20s, r. n. '65	113¾	....	114¼	....	114¼	
U. S. 6s, 5-20s, c. n '65	113¾	....	114¼	114¼	114¼	
U. S. 6s, 5-20s, reg. '67	114¼	....	....	114¾	....	
U. S. 6s, 5-20s, c. 1867	115¼	115¼	115¼	115¼	115¼	
U. S. 6s, 5-20s, reg. '68	114¾	....	....	....	....	
U. S. 6s, 5-20s, c. '68	114¾	....	115	115¼	115¼	
U. S. 6s, Pac.RR.issue	114¾	114¾	....	114¾	....	114¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	93	....	93¼	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	97¼	....	97¼	97¼	....	97¼
Elmira & Williamsport	29	....	....	....	....	....
" pref	....	....	....	41	....	
" 7s	....	....	....	....	....	....
Lehigh Navigation	43¾	44	44	43¾	43¾	43¾
" 6s, 1884	....	....	....	90¾	....	....
" Gold L	92	92½	....	93	....	93
" R. R. L	....	....	....	....	....	....
" Conv. L	90	....	....	....	....	....
Lehigh Valley R. R	59	59¼	59¼	59	59¼	59¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	99¼	99	....
Little Schuylkill R.R	46¼	46¼	....	....	46¾	46¼
" 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	53	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	101½	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37	37	37	37	....	37
" 7s	....	....	80½	80½	....	80
Pennsylvania R. R	59¼	58¾	58¾	58¾	58¾	58¾
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	94¼
" " reg.	96¼	....	....	96¼	96	....
Penn. State, 6s.1st series	100	....	....	....	....	102
" 6s, 2d series	....	....	....	....	....	....
" 6s. 3d series	....	....	....	....	....	....
Philadelphia City, 6s	97¾	....	....	....	....	97
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	87	....	....	....	....	....
Phila. & Reading	58¼	58¼	57¾	58	58	58¼
Philadelphia and Erie	27¾	....	....	27¾	....	....
" 6s	....	....	91¼	....	....	....
" 7s	....	....	....	....	....	91
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	15
" 6s, 1882	78¾	79	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	126¼	126¼	126	126	126	126
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Contes	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	....	99¼	99¼	....	....	....
" 1886	98	....	....	....	....	....
" 1890	99	99	99	....	98¾	98¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	99	....	....
Balt and Ohio	....	159¾	....	....	159¾	....
" bonds, 1875.	96¼	96¾	....	....	....	....
" " 1880.	95¼	96¾	....	....	....	....
" " 1885	....	....	....	....	....	97
Marietta & Cin. 1st M	....	....	....	....	....	101¾
" 2d M	91	91¼	91¼	....	91¼	91⅝
" 3d M. 8s	81¼	....	81⅛	....	....	82½
Northern Central	39¼	39¼	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	90¼	90¼	....	90¼
Pittsb. & Connellsv. 7s	94	....	94¼	....	94¼	94¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	....	....
" Defer. Certif	....	....	....	....	....	15¼
City Passenger R R	....	....	....	24	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending July 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	149	149	149	149½	149½	149
Boston and Lowell	....	141	141½	....	....	140⅜
Boston and Maine	137½	....	137½	....	137	137½
Boston and Providence	....	152	....	....	....	152
Boston, Hartford & Erie	5⅜	....	....	....	....	....
" 7s, new	41½	....	41¼	41¼	41¼	41⅜
Fitchburg	....	....	....	....	....	82
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	130¾	131	....	....
Concord	....	....	....	....	....	....
Connecticut River	134½	134	....	....	....	134½
Eastern	110	109¾	....	109	109	109½
Fitchburg	....	....	....	....	....	133½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115⅜	115⅜	115¼	115¾	116	
Northern, N. H	....	115⅞	....	....	....	....
Ogdens. & Lake Champ	....	81½	81¼	81¼	81½	
" pref	105½	107	105½	105	....	
Old Colony & Newport	111¼	....	113¼	113¼	113½	113½
Ph., Wil. & Baltimore	55⅜	55⅜	55½	54⅞	....	57
Portl'd, Saco & Ports	....	128	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	90½	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	97⅞
" Income 10s	84	84	....	....	84	83⅜
Vermont & Canada	91¼	91¼	91½	....	91	90¼
Vermont & Mass	....	85	....	84	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	104½	104¼
Metropolitan	....	70	....	....	....	69
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	13¼
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	12	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— June 28.	July 5.
Atlantic & Gt. W. 1st mort., $1,000	71 — 73	69 — 71
Do. 2d mort., $1,000	62 — 64	61 — 63
Do. Con.mort. B'nds Bisch.'s Cert.	38 — 40	37 — 39
Do. Reorg. Scrip	95 —100	94 — 99
Do. Leas. Lines, Rental Bonds	88 — 90	84 — 86
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	43⅞ — 44¼	— — —
Do. Ticket of Protec.Com. attached	— — —	44¾ — 45¼
Do. 6 per cent Convertible Bonds	91 — 93	91 — 93
Do. European Agency Certificates	43½ — 44¼	41½ — 42½
Illinois Central $100 shares all paid	109 —110	109 —110
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	97 — 99	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	88 — 91	89 — 92
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	97 — 98	94¼ — 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, July 20, 1872.

Stock Exchange and Money Market.

The Money supply has been gaining on the requirements of borrowers, particularly for speculative use, and rates have shown less firmness, within the range of from 3@5 generally 4 per cent. on call, and 5½@7 per cent, per annum in the discount form, on the choicer grades of mercantile paper, which were not offered with much freedom, and which were in more favor with lenders. The dullness at the Stock Exchange, partly owing to the oppressively warm weather, interfered with the profitable employment of balances in a temporary form. The rather more buoyant temper of the Gold market tended to stimulate the inquiry for aid, from operators at the Gold Exchange. The outflow of funds to the interior was on a restricted scale. The city bank movement was rather against the maintenance of the cash reserves, though the changes in the averages, of the leading items, were not very important, the increase in the deposit line, and the legal tender board having been the most noticeable features. The U. S. Sub-Treasury office again last week reduced its coin balance about 3⅛ millions and its currency nearly half a million. The city banks reduced their loan and discount average about ⅜ths of a million during the week, and their outstanding circulation a trifle. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $8,163,933, and a coin reserve of $38,952,205.

The city banks, in their latest return, show a gain of $932,100 of legal tender notes, with a decrease of $562,100 of specie, and an increase of $3,732,100 of deposits, also a reduction of $304,000 in their loan and discount averages, and of $42,000 to their item of circulation. The city bank exchanges, last week, averaged 82, and thus far, this week, about 81⅞ millions daily. The banks now hold $13,420,500 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,228,400, against $19,758,280 same time last year. The city bank deposits are now $245,508,000 against $257,532,294, week ending July 15, 1871. The legal tender reserve amounts to $53,440,700, against $70.574,876 same time last year. The circulation now stands at $27,466,400 against $30,380,961 same time last year. The loans are now $296,597 800 against $299,078,577 at this date last year.

The coin reserve of the city banks is now about 28¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 53½ millions against $46,616,000 on the statement of February 10th.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about 3¼ millions, and during the fiscal year ending with June 30, 1872, $131,307,214, against $144,967,066 the preceding fiscal year. The customs at the port of New York last week were $1,622 356; at the outports, equal to about $525,000 all in coin, or coin certificates.

The specie exports from San Francisco, Jan. 1, to July 6, were $14,406,441, against $8,676 201 same time in 1871.

Under the Treasury programme for July, Government proposes to sell Gold, as follows: Thursday, July 25, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday July 24, $1,000,000; Wednesday July 31, $1,000,000.

There has been a more active business reported in Gold, chiefly on speculative account, and the price has been on the advance. The customs drain has been comparatively limited. The specie outflow to foreign ports, however, has been on an enlarged scale, serving to strengthen the confidence of operators for a rise.

On Wednesday, the specie exports were $568,224 of Gold, and $2,162,323 of silver.

The range of the price during the week has been from 113¾@114¾ and the closing quotation on Wednesday was 114⅝@114¾ against 114 the preceding Wednesday. The specie outflow last week, was $4,882,534. The Gold Exchange Bank clearances have averaged about 23⅞ millions per day during the week.

The customs demand for Gold last week, averaged $270,392 a day; thus far, this week, it has averaged $380,000 a day, or equal to a weekly aggregate of $2,280,000. The arrivals of

specie from Europe, Havana and other foreign ports last week were $1,977,708, (including $1,978,086 of silver, by the *City of Mexico*, from Havana) and since Jan. 1, 1872, $2,738,255, against $3,233,500 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $79,364,531 against $81,745,053 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $49,940,839, against $56,513,369 during the same time in 1871.

The export drain of specie was $4,882,534 last week, against $1,962,814 same week preceding year. The shipments since January 1, 1872, have been $44,627,771 against $49,004,621 during the same portion of 1871.

Foreign Exchange has been in more demand and quoted firmer, on a restricted offering of prime bills. Bankers' sixty day bills on London closed on Wednesday at 109¾@110; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with July 16, were to the currency value of $4,913,437.

Government securities have been offered very sparingly, especially in round sums, thus checking business, though the demand has been good, mainly from investment buyers. Prices have been quoted stronger, closing buoyantly.

On Wednesday Government bought in $1,000,000 of Five-Twenties at 114 39@114 43¾, out of an aggregate offering of $2,755,550.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117⅞@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115¾@116; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 116¼@116⅜; U. S. Five-Twenties of 1865 consolidated, 114¾@114⅞; U. S. Five Twenties of 1867, 115⅜@115¾; U. S. Five-Twenties of 1868, 115⅛@115¼; U. S. Ten-forties at 112⅞@113; U. S. Fives of 1881 (Funding Loan) 113⅝@113⅞; Six per cent. currency bonds, 114⅜@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 2.	July 10.	July 17.
Consols	92⅝	92⅝	92½
U. S. 5-20's of 1862..	91	91⅛	91⅛
U. S. 5-20s, 1865....	92	92½	92½
" 1867	92	92	91⅝
" 10-40s	89¾	90	90¼
New Fives of 1881...	90¼	90¼	89¼@⅜
Erie..	45	43½	42

State bonds have been rather more sought after, but at irregular prices.

Railway Mortgage Loans have been in fair request, chiefly for investment purposes, and as the more popular of the older issues have been scarce, prices have favored sellers. Central Pacific Sixes have been in good demand at 102¼@102½ Chesapeake and Ohio have been more inquired for at 94 per cent. and accrued interest.

Messrs. Jay Cooke & Co. are recommending to investors the 7-30 Gold Bonds of the Northern Pacific Railroad Company, which are secured by property and franchises of the road, including a land grant of 23,000 acres to each mile of track. Already great progress has been made in construction on the eastern end of the line, and work is now being pushed on the western end. The Bonds are exempt from United States tax, and both interest and principal are payable in Gold. The present selling price is par and accrued interest in currency. We are informed that the sales are larger this month than ever before; and that the Coupons are re-invested in the Bonds—showing the confidence of holders.

Railway and Miscellaneous share property has been in quite moderate speculative demand as a rule, and values have been variable and without buoyancy, though the later dealings showed a rather more confident temper.

The Metal trade has been generally moderate. Ingot Copper has been very quiet and quoted weaker on the basis of 33c.; sales, 100,000 lbs. Scotch Pig Iron has been quoted higher, and offered less freely, holders storing supplies with more confidence. The demand has been fair. Sales have been reported since our last of 400 tons Glengarnock, at $50, subsequently held at $51@$52, with Eglinton, quoted at $48@50. American Pig-iron has been held with confidence, on the basis of $52@$53 for No. 1, but has been without activity. Iron Rails have been more sought after, with sales reported of 2,000 tons English on private terms, the ruling quotations having been $72@75 gold, and for American, $84@$87 50, currency. Wrought Scrap Iron has been more freely dealt in and quoted firm; 1,700 tons sold to arrive on private terms. Lead has been quoted about steady as to price, but has been without any important movement. Of Regulus Antimony, 85 casks were sold at 14½c.@15½c., gold, per lb. Spelter and Zinc dull at old rates. Pig Tin has been quiet, with English quoted at 36c., and Straits at 36½c., gold, for prompt delivery, and the latter at 34½c., for forward delivery. Tin Plates have been in fair demand and stronger in price on reduced offerings; sales, 2,000 boxes I. C. Coke, 14x20, for September delivery, on private terms; 700 boxes Coke Terne, for August delivery, at $10 75@$11, and 250 boxes Charcoal Terne at $11 50 gold.

Business in the leading kinds of domestic produce has been up to a fair average for the season, but at irregular prices. Flour, Wheat, Corn, Oats, Cheese, and Bacon closed more firmly. Rye, Lard, Butter, Petroleum, Hay, Hides, and Wool less buoyantly. Middling upland cotton again declined and closed on Wednesday at 23¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,666,188 bales, against 3,910,667 bales same time in the preceding year; exports 1,912,663 bales against 3 080,578 bales in the previous year; stock at the ports at latest dates, 134,362 bales against 182,454, bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate request at 8@13 cts.; Veals in good demand at 3½@9 cts.; Sheep quiet at 4¾@7¼; Lambs 7½@12½ cts.; Swine 4⅝@4⅞ cts. per lb., all live weight. The week's receipt were 7,744 Beeves 2,342 Veal Calves, 21,704 Sheep and Lambs; and 31,257 Swine.

Foreign goods have been moderately sought after, as a rule. Coffee and Sugars have been quoted cheaper. The week's imports of foreign goods reached the amount of $6,565,469 including $1,723,559 of dry goods.

Ocean freights have been more active and rates have been again quoted stronger, though toward the close, the average supply of tonnage was against a free outward movement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 88; N. Y. State 7s, B. L., reg., 106½; South Carolina 6s, 1888, 33; do. 6s, old, 56; do. 6s, new, Jan. and July, 29; do. April and Oct., 27; Arkansas 7s, issued to Central R. R., 70; do. issued to L. R. and Ft. R. R., 55; do. 6s, Fund Act, 54; North Carolina 6s, Special tax, 15½; Louisiana 8s, 1910, 78¼; St. Louis, Jacksonville and Chicago 1st mort., 94½; Dubuque and Sioux City 1st mort., 92½; Buffalo, New York and Erie 1st mort., 95¼; New Jersey Southern 1st mort., 79; North Missouri 1st mort., 92½; St. Louis and Iron Mt. 1st mort., 100½; Pacific R. R. 7s, guar. by Mo., 98½; Toledo, Peoria and Warsaw 1st mort. E. D., 93; do. W. D., 93½; do. 2d mort., 86; do. Bur. Div., 88¼ Milwaukee and St Paul 1st mort. Iowa div., 87½; Pekin, Lincoln and Decatur 1st mort., 87¾; Ohio and Miss. consol., 95; do. 2d mort., 88½; East Tenn., Va. and Ga. 1st mort., 92⅝; Toledo, Wabash and Western consol., 92; St. Louis, Kansas City and Northern pref., 74; Lake Shore and Michigan Southern scrip., 92⅜; do. consol., 101; Boston, Hartford and Erie R. R., 7⅞; do. 1st mort., 41⅜; New York and New Haven R. R., 145; Missouri, Kansas and Texas R. R. 43; Central of New Jersey scrip, 104; Western Union Tel., 75¼; Quicksilver pref., 53¼; Consol. Coal of Md., 44½; U. S. Exp. 87¾; Adams Exp., 98¼; Am. Mer. Union Exp., 74; Wells Fargo Exp., 88; Brooklyn 6s, W. L., 95.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, 103½; do. deben bonds, 82¼; Lehigh Nav. consol. gold loan, 99¾; Pennsylvania Canal 6s, 74; Warren and Franklin 1st mort., 90; Schuylkill Nav. 7s, B. L., 85; do. 6s, 1895, 78¾; Lehigh Valley 7s, new, 106; Huntingdon and Broad Top consol., 48½; Connecting R. R. bonds, 87¼; Sunbury and Lewistown 7s, 95½; West Jersey R. R. 7s, 102½; do. 6s, 93⅞; Morris Canal 7s, 90; Ithaca and Attica 7s, 100⅛; Westchester and Philadelphia 7s, 103; East Pennsylvania R. R., 39¼; Nesquehoning R. R., 58; Allegheny Co. 5s, 76½. The latest quotations are: City 6s, 97@97¼; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101@102; do. 2d series, 105@—; do. 3d series, 107@—; Philadelphia and Reading, 58¼@58⅜; do. Gen'l mort. 7s, 1893, 103¼@103½; do. mort. 6s, 1880, 96@97; United New Jersey R. R. and Canal Co., 125¾@126; Camden and Amboy mort. 6s, 1889, 97@97; do. 1883, 93@93½; do. 1889, 90½@91; Pennsylvania R. R., 58⅝@58¾; do. 1st mort., 100@101; do. 2d mort., 99½@100; do. General mort. coupon, 93¾@94; do. reg., 95@96; Little Schuylkill R. R., 46½@46¾; Morris Canal, 51@52½; do pref., —@127; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s 1882, 79@79¾; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 98@99; do. 5s, 60@61; Lehigh Coal and Navigation, 43½@43¾; do. 6s, 1884, 90@90¼; do. R. R. Loan, 97@97½; do. Gold Loan, 92½@93; North Pennsylvania 50@50½; do. 6s, 100@100; do., 7s, 97½@97¾: do. Chattle 10s, 110@112; Philadelphia and Erie, 27@

27½; do. 6s, 91@—; Minehill, 52½@53; Catawissa, 15@17; do. pref., 45@45½; Lehigh Valley, 59@59⅛; do. 6s, new coupon, 98½@99; do. reg., 98½@100; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 48@—; Second and Third, 63@65; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 33@35; Green and Coates, —45@; Chestnut and Walnut, 53@57; Hestonville, 18@20; Union, 75@75; 35@37.

Boston.—Cincinnati Sandusky and Cleveland R. R., 22⅝; Connecticut and Passumpsic Rivers R. R. pref., 94½; Eastern (N. H.) R. R., 101; Portsmouth, Gt. Falls and Conway R. R., 100¼; Rutland R. R., 13½; do. pref., 62½; do. scrip, 80½; Norwich and Worcester R. R., 125¾; Summit Branch, 46; Leavenworth, Lawrence and Galveston 10, 1899, 93; Ogdensburg and Lake Champlain 8s, 1879, 100; Chicago, Dubuque and Minnesota 8s, 1901, 86¼; Boston and Albany 7s, 1892, 106½; Vermont Central and Vermont and Canada 8s, 1875, 98; Vermont Central 1st mort., 78¾; do. 8s, 1891, guar., 100¼; Maine Central 7s, 1912, 99½; Cheshire R. R. 6s, 92; Western R. R. 6s, 1875, 98½; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 90; Stanstead, Shefford and Chambly 7s, 78¾; Eastern R. R. 7s, 104; Boston Water Power, 51¾; New Hampshire 6s, 1902, 99½; Maine 6s, 1889, 100; Boston 6s, 1880, currency, 101; Chicago 7s, 99; Cambridge 5s, gold, 95; Newburyport 6s, 1890, 98⅞; St. Louis 6s, 1887, 90½; Belfast 6s, 1898, 89¾; Portland 6s, 1887, 95; Lowell 6s, 1890, 87½; Charlestown 6s, 1892, 99¾; Lynn 6s, 1887, 98½; Burlington Iowa, 10s, 1878, 100; Hanover Mining Co., 1⅝; International silver, 4½; Madison, 50c.; Minnesota, 7⅝; Shuniah Silver, 7⅞; Star, 37½c.

Baltimore.—Northern Central 6s, 1900, gold, 94; Orange and Alexandria 4th mort. 8s, 84¼; do. 1st mort. 6s, 94; Western Maryland 2d mort., guar., 94½; do. 1st mort. unend., 92; do. 3d mort. guar., 94½; Orange, Alexandria and Manassas 7s, 81¾; Central Ohio 1st mort., 87; Maryland Defense 6s, 104; Virginia 6s, old, reg., 39; do. consol. 6s, reg., 44; Memphis City 6s, 56; Baltimore City 5s, 82. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94½; Baltimore and Ohio, 158@160; do., pref., 99@—; do., 6s, 1875, 96½@97; do., 1880, 95½@96; do., 1885, 96¾@97; Parkersburg Branch, 10@14; Northern Central 89¼@89½; do. 6s, 1885, 94@96; do., 1900, 90½@91; do., 6s, 1900, gold, 93⅞@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 101½@102¼; do., 2d mort., 7s, 91@91⅞; do., 3d mort., 8s, 83@84; Central Ohio, 34@36; do., 1st mort., 86¾@87¼; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 94¼@95; do., 3d mort., guar., 94@—; do. 2d mort pref., 81@83; do., 2d mort. guar. by Washington Co., 81@—; Richmond and Danville bonds, 78¾@80; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 82@—; do., 3d mort. 8s, 91@94; do., 4th mort. 8s, 84¼@85; Orange, Alex. and Manassas 7s, 81¾@82; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 99@100; do., 1884, 98@98½; do. 1886, 98@98¼; do., 1890, 98@98⅞; do., 1893, exempt, 102@102½; do., 1900, exempt, 98¾@99; Memphis City 6s, 55½@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@—; City Passenger R. R., 23@24; George's Creek Coal, 90@95; Atlantic Coal, 1.50@1.75.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
No. 5 Nassau Street.

The First Mortgage Six Per Cent. Gold Bonds of the Chesapeake and Ohio Railroad Company may be bought and held with the fullest confidence as a perfectly safe and reliable investment.

They are amply secured upon one of the most valuable and important East and West Trunk Lines of Railway in the United States, and are the obligations of a powerful and responsible corporation of the highest standing and credit.

Holders of Government Bonds and other high-priced securities may realize an important difference by an exchange for these Bonds, without any hesitation or apprehension as to the equal security of their investment. Full information may be obtained at our office or by mail.

FISK & HATCH, Bankers.

☞ The Philadelphia *Ledger* of 15th inst., reports the net anthracite coal tonnage for the week ending on the 6th inst., from all sources, at 315,451 tons, and for the year 9,355,778 tons, against 4,444,404 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,511,374 tons. The production of bituminous coal for the week was 52,934 tons, and for the year 1,221,751 tons, against 1,110,032 tons to the corresponding time last year—an increase of 111,719 tons. The total production of all kinds of coal for the week was 368,387 tons, and for the year 10,576,529 tons, against 5,954,436 tons to corresponding time last year, showing an increase of 4,622,093 tons.

☞ The machinery of one of the oldest establishments for manufacturing Railroad Spikes and Joints is offered for sale, and advertised in our columns. The goods made by this concern have always stood high in the market, and commanded the best prices on account of quality and workmanship. The machinery by which this was accomplished is for sale, and offers a rare opportunity for buying good machinery at low figures. Three Burden Spike Machines we notice in the list. It is not often that a Burden Spike Machine can be purchased. We are informed that this company has been very successful and profitable.

☞ The earnings of the Central Pacific Railroad Company for the month of June, 1872, were $1,222,140; for the month of June, 1871, $795,176—increase this year over 1871, $426,964. Earnings first six months, 1872, $5,592,483; earnings first six months, 1871, $4,044,882—increase this year over 1871, $1,547,601.

☞ Ground was broken on the 9th inst., for the Lee and Hudson Railroad, in West Stockbridge, half a mile east of that village.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The estimated earnings of the Erie Railway for the week ending July 7, 1872, were $353,451; against $396,941 for the corresponding period of 1871—a decrease of $43 490. Total earnings since April 1, 1872, $5,143.223—an increase over the same time in 1871 of $550,462.

☞ The Chicago and Alton Railroad Company have commenced running passenger trains through from Chicago to Jefferson City over their main line from Chicago to Bloomington, thence to Road house over the Jacksonville division, and thence to Jefferson City over the Missouri division of their road.

☞ The Tunkhannock and Montrose (Penn.) Railroad, it is expected, will be completed the beginning of the coming winter. It will open a fruitful dairy and stock country.

Journal of Railroad Law.

RAILROAD COMPANIES—RIGHT OF EMINENT DOMAIN—TAKING OF LAND FOR PASSENGER DEPORTS.

The facts in the late case of the New York and Harlem R. R. Co., *vs.* Kip and others, (46 N. Y., 546,) are fully and clearly stated in the following opinion by—

ALLEN, J.—That the land and premises, the title to which the applicant seeks to acquire by these proceedings, are required for the purposes of the corporation is beyond dispute, as is also the fact that the corporation has been unable to agree for the purchase, by reason of the unwillingness or inability of the owners, the present applicants, to treat for the sale of the same for railroad purposes.

The best and highest evidence of the necessities of the applicant is that, since, 1858, the company has been in the actual use and occupation of the land, at a large annual rent, and at a large expenditure for structures thereon, for purposes connected with the running and operating its railroad. While courts will not allow railroad corporations to avail themselves of the statutory grant of power to take lands *in invitum*, by taking that which they do not require for a *bona fide* purpose, sanctioned by the act of the legislature, when really required in good faith for the purposes of the act, they will not interfere to prevent the taking. (Webb *v.* The Manchester and Leeds R. Co., 4 Mylne and Craig, 116). It is now quite too late to object, that the objects and purposes of railroad corporations are not public, or that the duties devolved upon them, and the services rendered by them, are not of a public character, and in furtherance of public interests.

The public have an interest in the use of a railroad, and in the proper performance of every power within the franchise conferred upon a railroad corporation, and hence every facility needed by such corporation is for public purposes, and whatever is required to enable the corporation to perform its duty to the public, is within the principle which permits a delegation of power to it. The right of eminent domain, which is but a right of the people or government to resume the possession of lands for public use and, subject to which right property is always held, may be delegated to individuals, corporations, or municipalities for like use, and that the construction and operating of a railroad is such a use as justifies a delegation of this right is now beyond question, and is not open for consideration, (*In re* R. & S. R. Co. *v.* Davis, 43 N. Y., 137; Beekman, *v.* Saratoga and Schenectady R. Co., 3 Page, 45.) It is undoubtedly true, as claimed in behalf of the appellants, that the grant of power being in derogation of common rights is not to be extended by application; and that the act conferring the power must be strictly complied with. These principles are elementary. But statutes granting these powers are not to be construed so literally, or so strictly as to defeat the evident purposes of the legislature. They are to receive a reasonably strict and guarded construction, and the powers granted will extend no further than expressly stated, or than is necessary to accomplish the general scope and purpose of the grant. It there remains a doubt as to the extent of the power, after all reasonable intendments in its favor, the doubt should be solved adversely to the claim of power. The purposes for which lands may rightfully be condemned to the uses of a railroad company are not necessarily confined to those needful for the track; but the legislature may confer the right to take lands compulsorily for all needful purposes of the road and works proper and necessary to enable it to perform the public service authorized by its charter. The extent of the power depends upon the terms of the grant. The act under which the power is sought to be exercised by the present applicant, authorises the taking of any such estate which it shall require, "for the purposes of its incorporation, or for the purpose of running or operating its road." (Laws of 1869, Chap 237 § 1.) The language of the act is very general and comprehensive. If lands are required for any of the purposes of the incorporation, or for the purpose of operating and running the road, that is, in the proper enjoyment and exercise of the franchise conferred, and in the performance of the service to the public assume by it, they may be taken *in invitum*. The only limit to the power is the reasonable necessity of the corporation in the discharge of its duty to the public. The right to take lands upon which to erect a manufactory of cars, or dwellings for operatives is not included in the grant. Such purposes are not legitimately and necessarily connected with the management, the running and operating of the railroad. (Eldridge *v.* Smith 34 Vt., 484; Brainerd *v.* Peck, id., 496) Neither can lands be taken for a mere subsidiary or extraordinary purpose. But passenger depots, convenient and proper places for the storing and keeping cars and locomotives when not in use, proper, secure and convenient places having reference to the public interests to be subserved, for the receipt and delivery of freight, and for the safe and secure keeping of property between the time of its receipt and despatch, or after its arrival and discharge, and before its removal by the owner or consignee, are among the acknowledged necessities for the running and operating the railroad, to the proper prosecution of the business in the interests of the public. They may be regarded as indispensable to the accomplishment of the general purposes of the corporation, and the design of the legislative grant.

The purpose and object for which these lands are required are clearly within the scope of the grant. In the Rensselaer and Saratoga Railroad Company *v.* Davis (supra), the application was not for the *bona fide* purposes of the corporation, but for speculative purposes, and in fraud of the act conferring the power. The lands were not wanted for any legitimate purpose authorized by the act; and the court, in the just exercise of the power vested in it, to supervise and control the discretion of corporations in the exercise of statutory powers, and following well established precedents, by its decision prevented the appropriation of individual property to private use. (Flower *v.* London, Brighton and South Coast R. Co., 2 Drew and Sm., 330.) It is claimed that there are other lands in the same vicinity, equally well adapted to the use of the applicant, as those sought to be acquired by these proceedings, and which, possibly might be acquired by purchase from the owners. But such objections to these proceedings are untenable. The location of the buildings of the company is within the discretion of the managers, and courts cannot supervise it. The legislature has committed to the discretion of the corporation the selection of lands for its uses, and if the necessity of lands for such purposes is shown, and the lands sought are suitable, the courts cannot control the exercise of the discretion, or direct which of several plats of ground shall be taken. If the taking of one plat of ground in preference to another could be shown to work great mischief, and result in great loss, which could be prevented by taking another, and the proceeding to take one parcel compulsorily, in preference to another equally well adapted to the use of the company, is from some unworthy or malicious motive, and not in the interests of the public, the court might entertain the question, and in the exercise of a sound discretion withhold its consent to the appropriation. But in this case there are good reasons, resulting from the present occupation of, and the expensive improvements put upon these premises by the appellant, why they should be taken, if suitable and proper, for the purposes required, the owners not claiming that they will sustain any especial injury peculiar to themselves, which would not be sustained by the owners of adjacent lands if taken.

The only other question that need be considered, is the objection that there is no present necessity for these proceedings, for the reason that the applicant is now the lessee of the premises for a term having several years yet unexpired, with the right to occupy them for any of the purposes of the incorporation. The evidence shows, that since the taking of the lease by the applicant, the business of the road has greatly changed in character, as well as increased in amount and volume; that the growth and increasing commerce of the city has made necessary great and material changes in the location of the depots, freight and car houses, and other works and structures of the company; that the protection of the city against fires, as well as the proper security and protection of property intrusted to the corporation, while legitimately in its custody in the prosecution of its authorized business, as well as to enable it to furnish to the public the reasonable and proper facilities which are demanded by the necessities of the appropriate business of the corporation, require that the present temporary and combustible structures on the land should be removed, and larger and more permanent structures take their place, less liable to destruction by fire, and which would furnish a better and more desirable, as well as more safe and secure, deposit for goods while necessarily in its custody, and that such improvements would cost at least $125,000. The making of these improvements are directly in and for the public interests, and not merely a matter of convenience or profit to the corporation. The public cannot reasonably require these expensive and permanent buildings to be put upon lands of which the railroad company is not the owner, and of which it has the use for a period less than ten years, without the privilege of a renewal of the lease, or a right to purchase the premises at the expiration of the term. The value of the materials upon a removal of the buildings would be but trifling compared with the cost and value of the buildings themselves. The necessity is a permanent necessity and the uses

are permanent and not temporary. The right to use the property under the lease is temporary, and does not supply the permanent necessities of the company. A usufructuary, either temporary as to its continuance, or limited in its character, does not give to the applicant the property, the land which it has a right under the statute to acquire for its purposes. Whenever the interest acquired under its lease is not such an interest as the proper running and operating its road requires, there can be no good reason why proceedings may not be taken to acquire the land in place of the term under the lease. The necessity is a present, having respect to the present wants of the public, and the application is based upon the present business of the corporation, and the wants of the public, and not upon any future and contingent or conjectural needs, either of the corporation or the public. The taking of the lease does not create an estoppal against this application. The application is not to condemn the rent, or the right to the rent for the term. It is to acquire the land, subject to the lease, the remedy which has become necessary for the purposes of the corporation.

The order must be affirmed with costs.

San Francisco and St. Louis Railroad.

The Atlantic and Pacific Railroad Company, which proposes to build a road from San Francisco to St. Louis, has inaugurated its work by leasing the Pacific Railroad of Missouri for a period of 999 years, the Atlantic and Pacific guarantying 5 per cent. per annum on double the amount of the present stock of the Pacific of Missouri (which now stands at $3,635,750) for the next two years, and 7 per cent. for the remaining 995 years. The Pacific Railroad of Missouri extends from St. Louis to Kansas City, 283 miles, with a branch from the latter place northward to Atchison, 46 miles. The next step would naturally be a negotiation for the control of the Kansas Pacific, extending from Kansas City to Denver, 638 miles, which would leave between 1,300 and 1,400 miles of road to build from that point to San Francisco. It is reported that San Francisco will donate $10,000,000 toward building this road, and the question of St. Louis donating a similar sum is being agitated in that city.—*Chicago Tribune.*

Toledo, Tiffin and Eastern R. R.

The contract for building the bridge over the Maumee river at this point, for the Toledo, Tiffin and Eastern Railroad, has been let to the Smith Bridge Company of this city. The preliminaries for active work along the entire section of the road through this city and to the State Line, are being arranged, and in a few days we expect to be able to chronicle the fact that ground has been broken on both sides of the river. Iron for this road is being delivered both at Tiffin and this city, and the ensuing three months will witness great activity along the entire line.—*Toledo Blade.*

☞ The new road between Tecumseh and Adrian is all graded with the exception of about two miles, and the work is being pushed along rapidly. A large force is at work north of Adrian, and it is said all the difficulties that existed between that place and Fort Wayne have been overcome.

☞ The track laying on the East St. Louis and Falling Springs railroad is completed as far as Cahokia, and J. W. Conlogue, the contractor, intends to have the whole line finished by the first of August, to Falling Springs, as also the branch to Carondelet.

☞ The Vineyard Sound Railway, a branch of the Old Colony and Newport Railroad, was opened to Wood's Hole on the 18th inst.

☞ Col Thos. A. Scott has appointed Major George N. Smith quartermaster and chief engineer of the Southern Pacific Railroad.

☞ The Missouri, Kansas and Texas railroad is now finished to Limestone Gap, a distance of 555 miles from St. Louis.

☞ The trains are now running regularly from Bridgeport to Bedford Springs, Penn.

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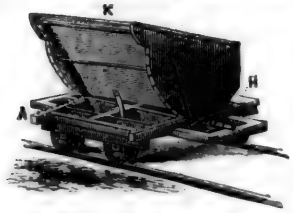
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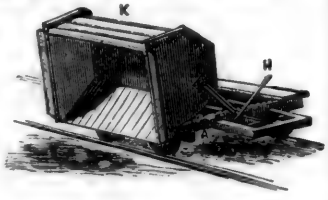


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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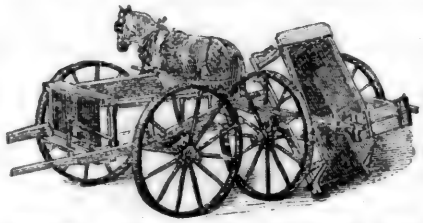
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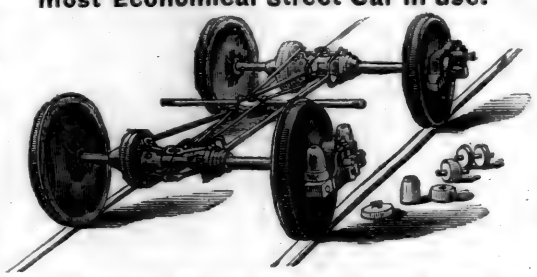
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having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

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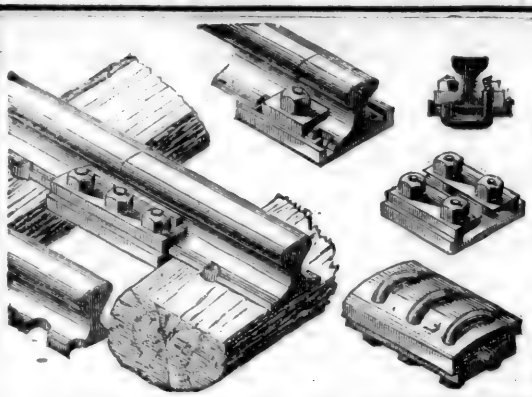
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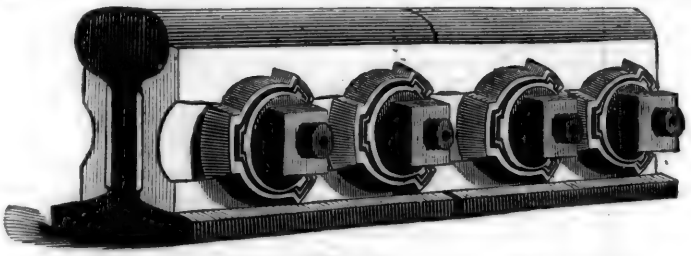
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, July 27, 1872.

New York, West Side and Chicago Railway.

The officers of this road have executed to the Farmers' Loan and Trust Company of New York a mortgage on the whole line from New York to Buffalo, to secure the payment of the first mortgage bonds of the company to be issued to the amount of $35,000 per mile, and to be appropriated for the construction and equipment of the road. The mortgage has been recorded in this county and in all other counties through which the line of the road passes. The line as described in the mortgage runs up the west shore of the Hudson to Catskill, thence to the Mohawk valley at Schenectady, and thence along the south side of the Mohawk to Utica, thence to Syracuse, Rochester and Buffalo. Mr. Courtney, the president of the company, is now in Europe negotiating the bonds, and has recently telegraphed back that the negotiations are progressing favorably. He has also telegraphed to have the work begun at once. The heaviest and most important piece of work on the whole line will be the tunnel at West Point. It will be three-fourths of a mile in length, and two years will be required for its completion. The contract has been let and the contractor has commenced work. The Ohio and Indiana portions of the New York, West Shore and Chicago Railway have been recently organized in those States. It is now said that similar organizations are to be extended through Iowa and Missouri, and to be connected with a southern route to the Pacific, the whole to be styled the "Continental Railway Company." It is reported that preparations are being made to commence work at Little Falls.—*Syracuse Courier.*

Diamond Rock Drilling.

For penetrating rock no material has yet been found so efficient in proportion to cost as the bort, or black diamond. Leschot was probably the first who struck upon the right method of ultilizing this valuable material for the purpose named. But his appliances were so inadequate to meet the formidable practical difficulties experienced in the attempt to perfect machinery suitable for applying the principle he adopted, viz., the arming of iron drill-points with borts, that it took a long time for the present owners of his patent to supply the deficiencies of his crude mechanism.

The American purchasers were fortunate in selecting Mr. John North, of this city, as the engineer to supply these defects. Through his genius and their own perseverance they have, one by one, surmounted the practical difficulties at first experienced, and have brought out a class of machinery adapted to the various wants of miners, quarrymen, and surveyors which is an honor to American engineering.

The American Diamond Drill Company, now organized and having full control of the patents of Leschot in this country, have demonstrated the value of their machinery in situations calculated to test its merits to the utmost.

At the Hell Gate Tunnel, Hallett's Point, East River, is to be found some of the most obdurate rock ever encountered in a work of such magnitude. Through this intractable material the diamond drill cuts its way with a facility no less remarkable than gratifying to engineers familiar with the tedious process of hand-drilling.

It is evident this system of drilling has only begun its brilliant career, and that, having struggled up through innumerable obstacles, it will hereafter take its place in the front rank of engineering resources for piercing both hard and soft rock.

☞ The Kansas Central Narrow-Gauge Railroad has been opened to Grasshopper Falls, a distance of thirty-six miles, and another section of twenty miles will be completed by the 1st of August.

Madison, Monticello and Griffin Railroad.

We acknowledge the pleasure of a visit from Col. Boynton, the sagacious and energetic president of the above road, now in progress of construction. Col. Boynton speaks cheeringly of the prospect of a friendly connection between the Eastern and Western parts of the State, through Middle Georgia, by means of the road which his company is now constructing. The road may now be considered an established success. Iron for forty miles of the road has been secured, deliverable during the Summer. Twenty miles of road, coming East from Griffin, and two miles, going West from Madison, have been graded. There is cash at command sufficient to grade eighteen miles more; and, unless some accident not now foreseen should prevent, there will be, before the close of the year, forty miles of road completed, ironed and in operation—twenty miles at each end of the road—leaving a gap of only twenty-three miles to be constructed. Of course, on the Griffin line, produce seeking an outlet will not look, with the present gap, for that outlet in this direction, and it would seem highly desirable to parties whose interests are most affected thereby, that the gap should be closed at as early a day as possible.—*Augusta (Ga.) Chronicle.*

Railways in Australia.

Some time since we had occasion to comment upon the great growth of enterprise in Australia, and mentioned that there was a proposal on foot to construct a line of railway side-by side with the telegraph from Adelaide to Port Darwin. We now learn from the South Australian *Register* that the scheme is even more ambitious than we at first imagined it to be, for not only do the projectors contemplate a trunk line from north to south across New Holland, but also propose to construct branches to Melbourne, to Sydney, and to Brisbane, so as to weld each one of the colonies into one. The nominal capital is small, but it is said to include amongst its shareholders influential colonists connected with every one of the producing and commercial interests of South Australia. Its managing director is Mr. R. D. Ross, late of the Commissariat Department, who for years has exhibited a lively interest in the development of the Northern Territory. It is anticipated that the first cost of this great Trans-Continental Railway will not be less than £10,000,000; and to induce English capitalists to engage in the undertaking, a concession of 200,000,000 acres of land, laid out in thirty-five alternate blocks along the proposed course of the line, is asked for. The bulk of territory to be included in this endowment is at present worthless, but with a facile means of communication with the seaboard established, it will all to a greater or less extent become valuable for pastoral purposes.

whilst much of it will be available for the growth of tropical products. There is also a strong probability of gold and other minerals being found in quantity at various points near the route of the railway. The company solicit five years within which to place the scheme upon the London market, and fourteen years beyond that for carrying out the work. They anounce themselves prepared to deposit a moderate sum as a guarantee of *bona fides*, and in the authorized statements of their intentions they point out that the scheme will not only facilitate the conveyance of mails and passengers to and from Europe, but that it will open up the interior of the continent to pastoral occupation, expedite settlement throughout Australia, and render inevitable a federation of the Southern Colonies.—*London Railway News.*

Erie Railway.

To the Stockholders of the Erie Railway Company:

Heretofore the reports of the managers of this company have embraced the operations for the previous fiscal year, ending September 30th, but a special law having been passed by the last Legislature of this State ordering a new election to be held on the second Tuesday of July, instead of the second Tuesday of October as provided by former laws, the directors in surrendering their trust can only give a resume of the history of the operations of the road for a period of nine months, extending from September 30th, 1871, to July 1st, 1872, and even for this, the last two months are partially estimated, the accounts having been settled and closed to the 1st of May only; and it may be proper to remark that whatever credit or discredit may appear from the statements, must attach not to the present managers but to their predecessors in office.

The earnings of the company from all sources, from October 1st, 1871, to May 1st, 1872, (seven months) were as follows:

From freight	$8,142,849 00
" passengers	1,664,005 44
" storage	1,020 58
" telegraph	17,526 51
" rents	84,004 41
" mails	102 515 69
" miscellaneous sources	67,585 26
Earnings Erie Railway Co	$10,079,506 84
Earnings from leased branches	295,092 66
Total earnings	$10,374,599 50
Operat'g expenses Erie Railway	$7,093,971 12
Interest on mortgage debt	1,269,447 25
Rents of railroads, &c.	594,360 55
Taxes	166,808 84
Hire of cars, &c.	360,862 60
Expenses Erie Railway Co.	$9,485 450 36
Operating leased lines.	316,530 57
	9,801,980 93
Surplus	$572,618 57

Comparing the results of these seven months with the corresponding seven months of the previous year we find an increase in earnings of $1,335,197 74 or 14¼ per cent., and a decrease in expenses of operating the road of $160,593 35 or 2¼ per cent. The increase in earnings is largely attributable to the coal transportation, which for a little over five months of the corresponding period of the previous year was interrupted by strikes; on the other hand, during nearly the whole period of seven months embraced in this statement, there was very little done in cattle and oil, on which there was a large decrease in the receipts over the preceding months. Although the decrease in these special freights would be less than the increase on coal during the seven months, it is still enough to show a very gratifying increase on the general business of the road.

The amount expended for construction for the seven months was $2,189,276 40.

The account of receipts and disbursements for the same time may be stated briefly as standing thus:

Earnings from all sources		$10,374,599 50
Operating expenses	$7,410,501 69	
Interest, rents, &c.	2,391,479 24	
Construction	2,189,276 40	
		11,991,257 33
Disbursements over receipts		$1,616,657 83

The earnings from freight and passengers for the seven months compared with corresponding period of previous year were:

	1871.	1872.
Passengers	$1,585,766 51	$1,664,005 44
Freight	6,819,573 65	8,142,849 00

The number of tons of freight in each of the above periods were:

	1871.	1872.
Through, East	530,341	583,135
" West	117,132	151,136
Way, East	1,248,538	1,833,397
" West	394,397	561,722
Total in tons	2,290,408	3,129,391

The number of miles run by freight trains, with earnings and expenses per mile run, are as follows:

	1871.	1872.
Miles run	3,835,403	4,768 973
Tons moved	2 290,408	3,129,391
Earnings	$6,819,573 65	$8,142,849 00
Earnings per mile run	$1.78	$1.71
Earn'gs per ton moved	$2.98	$2.60
Expenses	$5,404,650 53	$5,285,008 48
Average cost per ton moved	$2.36	$1.69
Average cost per mile run	$1.41	$1.11

The capital stock and debt of the company on the 1st of July were as follows:

STOCK.

Common stock	$78,000,000	
Preferred stock	8,536,910	
		$86 536,910

FUNDED DEBT.

1st mort. payable in 1867	$3.000,000	
2d mort. " 1879	4,000 000	
3d mort. " 1883	6,000,000	
4th mort. " 1880	4,441,000	
5th mort. " 1888	926,500	
Buffalo Br. " 1891	182,600	
Sterling Bonds £1,000,000 1875	say 4,844,400	
Consolidated mort. 1920, issued	6,446,000	
Scrip dividend	199,640	
		30,040,140
Total stock and funded debt		$116,577,050

FLOATING DEBT.

Including loans on demand, bills payable, outstanding vouchers and payrolls, and accrued interest on funded debt $6,463,668 20

The loans on demand and time, are covered by collateral securities owned by the company.

Bonds of other railways or undertakings guaranteed by the Erie Railway Company, all bearing seven per cent. interest:

Paterson and Newark R. R., interest on, by endorsement on bonds of which this company owns $250,000.	$500,000
Newburgh and New York R.R., int. on. by endorsement on bonds of which this company owns $166,000.	250,000
Buffalo, Bradford and Pittsburg R. R., interest on ..... by endorsement on bonds of which this company owns $185,000.	564,000
Suspension Bridge and Erie Junction R. R., interest on bonds	1,000,000
Interest on stock ..... by endorsement on shares,	500,000
Pavonia Horse Railroad, interest on... which this company has ceased to pay, and may, perhaps, be released therefrom.	100,000
New York and Boston Express, int. on. all held by this company; the express company being extinct, or about being closed up.	170,000
Boston, Hartford and Erie R.R., int. on. The question as to the company's liability on the guaranty of these bonds is now before the courts. On $1,900,000 of these bonds this company is under special agreement, in addition to the original endorsement on bonds to pay the interest.	5,000,000
Narragansett Steamship Co., interest on by endorsement on bonds. The company has not been called upon to make any payments on account of this guaranty, nor is it likely that they will be.	1,000,000
Newark and Hudson R. R., (not yet completed) interest on ..... by endorsement on bonds. No interest has yet been paid by the company, but they may be called upon to do so.	250,000
Union and Titusville R. R. Co., int. on.. The company has not as yet been called upon to make any payments on account of this guaranty.	500,000

RENTALS.

Paterson and Hudson River, Paterson and Ramapo, and Union Railroads, extending from Jersey City to Suffern, 32 miles, $78,400.

Weehawen Branch—rental based partly upon a per centage per ton per mile, which amounts to, say $30,000 per annum.

Paterson and Newark Railroad	$35,000
Newburgh and New York Railroad	17,500
Montgomery and Erie Railroad	25,000
Goshen and Deckertown Railroad	21,500
Hawley Branch and Jefferson Extension	56,000
Carbondale Branch	140,000
Chemung Railroad (gold)	30,000
Buffalo, New York and Erie Railroad	233,100
Erie and Genesee Valley Railroad (gold)	8,400
Avon, Geneseo and Mount Morris	15 000
Buffalo, Bradford and Pittsburg Railroad	26 530
Suspension Bridge & Erie Junction R.R.	105,000
Rochester and Genesee Valley Railroad	32,100
Cincinnati, Hamilton and Dayton Railroad	180,000
Weehawken property	83,200
Long Dock property, interest and taxes	240,000
General offices, taxes and insurance	75,000

Nearly all the above leased roads are valuable adjuncts to the company's road, and some of them are indispensably necessary to its successful working. The 32 miles of leased roads in New Jersey form the eastern end, and the Buffalo, New York and Erie Railroad the western end of the main line from New York to Buffalo. By the Hawley and Carbondale Branches the large and profitable anthracite coal tonnage is obtained, and by the Suspension Bridge Road Niagara Falls is reached and a connection made with the Canada roads.

All of the above are broad gauge or six feet track.

The railroad of the Barclay Coal Company, with its furniture and equipment, is leased for twenty years by the Towanda Coal Company, which is operated by the Erie, this company paying for the same an annual rental of $30,000, and a royalty of twenty-five cents per ton for the coal. This arrangement is an advantageous one for the company, securing as it does a supply of coal at cheap rates for the use of the locomotives.

The broad gauge track of the Cincinnati, Hamilton and Dayton Railroad Company was leased perpetually by this company at a yearly rental of $180,000, but this arrangement, like many others of a similar character made by the late management, entails an unnecessary and improper loss to this company, and it can probably be terminated, the same not being valid as against this company.

The lines owned, leased and operated by this company are as follows:

	Miles.
Main Line, extending from Jersey City to Dunkirk	459
Included in this distance are the leased roads—Paterson and Hudson River, Paterson and Ramapo and Union Railroads—32 miles in length.	
The Weehawken Branch and Fort Lee Railroad, to the Cattle Yard on the Hudson River—Leased	5
The Northern Railroad of New Jersey: from Jersey City to Piermont; operated by this company at 65 per cent. of the gross earnings	26
The Hackensack and New York Railroad: to Hackensack	7¼
And the Hackensack Extension	13¾
Both operated at 65 per cent. of gross earnings.	
The Paterson and Newark Railroad: extending between these places; Leased	14½
The Piermont Branch: owned by this company	18
The Newburgh and New York Railroad: from Turners to Vail's Gate; Leased	12¾
The Newburgh Branch: Chester to Newburgh; owned by this company	18¾
The Montgomery and Erie: from Montgomery to Goshen; Leased	10½
The Goshen and Deckertown: Goshen to Pine Island, Leased	12
The Hawley Branch: Lackawaxen to Hawley, Leased	16
The Jefferson Railroad: Hawley to Honesdale. Leased	9
The Carbondale Branch: Carbondale to Susquehanna, Leased	36½
The Chemung Railroad: Elmira to Watkins, Leased	17½
The Buffalo, New York and Erie Railroad: Corning to Buffalo, Leased	141½
The Rochester and Genesee Valley Railroad: Rochester to Avon, Leased	18½
The Erie and Genesee Valley Railroad: Dansville to Mount Morris, Leased	14¾
The Avon, Geneseo and Mount Morris: Avon to Mount Morris, Leased	15½
The Buffalo Branch: Hornellsville to Attica, owned by this company	60
The Buffalo, Bradford and Pittsburg Railroad: Carrollton to Alton, Leased	25½
The Suspension Bridge & Erie Junction R.R.: Buffalo Junction to Niagara, Leased	23½

These roads, although operated in most cases without profit, are justified by the fact that they bring profitable business to the main line.

RECAPITULATION.

	Miles.
Length of road, main line	459
Length of branches, owned	96¾
Length of roads, leased	368¼
Length of roads operated at 65 per cent. of gross receipts	46½
	971¼
Second track on same and side tracks	476
All broad gauge or 6 feet track	1,447½
On 64¼ miles, Waverly to Watkins, and from Buffalo to Suspension Bridge, a third rail, forming narrow gauge, is laid, equivalent to single track	32½
Train service is furnished at from 75 to 90 cents per mile run on following roads:	
Warwick Valley, broad gauge	10
Wallkill Valley, "	18
Monticello and Port Jervis Branch, broad gauge	24
Barclay Railroad, narrow gauge	16
	— 68
Total	1,547½

The number of locomotives owned by this company is 489, of which number 95 are passenger, 342 freight and 52 are switching engines. Of the freight engines 20 are condemned and are being re-constructed. 17 locomotives have been added to the equipment since September 30th, 1871.

The number of cars is as follows:

First class passenger cars	208
Second class and emigrant cars	44
Baggage and express cars	72
Milk cars	26
Box freight cars	3,170
Box stock cars	565
Slat stock cars	88
Slat oil cars	321
Oil tank cars	442
Flat cars	2,116
Coal cars (8-wheel)	1,569
Coal cars (4-wheel)	1,570
Cabooses	204
Derrick and tool cars	27
Total number of cars owned by the Co	10,422
Cars leased of the Barcley R.R. (4-wheel coal)	388
Cars hired of the E. & A. S. C. Co. (1st class pass.)	33
Cars hired of the Union Car Co. (box freight)	500
" " Jefferson Car Co. (4-wheel coal)	1,500
Total	12,793

Since September 30th 1871, the following cars have been added to the equipment, viz:—12 first-class passenger cars, 350 box freight, 545 flat, 487 coal and 16 cabooses.

The contracts between this company and the Sleeping Coach Company provides that the latter shall furnish Sleeping and Drawing Room Coaches complete, with the furniture and fixtures properly adapted to their use, and necessary attendants, and shall receive for their use four cents for each mile run, and the additional amount paid by passenger occupying the same, over and above the rates of fare charged on the regular passenger coaches of the railway company.

The Union Car Company furnish 500 box freight cars suitable for transportation of grain in bulk at one cent per car per mile run, the railway company to keep the same in repair and guarantee a minimum monthly service of 2,500 miles per car.

The Jefferson Car Company furnishes the railway company with 1,500 four-wheel "dump" or coal cars at half a cent a car per mile for carrying coal, the railway company to keep the same in repair and guarantee a minimun monthly service of 1,400 miles per car.

Tabular statements, giving in detail the items of earnings and expenses for seven months, also details of construction, liabilities and assets of the company, and also a statement of earnings and expenses for nine months ending July 1st, are hereto appended. This last table, although estimated in part, may be regarded as substantially correct, and exhibits a gratifying result in the largely increased earnings and diminished expenses of the road.

Although something has been done in the way of reform, and measures are in progress which, if carried out, will do much more towards placing the affairs of the company on a firmer basis, yet the existence of many contracts which involve loss to the company is a subject of regret; some of these in all probability can be abrogated, and others modified so as not to be so onerous in their requirements.

But it is in the matter of additional facilities for increasing business, securing remunerative rates and economical operations, that the company must more particularly look to secure satisfactory returns on their investment.

The double tracking of portions of the road, the introduction of the third rail to secure narrow gauge connections, and steel rails in place of iron for renewals, stand prominently amongst the needed requirements. The report of the vice-president, recently submitted to the board, gives details and estimates of the expenses of this work, a copy of which report is hereto annexed.

Respectfully submitted,

JOHN A. DIX, *President.*

GENERAL OFFICE ERIE Co.,
New York, *July* 9, 1872.

Narrow Gauge Railways.

The Chief Engineer of the Western Maryland Railroad has made a long report on the gauge question to his Company, in which he deals largely with facts and figures. After treating of the different phases of the question at length, he summarizes his conclusions as follows:

They tell us that by constructing a 3 ft. road 100 miles long, destined to do a large coal tonnage—instead of the 4 ft. 8½ in. gauge,—the saving would be sufficient in 10½ years, if compounded at 7 per cent., to repay all but $6,200 per mile of the entire cost of an expensively constructed railway; or, taking the most moderate view of it, that in this period of time, after making even unreasonable allowances for contingencies, one-half of the total cost of the road and its furniture will be wiped out.

That from an increase of paying weight, and by reason of the decrease of unproductive rolling stock weight, the 3 ft. road can earn against 26 4-10 grades $308 880 more each year for its gross revenue in coal transportation alone; further, that on maximum grades of 40 ft. per mile it would have an annual surplus of net earnings amounting to $238,680; again, that sharp curvature, so destructive to the rolling stock of standard gauges, can be traversed without injurious effect on the 3 ft. roads.

That the cost of outfit is about 12 per cent. less, and about half the weight for the same business.

That the speed which is now maintained in our regular railway traffic can be fully adhered to on the 3 ft. lines, and that the passenger coaches on these roads have equal stability, and, in certain cases, more safety, than those of the standard.

That the cost of operating is about 20 per cent. in favor of narrower lines.

That the net revenues of the wide road may reach 7 per cent., while those of the 3 ft. as surely promise 20 per cent.,—which demonstrates that charges for the transportation can be reduced to the public on the 3 ft. road.

The 3 ft. branches can be built advantageously to connect with the standard roads, even where transhipment is unavoidable; that such transhipment, after the arrangements are once consummated, can be made at 6 to 10 cents per ton; and, further, that our present trunk lines should see it to be for their interest to lay down a third rail for the accommodation of the host of 3 ft. branches that would forthwith seek a union with them.

☞ At a meeting of the Middlesex Central Railroad Company in Boston, on the 20th inst., the following gentlemen were elected directors: C. W. Bellows, Andrew Robbins, Gardner Prouty, George Keyes, Thomas Stiles, and Henry Wood. At a subsequent meeting of the directors, C. W. Bellows of Pepperell was elected President, and George Keyes of Concord, Treasurer. The directors were authorized to contract with the Boston and Lowell Railroad for the construction of a portion of the road between Lexington and Concord; also to contract with N. C. Munson for building for a portion of the road in the same section.

☞ The city council of Dover, N. H., has voted unanimously to subscribe for bonds of the Portsmouth and Dover Railroad to the amount of $225 000. The Mayor is to make the subscription as soon as the City Solicitor certifies the lease to the Eastern Railroad to be correctly drawn.

Commerce of New York.

The foreign imports at New York for the month of June, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$14,778,135	$9,769,216
Do. for warehousing	13,382,176	17,913,638
Free goods	2,086,100	2,926,874
Specie and bullion	1,352,006	43,724
Total entered at port	$31,598,417	$30,653,552
Withdrawn fr. wareh'use	8,711,237	7,584,971

The foreign imports at New York for the six months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$103,644,062	$108,754,644
Do. for warehousing	77,625,103	106,288,001
Free goods	15,822,807	16,960,413
Specie and bullion	4,742,052	777,578
Total entered at port	$201,834,024	$232,780,636
Withdrawn fr. wareh'se.	63,198,325	64,053,290

The foreign imports at New York for the fiscal year ending June 30, were:

	1871.	1872.
Entered for consumpt'n.	$194,498,898	$212,397,830
Do. for warehousing	131,133,036	171,011,048
Free goods	23,097,561	30,015,900
Specie and bullion	4,443,737	2,384,134
Total entered at port	$358,173,232	$415,808,912
Withdrawn fr. wareh'se	114,423,936	126,516,331

The following is a description of imports for the fiscal year ending June 30:

	1871.	1872.
Dry goods	$126,123,210	$139,903,902
Gen. merchandise	222,606,285	273,520,876
Specie and bullion	9,443,737	2,384,134
Total imports	$358,173,232	$415,808,912

The revenue from customs at New York for the fiscal year ending June 30, were:

	1871.	1872.
In June	$10,092,909 95	$6,943,232 70
Add 5 months	63,599,197 98	66,879,477 06
Six months	$73,692,107 93	$73,822,709 76
Fiscal year	141,421,292 68	147,900,891 51

The exports from New York to foreign ports in the month of June, were:

	1871.	1872.
Domestic produce	$17,432,767	$19,048,152
Foreign free goods	71,712	97,264
Do. dutiable	890,659	946,144
Specie and bullion	8,604,738	12,538,202
Total exports	$26,999,876	$32,629,762
Do. exclusive of specie.	18,395,138	20,091,560

The exports from New York to foreign ports for six months from January 1, were:

	1871.	1872.
Domestic produce	$110,265,583	$100,442,308
Foreign free goods	533,100	679,087
Do. dutiable	4,263,264	5,337,088
Specie and bullion	41,554,622	37,114,899
Total exports	$156,616,569	$143,573,382
Do. exclusive of specie.	115,061,947	106,458,483

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1871.	1872.
Domestic produce	$213,306,021	$215,729,972
Foreign free goods	611,328	1,279,250
Do. dutiable	8,799,617	9,053,551
Specie and bullion	82,905,497	59,425,823
Total exports	$305,622,363	$285,488,596
Do. exclusive of specie.	222,716,866	226,062,773

☞ Mr. James B. Hodgkin has been elected Treasurer of the Erie Railway Company.

Narrow Gauge Railways.

The Kansas City *Times* gives the appended tabular statements, showing the relative cost of broad and narrow-gauge railways:

FOR FOUR FEET EIGHT (OR TEN) INCH GAUGE—RAIL FIFTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile	$8,500
Bridging and masonry	3,500
87 tons, rail, at $70 per ton	6,090
400 rail splices, $1 each	400
5500 lbs. spikes at 5c	275
2640 cross-ties at 30c	792
Laying track	500
Total cost for one mile	$20,057

FOR THREE FEET GAUGE—RAIL TWENTY-FIVE POUNDS TO THE YARD.

Right of way, grading, etc., average per mile	$4,500
Bridging and masonry	1,200
40 tons rails, at $65 per ton	3,000
330 rail splices at 50c	165
3,520 lbs. spikes at 6c	211
3,520 cross-ties at 20c	704
Laying track	300
Total cost for one mile	$10,080
Balance in favor of narrow gauge	$9,970

Thus, then, assuming, for example, the construction of a line of road one hundred miles in length, we have:

Cost of narrow-gauge 100 miles	$1,608,000
Cost of broad gauge 100 miles	2,005,000
Difference in favor narrow-gauge	$997,700
Ten per cent. interest on the $997,700 saved in construction of narrow-gauge	99 770

The narrow-gauge will do as much business as the broad, for either would do all the business of the country through which it runs.

From tables which are too voluminous to reproduce here, it is shown that the average cost of operating broad-gauge railroads, under the most favorable circumstances, is always upwards of sixty per cent. of the gross earnings, while the narrow-gauge as far as it has been tested, has shown an average cost of operating not exceeding forty-two per cent. of the gross earnings.

Estimating the yearly earnings of each road at six thousand dollars per mile, we have:

Annual cost of operating the broad gauge line 100 miles long	$360,000
Annual cost of narrow-gauge, same length	252,000
Difference in favor of narrow-gauge	$108,000

This gives us, at the end of the year's operation of the road, the following gratifying balance in favor of the narrow-gauge:

Balance in favor of narrow-gauge in construction	$997,700
Interest on same at ten per cent. per annum	99,770
Balance in favor of narrow-gauge in cost of operating	108,000
Total	$1,205,470

There are many points, however, to be considered in favor of the broad-gauge system, but they apply solely to great trunk lines, and particularly to the passenger-carrying part of the traffic. It may be impossible to obtain the comfort, roominess and elegance in narrow-gauge passenger coaches attainable in those of the broad-gauge. Stock cars of the broad-gauge are undoubtedly superior to those of the narrow gauge where cattle have to be carried long distances in them. As for box cars for carrying the generality of freight, there can be but little difference, except in capacity, between the cars of the respective gauges. But our argument in favor of narrow-gauges must be taken as referring to the construction and operation of feeders to trunk lines, such as the road between Memphis and Kansas City. We believe that the superior cheapness of construction and advantages of operation which pertain to the narrow-gauge system, will far more than compensate for the inconvenience and cost of breaking bulk of freights at the points of trans-shipment from the narrow-gauge feeders to the broad gauge trunk lines.

Erie Railway,

To the President and Directors of the Erie Railway Company:

GENTLEMEN: In compliance with a resolution of the Executive Committee, passed April 24th, 1872, I procured the services of a competent and practical engineer to make the necessary surveys and estimate of the cost of "providing 'third rails' over the whole line of the road, completion of double track, the reduction of excessive grades where practicable, the substitution of iron bridges for wood, the completion of the necessary depots, increased machine shops, erection of grain elevators, and such narrow-gauge rolling stock as will be necessary for the economical transaction of the business of this road," and submit the following as the result:

The cost and expense of laying a "third rail," on double track and sidings between Jersey City and Buffalo will be, if of steel rails		$5,551,800
Cost of above, if of iron rails		4,890,150
The cost and expense of laying "third rail," on double track and sidings between Hornellsville and Salamanca will be, if of steel rails		1,161,000
Cost of above, if of iron rails		1,025,700
Cost and expense of laying "third rail," on single track and sidings between Salamanca and Dunkirk will be, if of steel rails		332,150
Cost of above, if of iron rails		291,200
The cost of completing double track on Delaware Division, including grading and masonry, superstructure, laying and ballasting, and iron bridges, with steel rails will be		2,297,225
Cost of above, if of iron rails		2,201,015
The cost of completing double track on Susquehanna Division, as above, if of steel rails		654,025
If of iron rails		602,050
The cost of completing double track on Western Division, Hornellsville to Salamanca, steel rails		1,837,914
Iron rails		1,702,614
The cost of completing double track on Buffalo Division, Hornellsville to Buffalo, if of steel rails		1,998,540
Iron rails		1,824,300
	Steel rails	$13,832,654
	Iron rails	$12,540,029
Additional buildings required	$1,149,000	
Additional equipment, engines and cars	5,700,000	
		6,849,000
	Steel rails	$20,681,654
	Iron rails	$19,389,029

It will be seen from the foregoing report, that to complete the double track on the Delaware Division, without the third rail, will cost, if of steel $2,297,225, if of iron $2,201,015.

This I regard indispensable to any increase of the business of the road. The delays incident to throwing so large a business upon a single track renders anything like regular time impossible. The freight trains are obliged constantly to take the sidings for the fast trains to make their time. No time should be lost in completing the double track.

To complete the double track on the Susquehanna Division, without third rail, will cost, if of steel rails, $654,025, if of iron rails, $602,050, making the cost to complete the double track from New York to Hornellsville, if of steel rails, $2,951,

250, if of iron $2,803,065. As the cost of completing this double track to Hornellsville is so small, after the completion of the Delaware Division, I recommend this as very desirable. This done, and with two routes to Buffalo from Corning, and with the Salamanca and Buffalo business divided at Hornellsville, the road could be very well worked without double tracking the rest of the road.

Though I regard the double tracking from Hornellsville to Buffalo and from Hornellsville to Salamanca as important, I do not regard it as indispensable.

To lay third rail from Jersey City to Buffalo—on double track to Hornellsville—and track as now laid from Hornellsville, including completion of double track to Delaware and Susquehanna Divisions, will cost, if of steel, $7,965,865, if of iron, $7,232,866. Add to this, third rail on track as now from Hornellsville to Salamanca will make, if of steel, $8,653,315, if of iron, $7,852,665. Unless the Atlantic and Great Western narrow their gauge the third rail to Salamanca is not recommended.

The double track to Hornellsville, and the third rail to Buffalo, as soon as practicable, is of unquestionable importance. As it will take about one year to do this work no time should be lost in its prosecution.

The other items of cost in the report of Mr. Brown can be postponed or modified to meet the finances of the company.

The details of the estimate will be found in the annexed report of R. N. Brown, Esq., to which I beg leave to refer.

Respectfully submitted,

A. S. DIVEN, *Vice-Pres't.*

The Coming New Era in Railroads.

From all appearances ten years will not elapse before the Pacific Railroad will be multiform. East of the Rocky Mountains we can already count two through railroads completed and in use, the Union Pacific and the Kansas Pacific, and a third, the Northern Pacific, about half built, while a swarm of others are pushing westward vigorously, among them the Atchison and Pike's Peak, from Atchison to Colorado, the Leavenworth and Denver Narrow Gauge, the Texas, or Southern Pacific, the Atlantic and Pacific, and several more bound from the Missouri border to New Mexico. It is idle to go into details, as these projects increase in number constantly, and the prospect is quite fair for at least a score of main lines of railway westward to the Rocky Mountains.

If we look at a good railway map of the United States we shall find that the number of east and west lines this side of the Mississippi is so complicated as to be difficult to estimate. West of the great river they are increasing in the same way. Iowa has at least four, Missouri has three, and so it is all through that country. Before the proposed Canadian Pacific Railway can get half way through to British Columbia the United States will have a main line of railway from ocean to ocean, threading every defile of the Rocky Mountains.

It is already apparent that the competition for this through business is destined to become as formidable as that for the through trade and travel between the Northwest and the seaboard. If all these lines make their terminus at San Francisco that city will become one of the greatest commercial centres in the world. But it is already clear that some of the most powerful lines will not do so. The Northern Pacific certainly will not. The terminus of this line is Puget Sound, and the ocean transit from thence to Asia is less than from San Francisco.

From Puget Sound to the mouth of the Amoor river is about four thousand five hundred miles; to Hakodadi, Japan, direct, four thousand eight hundred miles, and to Shanghai, China, five thousand seven hundred and sixteen miles. From Hong Kong to San Francisco is six thousand two hundred miles. The distances to Japan are about the same by both routes. But to all the northern parts of Asia the Puget Sound route is much the shortest. It is known to be the determination of the Northern Pacific Railway Company to create a great commercial port on Puget Sound, and to strike out boldly in a competition for the Pacific trade.

In like manner it seems to be altogether unlikely that the Southern Pacific Railway will depend upon San Francisco much, as the trade of that city will be monopolized by several more direct routes. The obvious policy of the Southern Pacific Company is to establish a terminus at San Diego, and there, in a region never troubled with ice, build up a formidable mart of commerce. In fact, the success of the pioneer line of Pacific Railway has developed the truly American talent for such vast enterprises, and our countrymen will never rest until they shall have covered the whole Western wilderness with a complete net work of rails like that which now covers the region north of the Ohio river. How much capital will have to be invested in these prodigious undertakings is difficult even to conjecture; but what appears to be clear is that the field now opened before us in this matter of railway construction is equal in magnitude to that revealed to our astonished vision by the gold discoveries.

These enormous social movements create so much employment for both capital and labor as to produce corresponding speculative activity and the enhancement of prices and values. The railway movement has already absorbed so much money in America that many able thinkers have longed for a rest in order that more capital might be embarked in other forms of business. But there seems to be no possibility of arresting the progress of the movement now that it has entered upon a new field, eclipsing all its former achievements in magnitude and grandeur. The problem now before us is to construct a main through line of railway from ocean to ocean, from every leading point on the Atlantic seaboard, and touching all the important districts of the interior. Not only this but every leading city on the lakes and the Western rivers must be accommodated perfectly before the work of construction can halt.—*Philadelphia North American.*

☞ The Cumberland *News* says that the Cumberland and Pennsylvania Railroad, connecting with the Bedford and Bridgeport Railroad, will soon be completed. The distance from Cumberland to Bridgeport is twelve miles, and from Bridgeport to Bedford twenty miles, making thirty-two miles from Cumberland to Bedford. The twenty is now in use. The part to be built by the Cumberland and Pennsylvania Railroad (running to the State line, some six miles from Cumberland), is nearly finished, which leaves about six miles to be completed between the State line and Bridgeport. The road will run parallel with the Pittsburgh and Connellsville Railroad; the grade will be easy, and when a good force is put to work the labor can be speedily done.

☞ The Kent County, Md., Railroad is now completed from Chestertown to Fairlee, with the exception of the ballasting on a part of it, and regular trains will be run about the 1st of August. A large force is now employed in making the branch road from Chestertown to the wharf, and it will be completed and trains running upon it by the 25th of the present month.

☞ The work on the Williamstown, N. J., railroad is advancing quite rapidly towards completion. It connects with the Camden and Atlantic railroad at Atco station, and also with the West Jersey railroad at Glassboro. It will be in running order during the coming fall.

TWENTY PER CENT. INVESTMENT.

THE AMERICAN BRIDGE COMPANY,

OF CHICAGO, ILL.

L. B. BOOMER, of Chicago, President.

(Organized August 1, 1870.

Authorized Capital Stock, - - - $1,000,000.

The whole amount of the authorized Capital Stock of this Company not having been issued, the balance thereof will be issued to subscribers at par, payments for same to be made in four instalments of 25 per cent. each, viz:

25 per cent.	- -	July	15, 1872.
25 "	- -	August	1, 1872.
25 "	- -	September	1, 1872.
25 "	- -	October	1, 1872.

The Subscription Books now open at the office of the undersigned will be closed as soon as the new stock is fully subscribed.

The total amount of stock issued at this time is **$414,700**, and on this basis the Company shows a present surplus of **$136,280 97**, and is now doing a flourishing business. One thousand men are constantly employed in their extensive works, and they now have on hand **$1,250,000** of work for various Railroads in the United States, among which may be mentioned the

CHICAGO, R. I. & PACIFIC,
CHICAGO & N. WESTERN,
MICH. CENTRAL,
MISSOURI PACIFIC,
ATLANTIC & PACIFIC, &c.

and the Company is now offered work to the amount of over **$6,000,000**, including some of the largest bridges ever built in this country, to accept of which and further business necessitates a larger working capital, as immense amounts of material have to be kept constantly on hand, and the Company are frequently obliged to receive in part payment for their work Railroad and other Bonds, which are perfectly good securities, but not always immediately marketable.

The career of the American Bridge Company, though brief, has already fully demonstrated the profitableness of the enterprise. The Company has constructed, since its organization and up to the 31st of December, 1871, a total of 38,137 feet of bridges, 18 turning tables, and 16 iron roofs, and pneumatic and screw pile substructures, costing **$3,400,000**, and have facilities for the construction of pneumatic piles unsurpassed by any company in the country, and a capacity for the construction of at least 150 feet of Bridges for every working day in the year.

The Iron Railroad and Highway Bridge at Leavenworth, of three spans of 340 feet each, and the Union Pacific Bridge across the Missouri River, of eleven spans of 250 feet each, were constructed by this Company.

The net profit arising from this business, as shown by the books of the Company, up to the 31st March, 1872, was the sum of **$373,483 14**, or at the rate of **$224,089 28** *per annum*, being over **50** *per cent.* upon the capital stock then outstanding. With the proposed new structures, machinery, &c., the Company will have much greater capacity, and the proceeds of the increased issue of stock will enable them to buy material for cash, thereby making a saving of from **$50,000** to **$75,000** per year.

The Company can undoubtedly, on above basis, make dividends of from **20** to **25** *per cent. per annum* on the full amount of capital, **$1,000,000**, with a fair prospect of a considerable increase.

The undersigned are prepared to give to those inquiring the fullest details and entire satisfaction regarding the reliability of the Company's statements, and the unquestioned integrity and ability of its officers.

We confidently commend to capitalists the above as an investment worthy their attention.

MARVIN BROS.

BANKERS,

No. 49 Exchange Place, N. Y.

Sole Financial Agents in the East.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,390,767
1869	212,604	218,983	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729.274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	692,341	795,176	869,297	1,006,373	995,922	981,006	897,284	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355.270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486.196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,030	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,871	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,261,940	1,507.479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,888
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	368,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,550	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,622
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,316	1,418,869
1871	130,583	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408.445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,763	333,952	284,977	313,021	398.993	464,778	506,296	412,934	330,378	4,371 013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,959
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	765,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	431,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,545
1870	196,787	218,234	253,065	270,934	246,266	219,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	248,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	259,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812,178	9.555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	800,742	887,793	874.974	436,990	10,637,124
1867	500,488	534.561	703,615	836,903	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,226	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514.493	593,966	617,058	569,697	1,119,489	1,241,903	1.199.094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423 278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212.227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,610	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,459	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,800,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434,209	450,203	429,808	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,646	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,296	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,583	758,467	999,665	837,383	716,829	5,709,183
1870	528,529	500,135	589,238	706,603	802,586	746,450	643.058	644 051	728.521	719,698	570 168	506.053	7,654,094
1871	479 573	373,925	499,599	584 540	724,466	628,174	673,698	681,866	800,402	777,362	708,142	542,908	7,574,949
1872	278,938	581,116	565,861	699,430	890,442	.....	.....	.....	.....	.....	.....	.....	.....

American Bridge Company.

Bridges are an indispensable element of intercommunication. Their complete history would as significantly as anything else, mark the progress of the world in its industrial or other development. They are not in all respects, as essential as common roads, but they are only of secondary importance. When the first bridge was constructed it would be impossible to know; yet while we do know for a certainty, that they were sparingly used in the early history of the world, it is by no means certain that they were not, in a rude form, at least, known to the earliest ages. The Ninevean, Babylonian and Egyptian empires are now thought to be the earliest in time, certainly they are the earliest that we have any permanent records of. As early certainly as this, roads and bridges, such as would answer the limited purposes for which they would be required, must have been established.

A thorough investigation of this subject would be curious as well as interesting, but we have no space for so agreeable an adventure now. It is manifest, however, that as soon as the world became at all densely populated in any part of it, migration and dispersion would become a necessity; and as in these migrations, voluntary or forced, and sometimes they were of the latter character, deep and rapid streams would require to be passed, some temporary structure was a necessity. As nations became permanent and population numerous, these temporary structures would be changed to permanent ones. This is the history of all new countries. The ancient world was not wanting in massive structures of this kind, but they were not common. It is in later ages that we must look for their considerable outgrowth. The world is much indebted to military enterprise for a considerable development of the system. Their importance and that of efficient military roads was appreciated in the early periods of the Greek and Roman Empires, and at that time considerable attention was bestowed upon them. The military enterprises of all ages since, until within the last two or three hundred years, have been the inspiration to the construction of roads and bridges.

The introduction of commerce, which in anything like its present phrases or characteristics is the work of the last two hundred years. The gradual extension of trade and commerce laid the foundation for conveniencies of this character, and since they have multiplied apace in all civilized countries. The introduction of the modern railway inaugurated a new era in the system. Railroads cannot ford streams, nor run around them. They must go across them. Bridges are, therefore, a special necessity for them. As, therefore, railroads have multiplied, bridges have multiplied likewise, and so far as large portions of the United States are concerned, the country has become a complete net-work of roads and bridges.

So vast has the business become, so necessary is it that the work should be done rapidly and well, it is not at all surprising that the construction of bridges has become a special branch of business. The ingenuity of inventors and others has been taxed to the utmost to invent new methods and improvements, and so complete and thorough have been these investigations and developments, that there is now probably little left to be discovered. The general principles are deemed well settled, and details are elaborated to a degree rendering further expectations in that direction apparently groundless. Until quite recently, the building of bridges has been accomplished generally by individual or municipal effort—but the time has fully come when not only has their construction been reduced to an exact science, they are and must continue to be constructed with certainty and rapidity. The business has become too large for individual efforts alone, and corporate enterprises must supply their rapid multiplication.

Not many companies of this character are yet in existence, yet there are some. Conspicuously among them is the AMERICAN BRIDGE COMPANY of Chicago. The business of this company has developed into magnificent proportions, and the establishment is unique and comprehensive, surpassing anything else of like character, we imagine, in the world. The company is formed under the General Manufacturing Laws of Illinois, with Mr. L. B. Boomer as president, and the usual number of other officers. The company springs out of the enterprise and business of Mr. Boomer, who, with Mr. A. B. Stone, commenced the special business of bridge building at Chicago in 1850. In 1857, Mr. Stone retired, Mr. Broomer continuing very successful till 1870, when the vast increase of business, and the necessity for greatly enlarged facilities led to the formation of the present company.

The capital of the company was fixed at $500,000, and remained such till the 25th of May of the present year, when in consequence of the pressure of the demand upon them they resolved to increase their capital stock to $1,000,000, which is now being done. The company is in very able hands, has proved a most extraordinary success in a business point of view, and it is reasonable to suppose that the required amount of capital will be readily obtained.

The company have published a very interesting pamphlet, giving a full and detailed history of the enterprise and its extraordinary success. It invites and will amply repay examination. Messrs MARVIN BROS., the well-known bankers, of Exchange Place, are the financial agents in this market, of the company, and will furnish the pamphlet and other needed information to all parties interested.

Our Chicago friends came to our market for an increase of their stock for special as well as general reasons. The fire has crippled their resources, and they need and will receive the help the wealthy east can afford them. We have not space to go into details about their business, and for the reason already suggested it is unnecessary. It is enough to say that the buildings and their grounds cover and occupy thirty acres in the suburbs of Chicago, admirably located in the southwestern part of the city, in connection with the great railway lines.

Their buildings, machinery and conveniences are as complete as they well could be, but more are demanded by the increase of business. Fortunately for them and the whole West, they were entirely beyond the reach of the late fire and are therefore unaffected by it.

The entire cash investments of the company up to this time reaches the large aggregate of $724,406 42 mostly in buildings, machinery and materials. Thus far the company have constructed 38,137 feet of bridges, eighteen turning tables and sixteen iron roofs and pneumatic and screw-pile structures costing $3,400,000. The profits of the company are large, and will not fail to secure attention.

We repeat this is an enterprise of vast importance. It is permanent in character; new bridges are constantly wanted, and old ones need to be repaired or renewed. The business is one that does not well admit of private competition. The field occupied by this company is the best on this continent. The gentlemen in charge are thoroughly experienced and capable. They are endorsed by the best railway talent in this country. The stock cannot therefore fail to be both safe and remunerative.

Messrs. MARVIN BROS., No. 49 Exchange Place, are the New York agents. Their names alone are an ample guarantee of good faith. Call and see them, get the pamphlet of the company and be convinced as we are.

Kansas City and Fort Smith R. R.

We learn that arrangements were made with Mr. Condict, as representative of certain moneyed parties at New York, whereby the building of the above road at an early day has been definitely secured. We hope this may be true. An election was held at the same time for officers, with the following result: President, J. N. Sarber; secretary, John Carnall; treasurer, C. B. Neal. We also learn that as soon as arrangements can be entered into with other roads, as to connections north, south and west, our western counties will be asked for aid, to be given only when the road is an accomplished fact.—*Fort Smith New Era.*

New York Housatonic and Northern R. R.

GEORGE W. MEAD, Esq., president of the New York, Housatonic and Northern Railroad Company from its organization, has found himself constrained by the demands of his private business and the desire for relaxation from so great an amount of labor, to press the acceptance of his resignation upon the board of this company. He is succeeded by LEWIS D. RUCKER, Esq., who is well known to the community as the late experienced and efficient superintendent of the Erie Railway.

☞ The Commissioner's Court, of St. Mary's Co., Md., have pledged that county to subscribe the whole State donation of $163,000 to the stock of the Washington City and Point Lookout Railroad, in preference to the old Southern Maryland Railroad. In a card to the public, Col. Suit states that his company is now determined to build the road direct from Washington city to Point Lookout, and cautions it against any adverse reports.

☞ The Branch to Chester river of the Kent County railroad is being pushed forward with energy, and will be completed some time next week. The track for about one-fourth of the distance is already laid, and but little grading on the unfinished portion remains to be done.

☞ The track of the Sugar River road is now laid beyond the east line of Claremont, and the last bridge is nearly completed.

☞ The Metropolitan Branch of the Baltimore and Ohio Railroad has been completed to Rockville, in Montgomery Co., Md.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100 $3,067,800	J. & J.	July '72 3½
Allegheny Valley	50 2,256 350	— & —	----------
Atlanta and West Point	100 1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100 3,691,200	— & —	----------
" " pref.	100 821,664	J. & J.	July '71 3½
Atlantic and St. Law*	100 2,494,900	M. & S.	Sept. '71 2
" " new 1870	100 1,500,000	— & —	----------
Avon, Geneseo & Mt. M.*	100 194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio	100 13,161,962	M. & N	May '72 5
Washington Br.	100 1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref.	50 6,680 685	— & —	----------
Berkshire*	100 600,000	J. A. J. & O.	July '72 1½
Blossburg & Corning.*	50 250,000	J. & D.	June '72 2½
Boston and Albany	100 19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.	100 633,200	— & —	----------
Agricultural Br. guar.	100 60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref	100 800,000	M. & N.	May '72 3
Boston and Lowell	500 2,216,000	J. & J.	July '72 4
Boston and Maine	100 5,000,000	M. & N.	May '72 5
Boston and Providence	100 3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*	100 950,000	J. & D.	June '72 3½
Burlington and Mo. Riv.	100 1,380,000	J. & J.	July '72 4
" " pref.	100 1,483,400	J. & J.	July '72 4
Camden and Amboy*	100 5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic	50 377,100	— & —	----------
" " pref.	50 752,700	— & —	----------
Cape Cod	60 915,57[illegible]	J. & J.	Jan. '72 $2½
Cape May and Millville*	50 447,000	J. & D.	June '72 3
Catasauqua & Fogelsv.	50 426,900	Novemb.	Nov. '71 6
Catawissa*	50 1,159,500	— & —	----------
" pref.	50 2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*	50 589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*	100 6,850,400	M. & N.	May '72 1½
" " pref.	100 769,600	M. & N.	May '72 3½
Central of Georgia	100 4,666,300	J. & D.	June '72 5
Central of New Jersey	100 15,000 000	J. A. J. & O.	July '72 2½
Central Ohio*	50 2,425,000	J. & D.	June '72 3
" pref.	50 400,000	J. & D.	June '72 3
Chemung*	100 380,000	J. A. J. & O.	Apl '72 1½
Cheshire, preferred	100 2 100,000	J. & J.	July '72 2
Chicago and Alton	100 8,925,500	M. & S.	Mar. '72 5
" " pref.	100 2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy	100 20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*	100 3,916 300	J. & J.	July '72 4
Chicago & N. Western	100 14,720,959	J. & D.	June '71 4
" " pref.	100 20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific	100 19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*	100 3,600,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*	50 2,967,800	— & —	Apl. '72 10s
" " pref.	50 428,846	M. & N.	May '72 3
Clev., Col., Cin. & Ind.	100 13,914,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	50 2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*	50 7,494,588	F. M. A. N	May '72 2½
Col., Chic. & Ind. Cen.*	100 13,000,000	J. A. J. & O.	Jan. '72 2½
Columbus and Xenia*	5 1,780,800	M. J. S. D.	Mar. '72 2
Colum. & Hocking Val.	100 848,964	— & —	----------
Concord	50 1,500,000	M. & N.	May '72 5
Concord and Ports.*	100 350,000	J. & J.	July '72 3½
Conn. & Passum p Riv.	1 0 2,084,200	F. & A.	Aug. '72 3
Connecticut River	100 1,700,000	J. & J.	July '72 5
Cooperstown and Susq.	100 307,383	— & —	----------
Cumberland Valley	100 1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk	50 400,000	M. J. S. D.	Dec '71 4
Delaware*	50 1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.	50 18,808,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee*	5 452,360	— & —	----------
" " pref.	50 2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*	100 5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*	50 1,309,200	J. & J.	Jan. '72 4
East Mahanoy *	50 392,950	J. & J.	Jan. '72 3
Eastern (Mass.)	100 4,062,600	J. & J.	July '71 4
Eastern (N. H.)	100 492,500	J. & J.	July '71 4
Elmira, Jef & Canand*	100 500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport*	50 500,000	M. & N.	May '72 2½
" " pref.	50 500,000	J. & J.	July '72 3½
Erie Railway	100 [illegible],000,000	F. & A.	Feb. '66 4
" pref.	100 8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*	50 1,090,250	M. J. S. D.	June '72 1½
Fitchburg	100 3,940,000	J. & J.	July '72 4
Georgia	100 4,156,000	J. & J.	July '72 4
Grand River Val.* guar.	100 1,000,000	— & —	----------
Grand Trunk, (Ca.)	100 14,367,946	— & —	----------
Great Western, (Ca.)	100 19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph	100 4,151,700	F. & A.	Aug. '70 3½
" " pref.	100 5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50 116,850	M. & N.	May '72 5
Harlem Extension	100 4,000,000	— & —	----------
Harrisburg & Lancaster*	50 1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven	100 3,300,000	J. A. J. O.	July '72 3
" " scrip	50 1,500,000	J. A. J. O.	July '72 3
Housatonic, pref.	100 1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top	50 616,000	— & —	----------
" " pref.	50 218,350	J. @ J.	July '68 3½
Illinois Central	100 25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf.	50 7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	100 4,825,000	— & —	----------
Jeffersonv., Mad. & Ind.	100 2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100 1,500,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana*	100 300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So.	100 34,446,500	F. & A.	Aug. '72 4
" " (guar.)	100 533,500	F. & A.	Aug. '71 5
Lawrence*	50 280,200	— & —	----------
Leeds and Farmington*	100 600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50 8,739,800	M. & N.	May '67 5
Lehigh Valley	50 18,159,400	J. A. J. O.	July '72 2½
Little Miami.*	50 $5,871,450	J. A. J. O.	July '72 2
Little Schuylkill*	50 2,646,100	J. & J.	July '72 3½
Long Island	50 3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex	50 1,623,483	J. & J.	July '69 3
" " pref.	100 848,700	J. & J.	Jan. '72 4½
Louisville & Nashville	100 8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi	100 3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100 200,000	A. & O.	Apl. '71 3
Lykens Valley	20 600,000	F. M. A. N	May '72 2½
Macon and Western	100 2,500,000	J. & D.	Dec. '71 5
Maine Central	100 3,400,500	— & —	----------
Manchester and Law	100 1,000,000	M. & N.	May '72 5
Marietta & Cincinnati	50 1,372,891	— & —	----------
" " 1st pref.	50 8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	50 4,460,368	M. & S.	Sep. '66 3s
Massawippi*	100 400,000	F. & A.	Aug. '72 3
Memphis & Charleston*	25 5,312,725	J. & D.	Jan. 69 3
Michigan Central	100 14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*	50 323,375	J. & J.	July '72 5
Milwaukee and St. Paul	100 11,822,878	J. & J	Dec. '70 7s
" " pref.	100 10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.*	50 3,856,450	J. & J.	July '72 3½
Morris and Essex*	50 11,900,950	J. & D.	June '72 3½
Nashua and Lowell	100 800,000	M. & N.	May '72 5
Naugatuck	100 1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*	50 1,000,000	M. & S.	Mar. '72 5
Newark and N. York*	100 977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100 500,000	M. & N.	May '72 4
N. Castle & Beaver Val.*	50 1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp.	100 695,000	J. A. J. O.	Apl. '72 2½
New Jersey*	100 7,295,200	J. A. J. O.	July '72 2½
New London Northern*	100 1,003,500	J. & J	Jan. '72 4
N. Y. Cen. & Hudson R.	100 45,000,000	A. & O	Apl. '72 4
" " Certif.	100 44,428 330	A. & O.	Apl. '72 4
New York and Harlem	100 8,500,000	J. & J.	July '72 4
" " pref.	100 1,500,000	J. & J.	July '72 4
N. York & New Haven	100 9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston	100 2,000,000	J. A. O. J.	July '72 2½
Niag. Bridge & Canand*	100 1,000,000	J. & J	July '72 3
North Carolina*	100 4,000,000	irregular.	July '72 5
N. Eastern (N. C.) pref.	100 111,000	M. & N.	May 67 4
North Pennsylvania	50 3 150,150	January.	Jan. '72 5s
Northern Central	50 5,000,000	M. & N.	May '72 3
Northern N. Hampsh.	100 3,068,400	J. & D.	June '72 4
Northern New Jersey*	100 1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100 2,384,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*	100 3,051,800	J. & J.	July '72 3½
" " pref.	100 2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi	100 19,995,847	— & —	----------
" " pref.	100 4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.	50 4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport	100 4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*	100 482,400	F. & A.	Feb. '72 4
Pacific of Missouri	100 3,635,750	— & —	----------
Panama	100 7,000,000	J. A. J. O.	July '72 2½
Paterson and Hudson*	100 630,000	J. & J.	July '72 4½
Paterson and Newark*	100 500,000	J. & J.	----------
Paterson and Ramapo*	100 248,000	J. & J.	July '72 2
Pember. & Hightstown*	50 342,150	J. & J.	Jan. '71 3
Pennsylvania	50 39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*	100 1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*	50 6,004,300	J. & J.	----------
" " " pref.	50 2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn*	50 1,626,250	M. J. S. D.	June '72 3
Philadelphia & Reading	50 30,401,600	J. & J.	July '72 5
Phila. and Trenton*	100 1 259,100	J. A. J. O.	July '72 2½
Phila., Wil. & Balt.	50 9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*	100 19,714,285	J. A. J. O.	July '72 1½
" Special Imp.	100 2,000 000	J. A. J. O.	July '72 1½
Pittsfield & N. Adams.	100 410,000	J. & J.	July '72 3
Portland and Kennebec.	100 616,700	J. & J.	Jan. '72 3
Yarmouth certificates.	100 202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.	100 1,500,000	J. & J.	July '72 5
Providence & Worces.	100 2,000,000	J. & J.	July '72 5
Raleigh and Gaston	100 1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *	100 6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*	110 557,500	— & —	----------
Rome, Watert. and Ogd.	100 2,997,800	J. & J.	July '72 4
Rutland*	100 2,700,000	— & —	----------
" preferred	100 4,300,000	F. & A.	Feb. '72 3½
St. Croix and Penobscot.	100 100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.	100 2,300,000	— & —	----------
" " " pref.	100 2,040,000	May.	May '68 7
Saratoga and Schenec.*	100 300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*	50 576,050	J. & J.	July '72 2½
Seaboard and Roanoke.	100 1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.*	50 869,450	F. & A.	Aug. '71 3
Shore Line*	100 995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100 438,300	J. & J.	Jan. '72 3
South Carolina	100 5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100 3,939,900	F. & A.	Feb. '72 4
Staten Island	100 660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100 448,700	J. & J.	Jan. '72 3½
Stony Brook*	100 267,800	M. & N.	May '72 3
Summit Branch*	50 250,000	F. & A.	Feb. '72 3
Sussex (N. J.)	100 317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100 1,670,139	— & —	----------
Taunton Branch	100 500,000	J. & J.	July '72 4
Terre Haute & Indiana.	100 1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.	100 1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100 1,000,000	M. & N.	May '70 3½
Troy and Greenbush*	100 274,400	J. & D.	Dec. '71 4½
Utica and Black River	100 1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*	100 2,500,000	J. & D.	June '72 4
Vermont and Mass.	100 2,860,000	M. & N.	May '72 3
Warren (N. J.)	100 $1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100 225,000	A. & O.	Apl. '72 2½
West Jersey	100 1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*	100 180.000	J. & J.	July '72 3
Winchester & Strasburg*	100 500,00	J. & J.	July '72 3½
Worcester and Nashua	75 1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City	100 110,300	— & —	---------- 2½
Baltimore City	100 800.000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)	100 900,000	— & —	----------
Boston and Chelsea	100 110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)	100 200,000	J. A. J. O.	July '72 3
Broadw. & 7th Av. (N Y)	100 2,100,000	J. & D.	Jun. '70
Brooklyn City	100 1,500,000	F. M. A. N	Nov. '71 3
Brooklyn City & Newt.	100 600,000	J. & J.	July '70
Brooklyn and Jamaica	100 488 100	— & —	----------
Bushwick (Brooklyn)	100 302,000	J. & J.	July '71 3½
Cambridge	100 727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.	100 1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50 500,000	J. & J.	July '72 7
Citizens' (Pbg.)	50 200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.	100 500,000	— & —	----------
D. Dock, E. B'dw. & Bat.	100 1,200,000	F. M. A. N	Aug. '72 2
Eighth Avenue (N. Y.)	100 1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark	100 200,000	— & —	---------- 3
42nd St. & G. St. Ferry	100 748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50 491,750	J. & J.	July '72 4
Germantown (Ph.)	50 1,000,000	J. & J.	July '72 3
Girard College (Ph.)	50 500,000	J. & J.	July '71 3
Grand St. and Newton	100 170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50 500,000	J. & J.	July '72 4
Heston, Mantau & Fairm.	50 2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.)	25 105,000	A. & O.	Oct. '71 6
Lynn and Boston	100 200 000	— & —	----------
Malden and Melrose	100 200,000	— & —	----------
Metropolitan (Boston)	50 1,250,000	J. & J.	July '72 5
Middlesex (Boston)	100 400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)	100 797,320	— & —	----------
Orange and Newark	100 282,555	— & —	----------
Philadelphia City	50 750,000	J. & J.	July '71 3
Philadelphia and Darby	20 200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	50 284,775	J. & J.	July '72 2½
Phg, Alleg. & Manchester	50 200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)	100 888,100	J. A. J. O.	July '72 2
Second & Third St. (Ph.)	50 962,100	J. & J.	July '72 5
17th & 19th streets (Ph.)	50 500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)	100 750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100 1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.)	50 1,000,000	J. & J.	July '72 1½
Somerville (Boston)	100 75,000	M. & N.	May '72 3
South Boston	50 400,000	J. A. J. O.	July '72 2½
Union (Bostou)	100 200,000	----------	July '72 7½
Union (Phila.)	50 400,000	J. & J.	Jan. '72 5
West Philadelphia	50 400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware	50 1,983,563	J. & D.	June '72 3
Chesapeake and Ohio	25 8,229,594	— & —	----------
Delaware Division	50 1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson	100 15 000,000	F. & A.	Aug. '72 5
Delaware and Raritan*	100 5,847,400	J. A. J. O.	July '72 2½
Erie of Pennsylvania	50 64,000	— & —	----------
Lehigh Coal & Navigat.	50 8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50 1,003,500	J. & J.	July '71 5
Morris (consolidated)	100 1,025,000	F. & A.	Feb. '72 2
" (preferred)	100 1 175,000	F. & A.	Feb. '72 5
Pennsylvania	50 4,337,950	— & —	----------
Schuyl. Nav. (common)*	50 1,908,207	F. & A.	Feb '72 25c
" " (pref.)	50 2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water	50 2,002,746	— & —	----------
Union	50 2,907,850	— & —	----------
" preferred	50	— & —	----------
W. Branch and Susq.	50 1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express	100 10,000,000	M. J. S. D.	June '72 2
American Coal	25 1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100 18,000,000	J. & J.	Jan. '72 3
Ashburton Coal	50 2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100 4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City	100 1,000,000	— & —	----------
Butler Coal	25 500,000	J. & D.	Dec '69 85c
Canton	100 731,250	— & —	----------
Consolidation (Md.) Coal.	100 10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.	100 500,000	— & —	Apl. '72 5
Maryland Coal	100 4,400,000	J. & D.	Dec. '70 5
Mariposa Gold	100 2,836,600	— & —	----------
" pref.	100 8,693,400	— & —	----------
" certif.	100 2,324,000	J. & J.	----------
Pacific Mail Steamship	100 20,000,000	M. J. S. D.	Sep. '69 [illegible]
Pacific and Atlantic Tel.	25 3,000,000	----------	---------- 2½
Pennsylvania Coal	50 4,000,000	F. M. A. N	May '72 5
Pullman Palace Car	100 4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common	100 6,700,000	— & —	----------
" preferred	100 4,300,000	— & —	----------
Spring Mountain Coal	50 1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10 1,000,000	— & —	----------
Union Trust	100 1,000,000	J. & J.	Jan. '72 5
United States Express	100 6,000,000	F. M. A. N	Aug. '72 2
United States Trust	100 1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100 5,000,000	J. & J.	July '72 3½
West. Union Telegraph	100 35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100 3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal	100 1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities July 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115½
.. .. coupon	4,678,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,315,850	6	Jan. & July	1881	115½
.. .. coupon	64,005,350	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,980,500	6	May & Nov.	1882	115
(5-20s) ..... coupon	240,691,700	6	" "	1882	115½
Loan of March 3, 1863 ..... registered	53,424,850	6	Jan. & July.	1881	115½
.. .. coupon	21,575,150	6	" "	1881	118
Loan of March 3, 1864 (5-20s) ..... registered	2,349,500	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s) ..... registered	34,686,600	6	May & Nov.	1884	114½
(5-20s) ..... coupon	38,159,550	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	39.416,450	6	May & Nov.	1885	113½
(5-20s) ..... coupon	120,083,200	6	" "	1885	116½
.. .. 2d series (5-20s) ..... registered	62,453,250	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	159,824,050	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	92,268,600	6	Jan. & July.	1887	114½
.. .. .. (5-20s) ..... coupon	228,030,750	6	" "	1887	115½
.. .. 4th series (5-20s) ..... registered	13,313,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s) ..... coupon	25,945,450	6	" "	1888	115
Loan of March 3, 1864, (10-40s) ..... registered	138,491,300	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s) ..... coupon	56,076,600	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71. registered	124,372,800	5	F. M. A. & N.	1881	115½
.. .. coupon	75,627,200	5	" "	1881	113½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	10 665,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	398,444,131	mil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	60
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	20
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's)	3,000,'00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. .. .. of 1863, (20s) ..	5,927,000	6	" "	1883	100½
.. .. .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. .. .. of 1865, (20s) free ..		6	"	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1845	273,000	7	Various.	'72-'74	88
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,698	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1885	79
.. — 1867	4,000,000	6	May & Nov.	1907	59
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	8,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	778,000	5	" "	1865	....
.. — .. .. .. converted	$15,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	5	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'86-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1893	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	....
.. —South Pacific guar	1,589,000	7	" "	1876	70
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	91½
Nebraska—(No Debt)	.....				
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'84	98½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'93	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	106½
.. — .. Bonds	21,089,000	7	" "	1877	106½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	106½
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	104½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	106½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	31½
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	21½
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	21
.. —	1,821,400	6	April & Oct.	1899	
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	15½
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,309	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	102
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	56
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	29½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72½
.. —*Funding Bonds	4,069,502	6	" "	"	....
Texas—No legal debt	.....				73½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. .. Certificates	201,000	6	" "	'71-'78	
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,103,000	6	" "	"	48
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,478,000	6	" "	"	54
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds	104,800	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	103
2d Mortgage, 1865	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	94
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Androa. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	87½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)...gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1894	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	..
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	95½
Loan of 1853	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C.C.C. & Ind.):						
1st Mortgage	616,000	7	Jan. & July.	New York.	'70-'95	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	83½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	83
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	85½
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	42½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	64
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	97
Brunswick and Albany:						
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund.....gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line...	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line...	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast....	300,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868..	3,000,000	7	April & Oct.	" "	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$ 100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	95½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	109
1st Mortgage land grant inconv.	5,080,020	7	April & Oct.	New York.	1893	96
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	103
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,600 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	93½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	90½
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	98
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	164,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	480,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	95½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	100
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pik.'s P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	90½
Central of New Jersey:						
2d Mortgage	176,000	7	May & Nov.	New York.	'70-'75	101
New Loan for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	107½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	101
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")...	186,500	6	" "	" "	1872	....
3d Mort. (" ")...	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	92
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	115
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1900	100½
2d Mort. (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30m) guar.	600,000	8	May & Nov.	" "	1879	95½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	95½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. R.R. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. R.R. (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	101
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1895	85½
Income Bonds	300,000	7	Jan. & July.	" "	1895	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	86½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	93
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee(C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	....
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	99
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,580,000	7	May & Nov.	" "	1915	97
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	85
Chicago, Pekin & Southwestern:						
1st Mortgage ....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free..gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage ....gold	20,000pm	7*	March & Sept.	New York.	1901	84
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91½
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I):						
1st Mortgage $25,000 a year	323,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	99½
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	97
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	98
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	85
Consol. skg f'd Mort. $5,000,000	528,000	7	May & Nov.	" "	1900	97½
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103½
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (June. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,000,000	7	April & Oct.	New York.	1908	93
2d Mortgage Consol. skg fund	5,000,000	7	Jan & July.	" "	1909	79½
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000		7		New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6		Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7		Hartford.	1900	87½
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6		Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1861	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of 1869	100.000	7	Jan. & July.	New York	1889	....
1st Mortgage of 1869	200,000	7	" "	" "	1889	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1893	85½
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1883	....
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western).	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,638,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit, Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1863, (cond).	1,916,639	6	" "	NY.& Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oxf. & Ottawa R. R.).	150,867	6*	May & Nov.	NY& London.	1873	....
Dollar (" ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.L.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	99½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100.000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee	800,000	8	Jan. & July	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1883	....
1st Mortgage	450,000	7	April & Oct.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free ....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	100
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July.	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	92⅝
Eastern Mass.:						
State Loan (1st Lien) $50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94⅜
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	160,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N. Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	99⅞
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R. & L'd (B to Win. 45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev. & Ill. R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev. & Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G. 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R. b'ds ($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W., Muncie & Cin. (F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana (P.F.W.&C.):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st *Preference Bonds* £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d *Preference Bonds* £1,610,264..	8,051,320	4*	" "	"	....	....
3d *Preference Stock* £758,510....	3,792,550	4*	" "	"	....	....
4th *Preference Stock* £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'73	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois (T.W.&W.):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	Feb. & Aug.	"	1888	99
2d Mortgage (Gt.W.R.R. of 1859)	2,500,000	7	May & Nov.	"	1893	91

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext. (Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen. Mo. (C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	89
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	91
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	" "	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,209,500	8	March & Sept.	"	1885	93½
1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hemphield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort. (extended 1870 to 1890)	1416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	" "	1873	86
1st Mortgage (Consol)	1,069,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104½
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1590	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South. Iowa (T.W.& W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison (J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing (D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	102½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec. 38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian. :						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton) :						
1st Mortgage sk'g fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis) :						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)....	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia :						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater :						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam.,Alleg.& Gr.R.(LS&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	92½
Kalamazoo, & S. Haven (M.Cen.) :						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.) :						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.) :						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe :						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs :						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	...
1st Mort. (" ").....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.) :						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn. :						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg :						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss. :						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	90
Lafayette, Muncie & Blooming. :						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville :						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....
Lake Shore & Michigan So. :						
Sunbury B'ds (CP& ARR.95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(LS& MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,699 000	7	J. A. J. & O.	" "	1900	100½
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.R.R.52½m)	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (June. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1356	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(Kal.& W.P. R.R.37 m)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Sch.& Three Riv R.R.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Kal.&Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Ail.& Gr.R. R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Jamestown & Frank.)	840,000	8	" "	" "	1888	99½
2d Mort. (" " ")	500,000	7	" "	" "	var	....
Lake Superior & Mississippi :	500,000	7	June & Dec.	" "	1894	....
1st M.R.R.lands,&c.,8F.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston :						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	93
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley :						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	108
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.) :						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith :						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O. :						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.) :						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore :						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island :						
1st Mortgage.....	600,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington :						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville :						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)..	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.) :						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick :						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western :						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage :						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central :						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	....
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati :						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	102
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg :						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon :						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware :						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	80½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock :						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis :						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.) :						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	108
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	118
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	108
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	103
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown,Unionville & W.Gap :						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1900	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	91
1st Mortgage (Minn. Cent.).....	201,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	87½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	83
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R'R & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,606,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage	1,000 000	7*	" "	" "	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Duc.	....
1st Mortgage.....	450,000	8	" "	" "	1870	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23.000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150,000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willimant.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage.... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	97
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1,'69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1903	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1890	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	93
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	95
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,080	6*	" "	"	1902	93½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868–'69	500,000	8	Jan. & July.	"	1879	100½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div) conv	534,000	7	" "	" "	1874	88½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	97½
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	92
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage	7,000,000	7*	Jan. & July.	" "	1880	99
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Linc. & Decatur (T W & W):						
1st Mortgage ...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	90
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage ...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1905	....
Penobscot and Kennebec (M. C.)						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	86
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843–44–45 & 49	1,521,000	6	" "	"	1880	93
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'74	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. s.k.g f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N.Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1899	....
Potsdam & Watertown (R.W&O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	98
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$850,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	82
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	692,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	94½
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	786,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1890	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	...
Mortgage, Jan. 1868 (I.)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	86
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	92
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	90
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	78½
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	79½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1889	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	930,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	90
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	101
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	94
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	101
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.)						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,980	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,0 0,000	6	" "	"	1897	96
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	93
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	74
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	80
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	77
Boat and Car Loan 1864	633,650	7	— & —	"	1889	85
Susquehanna (S. & Tide Water):						
1st Mortgage	227,560	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	97½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1873	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,584,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" Statement Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	—	—	—	350,000	—	—	—	20.5	—	—	—	—	—	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	—	—	—	—	—	848,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	—	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	—	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	.....	.....	15,000,000	10,250,000	.....	—	—	—	—	—	—	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Trunk.	—	—	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	—	—	194,250	20,000	—	—	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	—	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	158½
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe...Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	—	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	—	—	—	—	.....	1,100,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	—	—	—	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.8	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	150
Sept. 30, 1870	41.6	1.3	7.0	—	15	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	66
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	—	—	—	—	—	—	—	—	177.0	.....	.....	10 mos.	470,732	110,948	—	100	75
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	157½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	150
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Le	ased & op	erated by	Erie.)	—	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	28	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	—	—	(Leased	& oper. by	GrandTrunk.)	—	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	& oper. by	Erie.)	—	—	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	.....	(Operat	ed by Bur	lington &	Mo.River.)	.....	.....	—	100	....
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	.....	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	—	.....	.....	5,847,800	9,570,059	.....	.....	—	—	—	—	—	—	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,530	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	16	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L.	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	—	—	—	5,550,000	2,960,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3,502,103	.....	.....	7,920,711	3,880,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	—	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	29.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	—	—	(Leased	& oper.by	Del. & Hud.	C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,17,813	520,584	285,238	511.0	2,968,664	.....	.....	4,849,405	2 063,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,063	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,589,459	1,898,028	2,797,889	642.0	4,113,932	66,320 468	206,949,525	7,207,685	2,779,012	10	100	131½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,580,000	—	—	—	(Leased	and oper. b	y Mich'gan	Central.)	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	39½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	—	—	54.0	(Leased	& oper. by	Pennsylva	nia.)	—	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)	—	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic.....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,350	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,674	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*			7,885,497	7,891,500	1,756,617	—	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....	—	—	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,084,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386				286,730		—	—	—	(In cour	se of cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000		—	—	—	(Recent	ly comple	ted.)	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)		8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	.....	.....	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10[illegible]	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	....	....	....	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recen	tly comple	ted.)	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500	—	—	—	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....				.....	.....	—	—	....	(Under	constructi	on.)				100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....		.....	.....	.....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)		.....	.....	—	....	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....		.....	.....	.....	25,000pm	—	—	—	(Under	constructi	on.)		.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....		.....	.....	.....	.....	—	—	—	(Under	constructi	on.)		.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....		.....	.....	.....	.....	—	—	—	(Under	constructi	on.)		.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,825,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000	—	—	—	(Under	constructi	on.)				100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000	—	—	—	(Under	constructi	on.)				100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000		1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	92½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4,000,000		—	—	—	(Under	constructi	on at $33,0	00 p. m.)				100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944				260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	& Chi.)	49,507	—	50	....
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)		—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000	—	—	—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No retu	rns -Is no	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....				.....	750,000	—	—	—	(Under	cons. to be	comp. to P	. Bl. 70 m.	n 1871.)	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	93½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)		—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jnn. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,630,000				15,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)				100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.0	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	—	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161.923	17	10.0	(Recent	ly opened	10 miles.)		954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	.....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	7 600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....				1,631,900	770,000			35.0	(Operat	ed by. Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	190	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175		195.0	348.922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862		166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—		180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—		123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699		26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—		—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	—	—	258,000	300,000	98,855	—		—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—		276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—		40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—		54.0	(Recent	ly compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995		328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)		82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—		84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—		130.3	457,576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—		—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250,000	424,500	—		27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521		329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116½
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....		56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514		8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,698	—	—	—	84,537	.....	10,151	—		—	(In prog	ress. Leas	to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—		—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—		—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—		3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—		6.6	—	—	—	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091		950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,764,887	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—		—	(Leased	& oper. by	Phila.& Re	ading.)	—	—	7½	50	106
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—		41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	.....	—	—	—	20,000p.m	20,000p.m	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—		237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—		—	(Under	construct	ion.)	—	—	—	100	43
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—		160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,400	169,197	—		87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181		495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—		—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291		40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)		85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—		124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	92½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68.675	720,000	—	—	144,453		43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,418	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—		173.0	984,119	.....	.....	1,378,508	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806		132.5	378,722	.....	.....	463,362	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	—	—	—	.....	.....	.....	—		—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732		62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—		—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—		—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—		—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078		21.6	69,232	2,903,432	(10 mos.	169,142	45.570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—		—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—		—	(Oper. b	y N. Hav'n	& New Y	ork.)	—	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	—		—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—		99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	—	—	—	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	—		—	(Oper. in	cons. with	Camd. &	Amboy.)	—	10	100	126½
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....		92.8	.....	.....	.....	295,823	118,536	—	100	25
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	.....	—		—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,181	1,003,500	651,500	72,500	.....		100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	—	—	—	4,200,000	4,500,000	1,000,000	—		206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	—		....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	.....	—	—	3,000,000	3,000,000	—	—		—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....		842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	97½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....		132.9	887,941	25,532,856	19,802,827	2,709,077	997,389	8	100	114½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	—	—	221,700	141,500	33,400	—		5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013		62.3	.....	.....	.....	2,313,959	1,063,342	10	100	144
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7.769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835		146.0	179,237	3,695,117	2,835,328	309,989	142.479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	128	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791		67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—		—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—		38.0	.....	.....	.....	38,432	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241		223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813		102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	.....	.....	.....	—		72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	—		424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	—		74.7	595,303	.....	.....	1,355,509	590,726	—	50	101½
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513		317.0	2,541,535	27,334,821	151,521,712	2,816,682	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,146	3,068,400	115,000	138,426	268,792		82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	116
Sept. 30, 1870	21.8	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	627,452	*	550,000	—	1,000,000	400,000	—	—		—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	...	...	...	....	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000p.m	—	—		—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439		66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	126½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101.464	271,239		122.0	(Leas. &	oper. by V.	Central.)	—	—	6	100	81
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,064,988	3,421,774	285,191	24,196,604	6,534,860	493,106	—		393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	46½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,250,450	3,170,000	.....	—		98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	73
Sept. 30, 1870	72.5	70 2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,006	107,600	418,269		142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474.712	6	100	116
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,092,540	5,340,676	574,313	—		292.6	555.236	8,827,750	13,430,793	939,680	359.677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	766,400	201,000	—	—		43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,764,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper.by	Erie.)	.....	.....	12	100	119
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,500			—	(Leased	and oper.by	Erie)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.by	Erie.)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. by	Tol. Wa	b.&W'tn.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	*	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	m.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	118
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	8	100	....
Dec. 31, 1870	88.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*		.....	1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000			.....	2,000,000	2,000,000			90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581				57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,801,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,220	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	174
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	.....	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	117
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.by	Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	126½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530.471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.&Alb'y.)	.....	27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	29	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505 000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0					Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construcli	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	99½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	... .	(10 mos.	661,717	193,811	10	100	144½
May 31, 1871	97.0	—	7.9	—	12	11	4	92	Quincy and Warsaw.....Illinois.	1,400,000				600,000	800,000			—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,666,169	583,253	7	100	107
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,746	7,545,929	692,367	224,723	—	100	
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—					Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	100
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,605,470	1,189,969	297,492	—	100	14
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	.....	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	construcli	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—					*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	102
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000			—	(Under	construcli	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	*	.....	.....	2,400,000	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,776	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—					Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684				300,000	40,000			—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*		179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	—	25,479	65,882	449,588		140,901		—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....		—	(Under	construcli	on.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576 050	—	—	—	—	(Leas. &	oper.by Phila.& Reading.)			28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988		54.0	202,470			207,264	72,103	-	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—		Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.8	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969 052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	In a bad	condition. No returns.					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac.	Wisconsin.	2,000,894	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,196,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	8,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124			—	100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	—	—	—	—	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				761,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	cons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	37C,386	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,235	400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,661	8	100	111½
Dec. 31, 1870	30.0	—	—	167.0	—	—	—	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0						—	100	
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	76½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	
Oct. 30, 1870	9.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N.Y. Cen. & H.Riv.)				6	100	42½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	156	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,818,512	*				86,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen't	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,928	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	6.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	91
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	84
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recen't	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	100,513		14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395			97,045	9,712	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 y'rs at $25,000 m	onthly.)		3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	cons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	cons.—open to Menomenee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000				171.0						—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	29	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,154	114,711	1,463,775	1,484,665	130,021	154,670	181.0	436,316			594,222	250,726	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)		27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	8	533	Winona and St. Peter	Minnesota.	4,754,837	427,10(					4,750,000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		98,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	133½
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5						—	25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000			108.0				107,947		19	100	117
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,383					5,847,400				65.5				888,353	585,004	10	100	
Oct. 31 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64,000	835,759	689,446		161.0	(Leased	1870 by Pennsylvania		67,252	loss.	—	50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003 500	110,000			83.0				220,216	130,187	10	100	86
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214				110,570	2,2 0,000	1,021,965	197,815	82,206	103.0				391,650	183,076	—	100	52
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,669,950					4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716		284,140		4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000	—	50	15
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278					2,002,746	2,634,367	284,873		45.0				135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000		87.6				59,955	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300					1.100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					—	50	13

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	92
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	73
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	61
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	78
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,998,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	62½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,566	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1	per ton	50 —	@ 60 —
Pig, American, No. 1		53 —	@ 55 —
Pig, American, No. 2		50 —	@ 52 —
Pig, American, Forge		48 —	@ 49 —
Bar, Refined, English and American		1 15	@ 1 20
Bar, Swedes, assorted sizes	(gold).	120 —	@130 —
		—Store Prices.—	
Bar, Swedes		130 —	@145 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in.		110 —	@115 —
Bar, Refined, 1½ to 6 by ½		120 —	@ — —
Bar, Refined, 2½ to 2¾ round, 1 & 1½ by ½ & 5-16		122 50	@ — —
Large Round		122 50	@132 50
Scroll		135 —	@165 —
Ovals and Half-round		135 —	@155 —
Band		— —	@130 —
Horse Shoe		120 —	@135 —
Rods, ⅜@3-16 inch		115 —	@160 —
Hoop		135 —	@187 50
Nail Rod	per lb.	— —	@ — 8½
Sheet, Russia, as to assortment	(gold)	— 18	@ — —
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7¾	@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	71 —	@ 72 —
Rails, American, at Works in Penna. c'y.		85 —	@ 87 50
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2¼ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast.	(2d and 1st quality). per lb.	— 16½	@ — 19½
English Spring	(2d and 1st quality)	— 9	@ — 10½
English Blister	(2d and 1st quality)	— 11½	@ — 16
English Machinery		— 11½	@ — 13½
English German	(2d and 1st quality)	— 11½	@ — 12
American Blister		— —	@ — 12
American, Cast, Tool		— 15	@ — 16
American, Spring		— 9	@ — 11
American Machinery		— 10	@ — 10½
American German		— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— —	@	5 75
Cut, 8d. and 9d	— —	@	6 —
Cut, 6d. and 7d	— —	@	6 25
Cut, 4d. and 5d	— —	@	6 50
Cut, 3d	— —	@	7 25
Cut, 2d and 3d. Fine	— —	@	8 —
Cut Spikes, all sizes	— —	@	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25	@	7 75
Clinch, 2 to 3 inch and over	7 25	@	7 75
Horse Shoe, Forged (No. 10 to 5). per lb.	— 21	@	— 33
Copper	— —	@	— 45
Yellow Metal Sheathing and Slating	— 30	@	— 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca	(gold). per lb.	— 48	@ — —
Straits	(gold).	— 36½	@ — 36½
English	(gold).	— 35½	@ — 35½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	13 25	@13 50	15 — @ 15 50
I. C. Coke		12 25	@12 50	13 75 @ 14 75
Coke Terne		11 —	@11 25	12 50 @ 12 75
Charcoal Terne		11 50	@12 —	13 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 12½	@ — 12½	
Crude, 40 @ 47 gravity (in shipping order)	— 17½	@ — —	
Refined, Standard White (in ship'g order)	— 22½	@ — 22	
Refined, S. W. (in jobbing lots)	— —	@ — 23½	
Refined, S. W. (in tin)	— 28	@ — 28½	
Naptha, Refined, (65 @ 73 gravity)	— —	@ — 14½	
Residuum	per bbl.	4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, English Pig	— — @— —
Copper, American Ingot	— 33 @— 33½
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails, Sheathing & Slating	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish	(gold) per 100 lb.	— —	@ 6 62½
German	(gold)	— —	@ 6 62½
English	(gold)	6 62½	@ 7 12½
Bar		— —	@ 9 25
Pipe		— —	@11 —
Sheet		— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel		— —	@15 —
Liverpool House Cannel		— —	@20 —
Anthracite	per ton of 2,000 lb.	4 —	@ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Canton Co.	97	....	....	....	....	....
Central Pacific 6s.	102	101½	....	101½	101½	101½
Central of N. Jersey.	107½	107½	107½	107½	107⅞	108
Chicago & Alton	....	....	....	....	117	118
" pref.	....	....	....	....	....	123½
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	98	....	98	98	....	....
Chicago, Burl. & Q.	....	....	....	....	....	131½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73⅞	74⅜	74½	74⅜	74½	74½
" pref.	....	91½	91½	....	....	....
" 1st M.	....	....	....	....	100½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	111½	111⅞	111⅞	111⅜	111⅜	111⅞
Chi., R. I. & Pa. 7s, 1896	102	102	....	....	....	....
Clev., Col., C. and Ind.	95	....	91½	....	91½	91½
Clev. & Pittsburg guar.	91	91½	91½	92	91⅞	91⅞
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	85
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind., C.	35	35⅜	35½	35½	35½	35⅜
" 1 M.	93½	93½	93½	93	....	....
" 2 M	....	79½	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	105½	105½	105⅝	105½	....	105⅜
" 1 M. 7s.	....	....	101	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	52⅜	51½	52	53⅛	53⅛	52⅜
" pref.	73	74	75	75	....	74⅜
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	96	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	90½	....	....	91	....	....
Hannibal & St. Joseph	39	39½	39½	....	39½	....
" pref.	58	....	....	....	....	....
" 8s, conv.	93	93½	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th	93½	92⅜	92⅜	93½	92⅜	92⅜
Lake Shore Div. bonds	97	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	116½	116½	116⅛	116
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	103
" 2 M.	100	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54½	55⅜	55⅜	56⅜	56⅜	....
" pref.	78½	....	....	79	....	....
" 1st mort.	....	92½	....	92½	....	....
" 2d mort.	....	....	83	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	93	94½	94½	94½	....	94
" H. & St. J. 8s	91⅜	....	....	....	....	....
Morris and Essex	93	92⅜	....	93	92⅜	....
" 1st mort.	....	....	107	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	....	....
" 6s. S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97⅜	97⅜	98	97⅜	97⅜	....
" certificates	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s. old	33	....	....	31½	....	....
" new	21	21½	....	....	....	....
Ohio and Miss.	46½	46½	46½	46½	....	....
" pref.	....	74½	75	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	76⅜	77⅜	78⅜	77⅜	76½	76⅜
Panama	114½	115½	118⅜	119	119	119
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	105
" 2 M.	....	....	....	100½	100½	100½
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	42½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	73	72½	72⅜	....
" new	74½	73½	73½	....	72⅜	73⅜
Tol., Wab. & Western	76⅜	75½	76½	76⅜	76½	76½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	100	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment. 88	....	....	....	....	....	....
" St. Lou. Div.	....	....	94½	....	94½	94
Union Pacific	37	37⅛	38½	38	37⅜	37⅛
" 1st mort.	90½	90	89½	....	90½	90
" L. Gt. 7s.	82	....	....	....	81½	81½
" Inc. 10s.	....	87	87½	87½	....	87½
Virginia 6s, old	....	....	....	44½	....	....
" new	....	....	....	....	....	....
" consol.	51	51	51	50⅜	....	....
" def. cert.	15½	....	....	....	15½	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	....	111¾	....
U. S. 5s, 10-40s, coup.	113	....	112⅞	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	113¾	113¾	....	....	113¾	113¾
U. S. 6s, 1881, reg.	....	....	115½	115½	115½	115½
U. S. 6s, 1881, coup.	....	....	....	....	....	118
U. S. 6s, 5-20s reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	115¾	114¾	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	116¼	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	114⅝	....	....	....
U. S. 6s, 5-20s, c. n '65.	114⅝	114½	114½	....	114⅝	114⅞
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	115⅞	115½	115½	115½	115½	115⅝
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	115	115½	....	115½	115	115
U. S. 6s, Pac. R.R issue.	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	97½	97½	....	....	....	98
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	94	....	....	....	....	....
Lehigh Navigation	43¼	....	43⅝	43½	43⅝	43½
" 6s, 1884	....	....	90½	....	90½	....
" Gold L.	92⅞	....	93⅛	93½	93	....
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59½	59½	59½
" 6s new coup	98¼	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	46¾	46¾	46¾	....	....	46¾
" 7s.	....	....	....	....	....	....
Minehill	53	53	53	....	....	53
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	100	....	....	....
" 7s.	....	....	....	....	....	97½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37⅜	37	....	....	....	37
" 7s.	80	....	79¾	....	....	....
Pennsylvania R. R.	59⅜	58⅝	58⅞	58¼	59½	59
" 1st M.	....	....	....	....	....	....
" 2d M.	100	....	....	....	....	....
" Gen. mort.	94	....	94	....	....	94
" " reg.	....	....	96	96	....	96
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series.	....	....	....	....	105¾	....
" 6s, 3d series.	107	....	....	....	....	....
Philadelphia City, 6s.	97½	....	97½	97½	....	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58¾	58¾	58¼	58¼	58⅜	58⅜
Philadelphia and Erie	....	....	....	27¼	27⅜	....
" 6s.	....	....	....	91⅜	....	....
" 7s.	90¼	....	90¼	....	....	90¼
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	7¼	....	....	....
" pref.	15¾	....	....	15¾	....	....
" 6s, 1882	80	80	80	....	80	80
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	126	126	126	126	126¼	126¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	57
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	20½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22.	Tu.23
Baltimore City 6s, 1875	....	....	99¼	99¼	99½	....
" 1886	....	....	98½	....	....	....
" 1890	....	98¾	98¾	98¾	99	98¾
" 1884	....	....	....	....	....	....
" 1900	....	98¾	....	....	....	....
Balt and Ohio	....	....	....	....	159½	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	96¼
Marietta & Cin. 1st M.	....	....	101¾	....	....	101¾
" 2d M.	91¼	91¼	91½	....	91¼	91
" 3d M. 8s.	83¾	83¼	83⅝	83¾	83¾	....
Northern Central	....	39¼	....	....	39⅛	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	94¼	94¼	....	....	94¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	51¼	....	....
" Defer. Certif.	....	....	....	....	15¼	....
City Passenger R R.	....	....	....	....	23½	23½

Boston Stock Exchange.

Actual Sale Prices for the week ending July 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24.
Boston and Albany	149⅜	149¾	149½	150	....	
Boston and Lowell	....	140	....	....	....	
Boston and Maine	137	137	137	....	....	137½
Boston and Providence	....	....	....	....	150	....
Boston, Hartford & Erie	....	....	....	....	5	....
" 7s, new	....	....	....	....	42¾	42¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	131½	131	....	131¼	131½	131½
Concord	....	....	....	....	....	....
Connecticut River	134	....	....	134½	....	134¾
Eastern	....	109	109	....	....	109½
Fitchburg	....	133	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115⅝	116	115⅝	115⅝	116¼	116¼
Northern, N. H.	....	116	....	....	....	....
Ogdens. & Lake Champ.	....	....	80⅜	....	....	81
" pref.	....	....	....	....	....	....
Old Colony & Newport	....	....	....	114¾	115½	116
Ph., Wil. & Baltimore	....	....	56¾	56¾	56¾	56¾
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.	....	....	....	....	89½	....
" Land Grant 7s.	....	79¾	....	....	....	80
" Income 10s.	....	....	....	....	83¾	83¾
Vermont & Canada	90¼	....	91	91	91	91
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	68¾	....	....	68¾
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls " 13	....	....	....	....	....	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	11¼	....	....	....
Quincy "	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. July 12.	Closing Prices. July 5.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	69 — 71
Do. 2d mort., $1,000	61 — 63	61 — 63
Do. Con.mort. B'nds Bisch.'s Cert.	38 — 40	37 — 39
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	84 — 86	84 — 86
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	43¼ — 44	— — —
Do. Ticket of Protec. Com. attached	— — —	44¼ — 45¼
Do. 6 per cent Convertible Bonds	92 — 94	91 — 93
Do. European Agency Certificates	43¼ — 44¼	41½ — 42½
Illinois Central $100 shares all paid	106 —108	109 —110
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	96 — 98	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	89 — 92	89 — 92
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	94½— 95¼	94¼— 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, July 27, 1872.

Stock Exchange and Money Market.

Money has been in unusually liberal supply in the open market, and rates have ruled exceptionally low, ranging from 2½@5, generally 3@4 per cent. on call, and 5@7 per cent. per annum in the discount form, thus giving the advantage decidedly to responsible borrowers who have shown less urgency in their demands for aid, whether for speculative or mercantile purposes. The stock and gold movements have been on a restricted scale, requiring a very moderate supply of funds to make settlements and adjust balances. The inquiry from commercial sources has been comparatively light, and quite promptly met, in nearly all instances, at the prevailing rates. The outflow of currency to the interior has been of less magnitude, and the city banks closed the week with some increase of strength in their reserves. The U. S. Sub-Treasury office again last week reduced its coin balance about ½ a million and enlarged its currency slightly. The city banks increased their loan and discount average about ⅝ths of a million during the week, and contracted their outstanding circulation nearly ⅛th of a million. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $8,160,527, and a coin reserve of $89,246,503.

The city banks, in their latest return, show a falling off of $545,100 of legal tender notes, with an increase of $1,348,400 of specie, and of $2,042,300 of deposits, also of $616,700 in their loan and discount averages, and a reduction of $90,400 in their item of circulation. The city bank exchanges, last week, averaged 73½, and thus far, this week, about 76 millions daily. The banks now hold $12,735,575 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $29,571,800, against $18,141,987 same time last year. The city bank deposits are now $247,551,300 against $255,735,063, week ending July 22, 1871. The legal tender reserve amounts to $52,895,600, against $72,419,670 same time last year. The circulation now stands at $27,376,000 against $30,371,186 same time last year. The loans are now $297,214,500 against $300,068,724 at this date last year.

The coin reserve of the city banks is now about 29½ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 52⅞ millions against $46,616,000 on the statement of February 10th.

Government revenues have been quite moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $9,947,371. The customs at the port of New York last week were $1,855,143; at the outports, equal to about $625,000 all in coin, or coin certificates.

Under the Treasury programme for July, Government proposes to buy in Five-Twenties, as follows: Wednesday July 31, $1,000,000.

The Treasury Department on Wednesday controlled a coin reserve of $79,860,000 of which $32,330,000 were represented by outstanding coin certificates and a currency balance of $10,190,000.

Gold has shown more firmness, on lighter offerings, particularly for prompt delivery, but the demand has been moderate, and the dealings have been devoid of spirit, as a rule, though toward the close the speculative temper was more confident, and the market rather more buoyant. The export drain was less extensive. The customs inquiry, light.

On Wednesday, the specie exports were $525,000.

The range of the price during the week has been from 114⅛@114¾ and the closing quotation on Wednesday was 114⅝ against 114⅝@114¾ the preceding Wednesday. The specie outflow last week, was $4,641,026. The Gold Exchange Bank clearances have averaged about 32 millions per day during the week.

The customs demand for Gold last week, averaged $324,000 a day; thus far, this week, it has averaged $299,800 a day, or equal to a weekly aggregate of $1,798,800. The arrivals of specie from Europe, Havana and other foreign ports last week were $3,597 and since Jan. 1, 1872, $2,736,436 against $3,848,156 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $81,-

311,255 against $85,015,650 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $51,829,645, against $57,919,367 during the same time in 1871.

The export drain of specie was $4,641,026 last week, against $6,094,371 same week preceding year. The shipments since January 1, 1872, have been $48,786,037 against $49,883,757 during the same portion of 1871.

Foreign Exchange has been in rather less request at somewhat easier rates. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110¼@110½.

The produce exports from this port, week ending with July 23, were to the currency value of $4,274,943.

Government securities have been in light supply and held with confidence, on a fair demand for the leading issues, mostly on investment account.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117¾@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115⅝@115⅞; U. S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 116⅛@116¼; U. S. Five-Twenties of 1865 consolidated, 114⅝@114¾; U. S. Five Twenties of 1867, 115¼@115⅜; U. S. Five-Twenties of 1868, 115@115¼; U. S. Ten-forties at 112¾@113; U. S. Fives of 1881 (Funding Loan) 113¾@113⅞; Six per cent. currency bonds, 114⅜@114⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 10.	July 17	July 24.
Consols	92⅝	92½	92½
U. S. 5-20's of 1862..	91⅛	91⅛	91
U. S. 5-20s, 1865....	92½	92½	92⅝
" 1867	92	91⅝	91¾
" 10-40s	90	90¼	89¾
New Fives of 1881...	90¼	89¼@⅜	89¼
Erie.	43½	42	41¼

State bonds have been in moderate request and irregular in prices. The Southern State obligations have fluctuated widely.

Railway Mortgage Loans have been moderately active with the main demand from investment buyers and prices have been generally quoted stronger. Central Pacific Sixes have been in good demand at 101¾@102⅞ Chesapeake and Ohio have been in good request at 94 per cent. and accrue interest.

Railway and Miscellaneous share property has been comparatively tame, throughout the week, many of the leading operators having been absent from the city. Values have been variable, but closed with some indications of buoyancy.

In the line of Metals, Ingot Copper has been very quiet, but rather steadier in price; 100,000 lbs. sold at 33c.@33¼c. per lb. Under the very favorable advices from England, reporting an advance in Coltness Pig-iron to £7 15s. Scotch Pig-iron has been held much higher here, on restricted offerings, with sales reported of 500 tons Eglinton at $48 50, now held at $50@$52; 400 tons Glengarnock, part at $53 50 now held at $54, with Coltness quoted up to $57 50 and Gartsherrie to $55. American Pig-iron has also been held with increased confidence, particularly No. 1, which has been scarce and wanted, but the high views of sellers have been against free dealings. Iron rails have been in good request and strong in price; sales 2,000 tons English on private terms. Lead has been quoted steady, but has been inactive. Spelter has been rather more sought after, and 25 tons have been purchased at 7c., gold per lb. Pigtin has been quiet, on the basis of 36¼c.@36½c., gold for Straits. Tin Plates have been in less demand, owing partly, to the firm views of holders; 500 boxes charcoal Terne, for August delivery, changed hands, $11 62½, gold. Zinc dull at old rates.

General business has been somewhat brisker. Breadstuffs have been quoted cheaper, on free offerings of stock. Provisions, Petroleum, and Naval Stores closed more firmly. Cotton opened heavily at declining prices, but closed in favor of sellers. Middling upland cotton again declined and closed on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,669,100 bales, against 3,919,922 bales same time in the preceding year; exports 1,915,936 bales against 3,101,577 bales in the previous year; stock at the ports at latest dates, 126,624 bales against 170,489 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair request at 8@13 cts.; Veals at 5@9 cts.; Sheep at 5@7; Lambs, 8½@12½ cts.; Swine, 4½@4⅞ cts. per lb., all live weight. The week's receipts were 7,913 Beeves, 2,821 Veal Calves, 23,415 Sheep and Lambs; and 24,050 Swine..

Foreign goods have been in rather better request and steadier as to price, in most instances. The week's imports of foreign goods reached the amount of $7,221,202 including $2,605,539 of dry goods.

Ocean freights have been fairly active and firmer. Tonnage continues scarce.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 7⅞; do. 1st mort., 42¾; Central of New Jersey 1st mort, new, 107¾; do. scrip, 104½; Cleveland, Col., Cin. and Ind. 1st mort., 101¾; Ohio and Miss. consol., 97¾; do. 2d mort., 88½; Pekin, Lincoln and Decatur 1st mort., 90; Hannibal and Central Missouri 1st mort., 89; Quincy and Toledo 1st mort., 93; Lake Shore and Michigan Southern consols, reg., 100½; Long Dock bonds, 97½; Am. Dock and Imp. 7s, 98½; North Missouri 1st mort., 93; Toledo, Peoria and Warsaw, Bur. Div., 88¼; Gt. Western 1st mort. 1888, 99; Cedar Falls and Minnesota 1st mort., 83; Pacific 7s, guar. by Mo., 99; New Jersey Southern R. R., 25; Missouri, Kansas and Texas R. R. 43; New York and New Haven R. R., 144; do. 6s, 99; Hartford and New Haven R. R., 164; St. Louis and Iron Mt. 1st mort., 100¼; U. S. Exp. 83; Am. Mer. Union Exp., 74½; Adams Exp., 97¾; Wells Fargo Exp., 88½; Western Union Tel., 75¼; Quicksilver pref., 52½; Consol. Coal of Md., 44⅜; South Carolina 6s, new, Jan. and July, 29½; North Carolina Special tax, 7½ p. c. off, 16½; do. 6s, issued to N. C. R. R., 45; Arkansas 6s, Fund Act, 53; Virginia 6s, old, reg., 36; Georgia 7s, 88; Alabama 5s, 60; Brooklyn 6s, W. L., 95.

Philadelphia.—West Jersey 6s, 94; Oil Creek and Allegheny River 1st mort. 7s, 83; Philadelphia and Reading Gen'l mort. 7s, 103¼; do. 6s, 1843-'80, 93; Wilmington and Reading 7s, 101; Pennsylvania and New York Canal 7s, 97½; Allegheny Valley 7s, 94; Schuylkill Nav. 6s, 1895, 79; Susquehanna Canal 6s, 78½; Chesapeake and Delaware 6s, 90; Huntingdon and Broad Top Mt. consols, 48½; Lehigh Valley 7s, new, 106; Am. S. S. Co. bonds, 78; Westchester and Philadelphia R. R. 7s, 101; Perkiomen R. R. bonds, 86; Pittsburg 5s, 75; Big Mt. Coal, 6½. The latest quotations are: City 6s, 97@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101½@103; do. 2d series, 105¼@—; do. 3d series, 106@—; Philadelphia and Reading, 58½@58½; do. Gen'l mort. 7s, 1893, 103@103¼; do. mort. 6s, 1880, 94@—; United New Jersey R. R. and Canal Co. 126@126¼; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 93⅛@93½; do. 1889, 90½@91; Pennsylvania R. R., 58⅞@59; do. 1st mort., 100@100½; do. 2d mort., 98@100; do. General mort. coupon, 93¾@94; do. reg., 95½@96; Little Schuylkill R. R., 46¼@46⅞; Morris Canal, 51@52½; do pref., 124@126; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 78@80; Schuylkill Nav., 7½@8; do. pref., 15@15½; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 43@43¼; do. 6s, 1884, 90⅛@90¼; do. R. R. Loan, 97@97½; do. Gold Loan, 92¾@93; North Pennsylvania, 50@51; do. 6s, 100@102; do., 7s, 97½@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27¼@27¾; do. 6s, 91@91⅜; Minehill, 52¾@53; Catawissa, 15@18; do. pref., 45½@45¾; Lehigh Valley, 59¼@59⅜; do. 6s, new coupon, 98@98½; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 63@66; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 33@34; Green and Coates, —45@; Chestnut and Walnut, 56@57; Hestonville, 19@20; Union, 75@75; Germantown, 35@37.

Boston.—Eastern R. R. 7s, 104; do. 6s, 1885, 96½; do. 1874, 98; Framingham and Lowell 7s, 1892, 90¼; Vermont Central 8s, 1891, guar., 99¼; Boston and Albany 7s, 1892, 107; Chicago and Michigan Lake Shore R. R. 8s, 85; Burlington and Missouri R. R., 108¼; do. 8s, in Nebraska, 103; Ogdensburg and Lake Champlain 8s, 1878, 100¼; Stanstead, Shefford and Chambly 7s, 79½; Maine Central 7s, 1912, 99½; Jackson, Lansing and Saginaw 8s, 1891, 102½; Cincinnati, Sandusky and Cleveland R R., 22⅝; Portsmouth, Gt. Falls and Conway R. R., 99½; Norwich and Worcester R. R., 126⅝; Summit Branch, 46; Connecticut and Passumpsic Rivers R. R. pref., 91¼; do. 6s, 1876, 95¼; Nashua and Lowell R. R., 144½; Worcester and Nashua R. R., 133¾; Rutland R. R., 14; Cary Imp., 12⅝; Waverly Land, 8; Boston Water Power, 53; New Hampshire 6s, 1902, 99½; Maine 6s, 1889, 100⅛; Salem 6s, 1882, 89; Lowell 6s, 1890, 97; Manchester 6s, 1879, 96¼; St. Louis 6s, 1886@1888, 90¼; do. 1877, 94½; Rock Island, Ills., 8s, 1882, 103½; Cincinnati 7 3-10s, 1889, 105½; do. 7s, 101; Belfast 6s, 1898, 89½; Charlestown 6s, 1892, 99; Springfield 6s, 1878, 99½; Albany 6s, 1896, 92⅞; Boston 6s, currency, 101⅛; Cambridge 8s, 1887, 99⅞; Burlington, Iowa, 10s,

1878, 100; Allouez Mining Co., 10; Calumet and Hecla, 157½; International silver, 4; Pontiac, 7¼; Ridge, 11½; Shumiah Silver, 7⅞; Star, 87½.

Baltimore.—Virginia and Tennessee 3d mort. 8s, 90; Richmond and Danville 1st mort., 79½; Union R. R. 1st mort. guar., 91; Northern Central 6s, 1900, gold, 93¾; Western Maryland 3d mort., guar., 95; Orange, Alexandria and Manassas 7s, 83; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort. 8s, 84¾; do. 2d mort. 6s, 85; do. 1st mort. 6s, 94; Virginia consol. 6s, reg., 45; Memphis City 6s, 55¾. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94⅝; Baltimore and Ohio, 158@160; do., pref., 99@—; do., 6s, 1875, 96½@97½; do., 1880, 96⅛@—; do., 1885, 96¼@97; Parkersburg Branch, 10@20; Northern Central 39⅛@39½; do. 6s, 1885, 94@96; do., 1900, 90½@90½; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 102⅛@102½; do., 2d mort., 7s, 91½@91⅞; do., 3d mort., 8s, 83⅜@83½; Central Ohio, 34@36; do., 1st mort., 86¾@87¾; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 94@—; do., 2d mort. guar., 92@—; do., 3d mort., guar., 94@95; do. 2d mort pref., 81@83½; do., 2d mort. guar. by Washington Co., 85@88; Richmond and Danville bonds, 79½@79½; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 85¼@85½; Alex. and Manassas 7s, 81¾@82; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@79½; do. 8s, 3d mort., 90@90; Baltimore 6s, 1875, 99@99½; do., 1884, 98@98½; do. 1886, 98@98¼; do., 1890, 98⅞@99; do., 1893, exempt, 102@102½; do., 1900, exempt, 98½@99; Memphis City 6s, 55¾@55⅞; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104@104¼; City Passenger R. R., 23⅝@24; George's Creek Coal, 92@94½; Atlantic Coal, 1.50@1.75.

☞ The Bachman's Valley road is to be graded from its junction with the Hanover branch to Chesnut Hill Ore Banks in August. Five miles are completed, from Leib's Mill southeast up Codorus stream to Kleinefeltersville, Pa., within two or three miles of the Maryland line. From this line the course of the road is southwest instead of southeast, the proposed terminus being on the Maryland Western at Westminster, 29 miles from Baltimore.

☞ The Northern Pacific Company are making arrangements to let another division (the Montana) of their road. The work on the Dakota division is progressing so finely, and the bonds of the road are selling so rapidly, that they feel no hesitancy in letting out an additional division. The contractors on the Dakota division are pushing not only the grading but also the track-laying, and trains can now go thirteen miles beyond Fargo.

☞ The estimated earnings of the Erie Railway for the week ending July 15, 1872, were $396,611; against $463,097 for the corresponding period of 1871—a decrease of $66,486. Total earnings since April 1, 1872, $5,539,834—an increase over the same time in 1871 of $483,976.

☞ The President and Directors of the Baltimore and Drum Point Railroad held a meeting in Baltimore on the 17th inst., at which the road from Camp Parole, on the Annapolis and Elkridge Railroad to Butler's Tavern in Anne Arundel county, a point ten miles distant, was located. Work will be commenced immediately on that portion of the road. The Board also determined to put the Annapolis Road in order throughout its entire length. The prospects of the road are flattering, and hopes are entertained that portions of Anne Arundel and Calvert counties, which have heretofore been a sealed volume, will soon be placed in easy communication with Baltimore.

☞ The Frederick and Pennsylvania track is now laid over the bridge and trestle works over Big Pipe Creek, at Bruceville, and the connection with the Western Maryland Railroad and the Pennsylvania roads is complete. The Pennsylvania Company now run their own engines over the road and bring all the iron via Northern Central and Hanover Junction. The tracklayers are rapidly approaching Renner's warehouse, a mile and a half north of Woodsboro', Frederick Co.

☞ A despatch from St. Louis says the terms of the lease recently made of the Missouri Pacific Railroad to the Atlantic and Pacific Railroad are ten per cent. dividend on the present stock of $3,600,000 for three years; twelve per cent. for two years, and fourteen per cent. for 999 years. Joseph Brown will continue President and become a managing director of the Atlantic and Pacific road.

☞ The Rolling Mill at Pencoyd, on the west side of the Schuylkill, near Manayunk, is being greatly enlarged. The new portion will be used as a forge and finishing mill, and the old structure will be occupied as a mill for preparing rough stock. The new mill will be supplied with a train of three high rolls, and four double-acting steam-hammers, weighing 3000 pounds each, for making car axles.

☞ The Cattaraugus *Union* says that the contracts for building the Cattaraugus Railway from Salamanca to Machias have been let to responsible parties. Harris Brothers, of Buffalo, have the contract for clearing, grubbing and masonry. Work is to be commenced at once. Mr. W. W. Coe is managing assistant engineer in charge of the construction of the road.

☞ The Milwaukee, Lake Shore and Western (hitherto known as the Milwaukee, Manitowoc and Green Bay) Railroad, has been located along the Lake Shore through Port Washington, Sheboygan, Manitowoc and Two Rivers, and thence to Green Bay, with a line also from Manitowoc Westward to Appleton. Most of the line and a little of the Lake Shore line is consolidated.

☞ The Baltimore and Ohio Railroad Company have just negotiated in England, a loan of $10,000,000, with which they propose at once to build their extensions from Pittsburgh to Chicago. The entire line will be put under contract as soon as the towns along the line take definite action in regard to granting the right of way.

☞ Some 40 men are tunneling West Point for the West Shore railroad with steam drill and nitro-glycerine.

THE

St. Joseph & Denver City

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First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revennes, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 22d inst., reports the net anthracite coal tonnage for the week ending on the 13th inst., from all sources, at 427,771 tons, and for the year 9,884,045 tons, against 5,829,500 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,554,545 tons. The production of bituminous coal for the week was 53,537 tons, and for the year 1,279,268 tons, against 1,166,382 tons to the corresponding time last year—an increase of 112,886 tons. The total production of all kinds of coal for the week was 481,308 tons, and for the year 11,158,313 tons, against 6,495,882 tons to corresponding time last year, showing an increase of 4,652,431 tons.

☞ The Norwich and Worcester Railroad Company now includes in its list of officers a regularly appointed and salaried surgeon.

Journal of Railroad Law.

RAILROAD COMPANIES—BILL OF LADING—MEANING OF EXPRESSION "DAMAGE OR LOSS BY FIRE"—RULE AS TO NEGLIGENCE.

The facts in the late case of Lamb *vs.* Camden and Amboy R. R. & T. Co., (46 N. Y., 272,) are fully and clearly stated in the following opinion by—

GROVER, J.—It was proved by the defendant, that the cotton in question was destroyed by fire, while in a shed upon the dock of the defendant, where it had been placed by the defendant. The question was made upon the trial, whether this proof, of itself, constituted a defence to the action, or whether the defendant was bound to go further, and show that it and its employes were free from all negligence in the origin and process of the fire, or whether it was incumbent upon the plaintiffs, to maintain the action, to prove that the fire, causing the loss, resulted from such negligence; in other words, whether the plaintiff was bound to prove that the fire causing the loss, resulted from the negligence of the defendant, or the latter was, in the first instance, bound to prove itself free from all negligence in that respect. In considering this question, it must be borne in mind that it has already been determined, that the defendant was exonerated from all liability as carrier, for a loss caused by the destruction of the cotton by fire, by an express provision of the contract in pursuance of which it transported the cotton. Relieved of this responsibility it was liable only, in case it was so destroyed, as bailee for hire; and it is undisputed that such a bailee is liable for the loss of the property only in cases where the loss is the result of his negligence. The question is whether in case of loss by a bailee for hire, the bailor can recover upon simple proof of loss, unless the bailee shall prove that he was free from all negligence contributing to such loss, or whether the bailor must go further and prove that the loss was caused by the negligence of the bailee. I believe this to be a fair statement of the question between the parties to the present action, and yet so stated, no one will hardly insist that the bailor can recover without affirmatively proving that the loss was caused by the negligence of the bailee. The decisions are numerous to this effect, based upon the familiar principle that negligence, being a wrong, will not be presumed, but must be proved by the party charging it and seeking a recover founded thereon. Cases may occur, where the proof of the loss and circumstances connected therewith may show a case of presumptive negligence in the defendant, such as will entitle the plaintiff to recover upon that ground, in the absence of further proof. To illustrate. A passenger upon a railroad, receiving an injury caused by the cars running off the track, may rely upon the fact that they did run off as evidence of negligence; nevertheless, the *onus* is upon him of establishing to the satisfaction of the jury, that his injury was caused by the negligence of the defendant; and, unless he satisfies the jury affirmatively of this fact from all the evidence he is not entitled to recover. It sometimes occurs, in the progress of a trial, that a party holding the affirmative of the issue, and consequently bound to prove it, introduces evidence, which uncontradicted, proves the fact alleged by him. It has, in such cases, frequently been said, that the burden of proof was changed to the other side: but it was never intended thereby that the party bound to prove the fact was relieved from this; and that the other party to entitle him to a verdict, was required to satisfy the jury that the fact was not as alleged by his adversary. In such cases, the party holding the affirmative is still bound to satisfy the jury affirmatively, of the truth of the fact alleged by him, or he is not entitled to a verdict. In the present case, to entitle the plaintiff to recover, he was bound to prove that the fire which consumed the cotton resulted from the negligence of the defendant. The remaining inquiry is, whether the rule requiring this was violated upon the trial, from which the defendant might have been prejudiced, after proof had been given by the defendant showing the destruction of the cotton by fire. Its counsel proposed to rest his case, reserving the right to rebut any testimony that might be adduced by the plaintiffs, tending to show that the destruction of the cotton by fire was occasioned through the defendant's negligence or default. The plaintiff's counsel insisted that the defendant was bound to prove that it had not been guilty of negligence, and that the defendant's case must then be exhausted. The court thereupon decided that the burden of proof was on the defendant, to show that the destruction of the cotton by fire was not caused by negligence on its part. This was error. Although in proving the destruction of the cotton by fire it appeared that the fire originated on a boat of the defendant laying at its dock. This was only evidence tending to show negligence of the defendant. Whether sufficient *prima facie* to entitle the plaintiff to a verdict is a question not necessary to decide, as no ruling thereon was made by the court. Be that as it may, the burden was still upon the plaintiffs to establish, to the satisfaction of the jury from all the evidence, that the fire was the result of the negligence of the defendant. Other evidence was given making the question of the defendant's negligence, in respect to the fire, proper to be decided by the jury. The court, among other things, charged the jury that, although the defendant had been freed from their ordinary measure of responsibility as insurers, they are not relieved from the burden of satisfying you that this loss, which it is beyond doubt happened by fire, was not occasioned by negligence on its part. To this the defendant's counsel excepted. In another part of the charge the judge stated, that the real importance of the question as to reasonable time (for the removal of the cotton by plaintiffs' meaning) consists in this case of the fact, that down to this point of time, the burden of establishing that there was not any such negligence as I have stated rests upon the defendant. This part of the charge was excepted to. Both exceptions were well taken. The idea plainly conveyed to the jury was, that they should find for the plaintiff, unless satisfied from the evidence, that the fire was not the result of the defendant's negligence, thus leaving them to find for the plaintiff, if unable to determine whether the fire so resulted or not, while the instruction should have been to find for the defendant, unless they found, from all the evidence, that the fire was the result of the negligence of the defendant. The jury, after retiring to deliberate on their verdict, returned into court and made the following inquiry. Whether, if satisfied that proper precaution was not taken to prevent fire on board (the boat meaning), through the neglect to place a watchman there, they were to find for the plaintiff for the whole amount. To which the court responded, that the omission to place actually on the boat, specially charged with the duty of guarding her, might be considered by the jury on the question of negligence in the case, and if the jury found the defendants guilty of negligence, which contributed to the loss of all or any part of the cotton, etc., to find for the plaintiff for such cotton. This did not cure the error committed in the charge previously given and excepted to. In that, the judge had instructed the jury to find for the plaintiffs, unless the defendant had satisfied them, that the fire was not the result of its negligence. This was not withdrawn by the answer given to the question of the jury. Taken both together, the jury must have understood that they were to find for the plaintiffs, if satisfied that the fire resulted from the defendant's negligence, and that they were also to find for them, unless they found it did not so result. This gave the plaintiffs the verdict, if the jury were unable to find negligence in the defendant, on the ground that they were unable to say that the proof showed that it was not negligent. Thus in effect, finding for the plaintiffs, without determining the question at all, much less without finding that the fire was the result of defendant's negligence. For the error of the charge upon this point, and in the ruling upon the trial, that the burden was upon the defendant, to show that the fire did not result from its negligence, the judgment must be reversed and a new trial ordered.

Judgment reversed.

Debt of Georgia.

The following is an extract from the Message of the Governor, dated 17th inst:

The following is a consolidated statement of the existing debt of the State, created before the 4th day of July, 1868, showing the amounts and dates of the issue and maturity of the bonds:

When issued.	When Due.	Amount.
1842 and 1852	1872	$650,000
1842 and 1843	1873	137,000
1844 and 1848	1874	251,500
1858	1878	100,000
1859	1879	200,000
1860	1880	200,000
1861	1881	100,000
1866	1886	3,600,000
Grand total		$5,238,500

From the foregoing tabular statement, it will appear that the total amount of our bonded debt, contracted prior to July 4, 1868, is $5,238,500.

To meet the bonds falling due the present summer, the Governor was authorized to issue bonds to the amount of $700,000, due in twenty years, and bearing interest at a rate not exceeding seven per cent. per annum, payable semi-annually. As required by the provisions of this act, I have caused bonds to be prepared, and the same are now being used in exchange and redemption of the old bonds falling due the present year. By the third section of the act, a temporary loan was authorized in a sum not exceeding $300,000, for the purpose of paying the semi-annual interest, due the present summer, upon the bonds of the State issued before the 1st day of June, 1868, which loan, it is provided, shall be paid back out of the moneys received from the taxes paid into the Treasury during the year 1872.

Acting under the authority thus conferred, I

borrowed from the National Bank of Commerce in New York the sum of $200,000, at seven per cent. per annum, to be repaid on the 1st day of December next. This sum was placed to the credit of the State on the 29th day of June last, and is sufficient to pay the interest falling due upon our old debt in the months of June, July and August.

An arrangement has also been effected with the National Bank of Commerce to act as the agent of the State in exchanging the old for the new bonds falling due this year. This arrangement is as follows: An offer is made to the holders of the old bonds to exchange therefor the new seven per cent. bonds authorized to be issued by said act. In the event this offer shall not be accepted, it is proposed that the semi-annual interest shall continue to be paid upon the old bonds until the State shall be able to redeem the same. This arrangement is the best that could be effected in the present condition of the public credit, and it is believed that it will give satisfaction to our creditors. There exists no law authorizing the payment of interest upon the old bonds after their maturity, but being satisfied that the proposition to that effect, embraced in the arrangement above referred to, if carried out, will be promotive of the public welfare, I respectfully recommend that the same be approved by the Legislature.

Hamilton (Ca.) as a Railway Centre.

We are reminded by reading the annual report of the Hamilton Board of Trade that that city is fast becoming well supplied with railway facilities. Besides the Great Western proper, the Wellington, Grey and Bruce is open to Paisley, "and will be completed to Southampton by the 15th of September next, with every probability of an extension of the same line to Georgian Bay." Twenty miles of the Southern Extension, a branch of the same line, are ready for the rails, and it is hoped that Kincardine will be reached within a twelve-month. The Hamilton and Lake Erie will be graded to Caledonia by the 15th of August; an expensive bridge is to be built over the Grand River at that point, and the line extended to Hagersville and Jarvis, the expectation being that the latter place will be reached in one year. The line will cross the Buffalo and Lake Huron section of the Grand Trunk, and also the Canada Southern, giving connections with these lines. Respecting the proposed Hamilton and Northwestern line to Collingwood, or somewhere else, the gentlemen of the Board of Trade seem quite sanguine, notwithstanding the project seems to be surrounded with a good many difficulties. Altogether it is plain that the most praiseworthy efforts of the business men of Hamilton—powerfully aided as they have been by the Great Western—are meeting with deserved success.—*Monetary Times.*

☞ The San Francisco *Alta* says that a preliminary survey is now being made for a railroad forty miles long from Merced up the valley of Bear Creek to the middle of the Mariposa estate. This road will save forty miles of staging to Yosemite tourists, and take them beyond the range of the valley dust. A connecting road, twenty miles long and of narrow gauge, is projected to connect the Princeton mine with the Ophir mills on the Merced River. These are only the pioneer lines, and in a dozen years California will be as badly cut up by railroad lines as Massachusetts or Ohio.

☞ The Illinois Western Extension Railroad Company has filed articles of incorporation with the Secretary of the State of Illinois. The line begins at the town of Kankakee, extending Westerly through the counties of Kankakee, Grundy and La Salle to Mendota. Its capital stock is $500,000, and its main office will be at Kankakee.

The National Railroad.

A new railroad project, in which a number of Lancasterians are interested, is about to be consummated. It is chartered under the name of the National Railroad Company, and is an air-line between Philadelphia and New York. Col. Wm. G. Case, of Columbia, is president, and among the directors are C. S. Kauffman, of Columbia, and Dr. H. Carpenter and Geo. K. Reed, of this city. The road will cross the Delaware river between Trenton and Yardleyville, and strike Attleboro, Bucks county, connecting either with the Germantown or North Pennsylvania road. It is proposed to eventually extend the road through Bucks, Montgomery, Chester, and Lancaster counties, and thence on to Hancock, Maryland, where is will strike the Baltimore and Ohio road. It will be ten miles shorter from Philadelphia to New York than any other road.

The contract for grading this part of the road—that is, from Philadelphia to New York—has already been given out, McCrann & Co. having been awarded the section from Yardleyville to Philadelphia. The company composing the firm, we understand, are Messrs. B. J. McCrann and R. H. Brubaker, of this city, and Robert Crane, of Columbia. Shanties will be put up next week, and within a fortnight a thousand men will be at work. The road, when extended to Maryland, cannot but prove of immense advantage to Lancaster city and county.—*Lancaster (Pa.) Express.*

Peachbottom Railway.

The Peachbottom Railway seems to be steadily progressing. The Directors have contracted for the grading and masonry of that portion of the line west of the Susquehanna River. The western division, extending from North Central to Guinstone bridge, a distance of twenty miles, was let to James Freeland & Co., of Millersburg. John T. Wallace took two sections—a mile each, extending from Guinstone bridge to Wallace's cut. D. W. Grove comes in next to Wallace, taking eleven sections, extending from Wallace's cut to the mouth of Scott's run. The remaining portion, consisting of seven miles, was let to Samuel Smith, of Taneytown, Carroll county, Md. Some of the work is required to be completed in fourteen months, and other portions in eighteen. The canvass of York for subscriptions for a line to that borough continue, with fair prospects of success. Mr. Hood, with his assistant engineer, commenced the location of the eastern division of the Peachbottom Railway on the 16th, beginning at Oxford. The contract for the masonry of the division east of the Susquehanna was awarded to Messrs. Clark & Smith, of Philadelphia. The contractors, it is said, expect to begin in a few weeks.—*Oxford Press.*

☞ The Baltimore *American* says that the contest which has been raging for some months past between these two giant railroad gladiators, the Pennsylvania and the Baltimore and Ohio, for the possession of the Philadelphia, Wilmington and Baltimore Road, seems to have been finally settled in favor of the latter. An agreement has been entered into between the Philadelphia, Wilmington and Baltimore and the Baltimore and Ohio Roads by which the former agrees to permit the latter to use its road for a period of years, and by which its passenger cars from Washington and the West will pass over the road and thus avoid transhipment. Whether or not this agreement excludes the Pennsylvania road from equal privileges is not known, but the presumption is that it does.

☞ Another section of the Wellington, Grey and Bruce Railway to Paisley, 85 miles from Guelph, was formally opened on the 8th inst. The contractor is making creditable progress with this line.

NOTICE.

All the Machinery of the New York Railroad Chair Works at private sale. Two Chair Machines; Three Burden Spike Machines; Bolt Heading Machine; Patent Bolt Cutters; Cold Pressed Nut Machine; Heavy Presses, Shears; One 60-horse Engine; One 20-horse do., Boilers, Lathes, &c., &c., at low prices. All in the best order. Apply at factory cor. Morgan and Washington streets, Jersey City, or J. B DAVENPORT, 85 John street, N. Y. (Box 3,041, P. O.) Lists at both places. This is a rare opportunity to buy *good* machinery.

CIRCULAR SLIDE VALVE—TO RAILROAD Managers and other Users of Steam Power.—I will guarantee an addition to the working-power of any locomotive or slide-valve engine of one-third to one-half, at very small cost and no increase of running expenses. Tests desired everywhere. Circulars free.
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A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by this Company, payable on the first day of August next, to the holders of full-paid shares registered at the close of the thirteenth day of July instant, after which, and until the fifth day of August next, the transfer books will be closed.
L. V. F. RANDOLPH, Assistant Treasurer.

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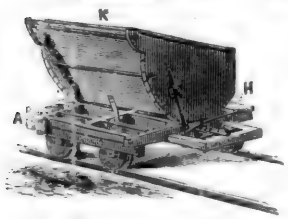
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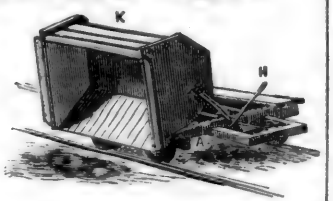


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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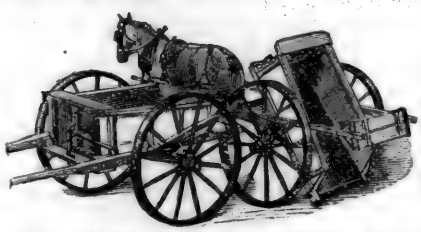
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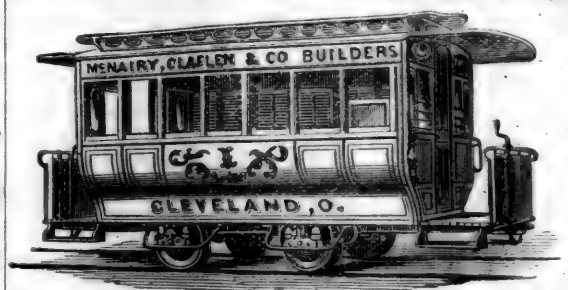
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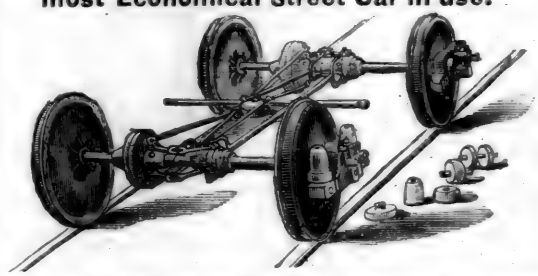
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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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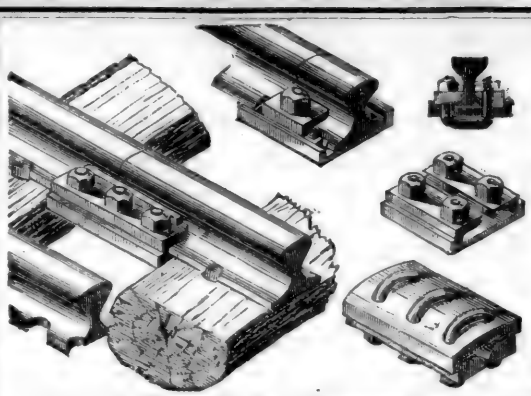
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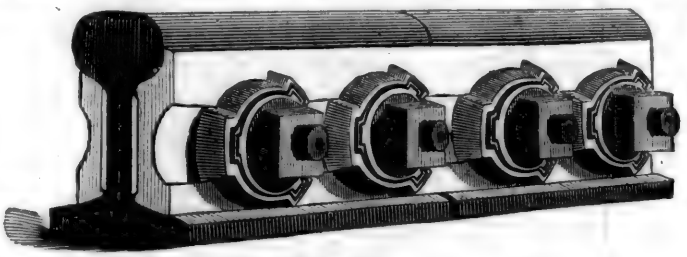
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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 31.] SATURDAY, AUGUST 3, 1872. [WHOLE No. 1,893, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 3, 1872.

THE RONDOUT AND OSWEGO RAILROAD COMPANY.

NEW YORK, KINGSTON & SYRACUSE R. R. Co., No. 18 WILLIAM-ST., N. Y., JULY, 27, 1872.

To the Editor of the Railroad Journal:

SIR: A telegram this morning apparently to the Associated Press, calls in question the value of the First Mortgage Bonds of the Rondout and Oswego Railroad, and states that the company has failed to meet its interest.

I have given public notice as widely as possible of the payment of the July Coupons at the office of the New York, Kingston and Syracuse Railroad Company, No 18 William-st., New York, where the same have been promptly paid in gold, and I invite all persons having any doubt on the subject to apply at that address with any Coupons or Vouchers for interest they may hold.

The suit on which this telegram and false statement are founded rests on the disputed ownership of some bonds. The Coupons of last January of those bonds were refused payment, on the ground that the company had not parted with their possession, and this was under a different Board and Management.

Under the present Board and Management, the Company has met all its liabilities, and largely reduced them, and has increased its receipts and property, and will, about the first of September, throw open to the public 14 additional miles of road fully equipped, thereby reaching the important town of Stamford, in the county of Delaware, 75 miles from the Hudson River.

Your obedient servant,
GEORGE H. SHARPE, President.

Wisconsin Central Railroad.

The Wisconsin Central Railroad Company has leased on satisfactory terms, for 99 years, the road of the Milwaukee, Lake Shore and Western Railroad Company, which company is a consolidation of the Milwaukee, Manitowoc and Green Bay, and the Appleton and New London Railroad companies. This leased road extends from Appleton to Manitowoc, thence to Milwaukee, and passes through a finely settled country, which boasts a population of over 150,000. It is to be completed and passed into the hands of the Wisconsin Central by November 1st, and it is believed it will be a paying road from its commencement. This completes the line of the Wisconsin Central from Lake Superior to Manitowoc on Lake Michigan, where it connects by boat across the lake with railroads running directly to Detroit and New York, making the shortest line from Lake Superior and the terminus of the Northern Pacific Railroad to New York by about 250 miles. It also has the shore line from Manitowoc through Sheboygan to Milwaukee, there making direct connection by another road to Chicago. This line, from the termination of the Northern Pacific to Chicago, is about 100 miles shorter than any other route. The whole country from Milwaukee to Lake Superior through which this road passes, comprises some of the very best farming lands in the United States. The pine and hardwood timber, and the iron property are not to be surpassed in value by any other section in the country.

This whole enterprise is being pushed forward with great vigor, and the parties interested are confident of its ultimate success, which opinion is sustained by those best acquainted with this portion of the country. The income from that part of the road which is now running is sufficient to pay all expenses and the interest on the bonds now issued. The Wisconsin Central will have 300 miles of road running this fall.

☞ I. V. Baker, President of the New York and Canada Railroad, projected from Whitehall north, has let the contract for the construction of the road from Whitehall to Port Henry to Geo. T. Harris & Co., of New York, for the sum of $1,400,000. Mr. Harris contracts to have the work completed August 1873.

Railroad in Japan.

The progressive ideas infused into Japan by American and European influence have long furnished a theme for comment and admiration, but the following extract from a Yokohama letter to the New York *Herald* would indicate that they are rather slow in their Yeddo railroad enterprise, though it must be admitted that whoever has the contract has made, so far, a decidedly good thing of it. The writer says:

"That immense elephant—the railroad—which the Japanese have had on their hands for the last three years, has at length shown some signs of life. After a period of nearly three years since ground was first broken the line has been opened for a distance of thirteen miles. Why it was not opened before for this distance it is difficult to say unless a reason can be found in the fact that those who had charge of its construction were heartily ashamed of the results of their labors. As before stated, this paltry line—the whole length from Yokohama to Jeddo is only seventeen and one-half miles—has been nearly three years in construction. It runs through a country entirely devoid of physical difficulties; labor is plentiful and cheap; money and men have always been on hand. It is a single track road—3 feet 6 inches gauge—and the only perceptible result of all this is a line in working order of thirteen miles in length, and it has cost very nearly one hundred and twenty thousand dollars per mile. Where the money has gone to it is hard to say, but there are the figures. The road was opened to the public on the 13th inst. There are first, second and third class cars. The two first mentioned cars are something like our street cars, only they are narrower and in every way smaller. The first-class cars are divided into three compartments by sliding doors, and carry twelve persons comfortably. The second-class cars differ from the first only inasmuch as they are not subdivided, and are furnished with cane seats instead of leather ones. The third-class cars look like diminutive cattle cars, with wooden benches in them. A train in motion looks very much like a huge and clumsy toy. Still it is not nearly as bad a road as it was expected it would be. Although one gets a considerable shaking in the thirty-eight minutes' ride, the cars run much smoother than I ever dared to hope they would. There is an immense number of officials attached to each train—each car will average two—for what purpose I cannot say, unless it be to display the brass buttons worn by each of them. They run at a speed of about twenty-two miles an hour. Since the road has been opened it has done quite an amount of business, its receipts averaging about five hundred

dollars per day. The tariff is ridiculously high, viz: First-class, $1 50; second-class, $1; third-class, 50 cents. I have been told that these rates will be reduced very considerably on the first of next month. As to the time when the line will be opened all the way to Jeddo I am loth to venture a prophecy; but, judging from the past, I should be inclined to suggest about the early part of 1874. If Japan has to pay for all her contemplated railroads in the same ratio as she has paid for this, I am very much afraid that some time will elapse before any distant points are connected in this manner."

☞ Superintendent Slack of the Cumberland and Pennsylvania Railroad Company has received from Harrisburg Pa., via, the Bedford and Bridgeport Railroad, two hundred and fifty tons of steel rails for his road. They were manufactured at the Harrisburg Steel Works, and are of the best quality. When they are laid the Cumberland and Pennsylvania road will be supplied with steel rails for about two thirds of its entire length, and we understand the company design laying the remaining distance with the same material as speedily as possible.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1872, was as follows:

From passengers		$420,151 27
" freight		592,214 85
" mails and express		25,070 93
" rents of tracks		211,767 24
" mileage of cars		22 089 78
" interest		28,434 52
" miscellaneous sources		8,867 03
		$1,307,595 57
Expenses, viz:		
Repairs of road and track	$187,816 35	
" bridges	20,961 44	
Shops and engine houses	11,555 74	
Station expenses	99,331 73	
Wood, coal and oil	82,191 58	
Locomotive power	82,322 87	
Passenger train expenses	65,700 19	
Freight train expenses	69,437 16	
Office expenses	47,350 24	
Miscellaneous expenses	33,294 88	
		699,962 18
Net earnings		$607,633 19
From which deduct—		
Dividends, October, 1871, and April, 1872, four per cent each	$280,000 00	
Interest on bonds	144,990 00	
Taxes	58,707 55	
Sundries profit and loss	8,648 48	
		492,346 03
Leaving a surplus for the year of		$115,287 36
Add surplus from previous years		539,874 51
Balance of net earnings D. & M. R. R.		50,038 70
Total, as in Balance Sheet		$705,200 57

The operating expenses have been 53.53 per cent. of gross earnings. Number of passengers carried, 700,110. Number of tons of freight moved, 551,936. Number of miles run by trains earning revenue, 588,266. Earnings per mile of do., $2 22.27; expenses, $1 18.98. Income per mile of road, $21,793 26; expenses, $11,666 03. The President in his report says:

During the past year, two dividends of four per cent. each have been paid to the stockholders. The net earnings of this company shows a fraction over 11¼ per cent. on the capital stock, which with the balance of net earnings of the Dayton and Michigan Railroad of $50,038 70 shows a net surplus of $165,326 06, or nearly 12¼ per cent.; this amount, with other assets of the company, has been expended in permanent improvements, principally on the Dayton and Michigan and Cincinnati, Richmond and Chicago Railroads, to meet the increasing demands of business, including new grain warehouse and elevator at Toledo, new equipment, &c., which will be found fully set forth in the detailed report of the treasurer.

During the year 602 tons of steel, 265 tons new iron, and 509tons re-rolled iron rails have been laid in the track. We have now over 16 miles of steel rail in use, which has thus far proved satisfactory.

We contracted last fall for the delivery of 750 tons steel rails for The Cincinnati, Hamilton and Dayton Railroad, and 1,000 tons iron rails for The Dayton and Michigan Railroad, to be delivered between this and the first of November.

New side tracks have been laid during the year at the following places, viz: Glendale, 1,700 feet long, with rails for both gauges; new track at Hamilton for use of Niles' Tool Works, 1,168 feet long, with trestle over the Hydraulic; changed the location of track to Campbell's ice-house north of Hamilton, at considerable expense, lengthening it 612 feet, and laying broad gauge track on same 560 feet; side tracks have also been constructed at Carlisle and Lockland, to hold some twelve cars each.

Bridge No. 4, Trotting Park, two spans of 119 feet each double track, was taken down and a new one substituted; over-head bridge at Carthage rebuilt; No. 6, Pike bridge, north of Carthage, 60 feet span, single track, rebuilt.

A new freight house at Lockland, 60 by 20 feet; new transfer house at Hamilton 350 by 18 feet; new grain house at Poast Town, 60 by 25 feet, have been erected.

Six coal-burning locomotives have been added to our equipment the past year, four of which were altered in our shops from wood-burning, and two new engines from the Baldwin Locomotive Works, Philadelphia; making fifteen coal-burners, twelve of which are used on freight, and three on passenger trains. Owing to the heavy freight business done during the fall and winter, the engines have been worked to their utmost capacity.

One new passenger car has been built at our shops to replace one broken up. Our equipment has been kept in good repair, and all cars broken up have been replaced with new ones.

The lease of the land obtained from Messrs. Fosdick and L'Hommedieu, situate in Millcreek Township, and originally intended to have been used by our company for stock-yard purposes, was duly assigned, with all the privileges appertaining thereto, to The United Railroad Stock-yard Company, the latter company assuming, on and after July 1st, 1872, the rents, payments, conditions, covenants and agreements, in said original indenture to this company.

Contracts have been entered into with the Cincinnati and Baltimore Railroad Company, providing for crossings of the track of this company near Millcreek, and with the Cincinnati and Springfield Railway Company, for crossing our track in Dayton, and the use of the joint tracks through that city which will be laid before the stockholders.

The board of directors thought it advisable to reduce the local passenger fares between Cincinnati and Dayton and intermediate points, which was done to the extent of about 19 per cent., on the 1st of April last. The immediate effect of this reduction will reduce the revenue, but it is presumed will soon induce such additional travel as to materially increase the future receipts of the road.

The board of directors of the Dayton and Michigan Railroad Company on the 21st of December, 1870, in pursuance of a provision in the modified lease of June 23d, 1870, providing for the redemption of the outstanding mortgage bonds of that company, resolved to issue an eight per cent. preferred stock to the amount of $3,700,000, with dividends on same payable quarterly, to be guaranteed by the Cincinnati, Hamilton and Dayton Railroad Company; and at a meeting of the stockholders of the latter company, held on the 15th of February, 1871, resolutions were adopted duly ratifying the same.

There has been laid in the track of the Dayton and Michigan Railroad during the year, 1,290 tons of new iron, and 126¼ tons re-rolled iron. The track and bridges have been kept in good repair.

During the year, a new passenger station house, 80 by 22 feet, has been erected at Wapakoneta, with the necessary platforms and outbuildings, at a cost of $4,087 65.

At Toledo, an elevator and grain house, with brick engine house adjoining, are in course of construction, and will be completed and ready for business by the 20th inst. The dimensions of the grain house are 65 by 100 feet, and 99½ feet in height above the floor, and is estimated to hold 250,000 bushels of grain. The engine house will be 32 by 30 feet, and one story high. The estimated cost of the whole, including all machinery, ready for use, is $55,000, on which there has been already paid the sum of $46,258 17.

Considerable additional expense has been incurred at Toledo by new plank walks on Ottawa street, moving shop and engine house, and building new turn table.

There has been constructed at the company's shops at Lima the past year, 193 cars, as follows: for Dayton and Michigan Railroad, 50 new box freight cars, at a cost of $35,000, which has been charged to the equipment account of that company; also, 2 new caboose cars, 2 new sleeping cars for use of wood train employes, 23 new box cars, to replace those worn out in the service, all of which have been charged to running expenses. For the Cincinnati, Richmond and Chicago Railroad Company, 50 new box and 50 new platform cars, at a cost of $94,000, which have been charged to the equipment account of that Company; also, 15 new box and one platform car for the latter company, to replace those destroyed, which have been charged to running expenses.

On the 18th of January, 1872, a contract and lease was entered into between the Cincinnati, Hamilton and Dayton Railroad Company and the Lake Shore and Michigan Southern Railroad Company, whereby the Dayton and Michigan Railroad Company secures forever the right to the use of the bridge and the approaches thereto, and such other rights as they have heretofore enjoyed, under certain agreements, deeds and contracts, on the middle grounds, passenger house and other property of the Lake Shore and Michigan Southern Railway Company.

To meet the increasing demand at Toledo for more room in the handling of lumber and other heavy freights, and also to provide for right of way for new bridge, &c, arrangements have been partially consummated for the purchase of additional grounds on the east side of the Maumee river, on which we find considerable dockage front now ready for use.

The receipts of the Cincinnati, Richmond and Chicago Railroad for the past year, show a handsome increase over those of former years.

The Cincinnati, Richmond and Fort Wayne Railroad, running from Richmond to Fort Wayne, Ind., a distance of some 92 miles, was about the 1st of January, this year, although not then completed, delivered by the contractors to the Grand Rapids and Indiana Railroad Company, Lessee of the same under the terms and conditions of a certain contract and lease dated June 1st, 1871, and to which our company is a party.

This line of road, when in full working condition with that of the Grand Rapids and Indiana Road, must necessarily prove a valuable feeder to our line between Cincinnati and Richmond.

There have been laid in the track of the Cincinnati, Richmond and Chicago Railroad the past year, 612¼ tons re rolled iron.

Three new bridges have been built, as follows: Bridge No 5, 98 feet span, between Collinsville and Somerville; Bridge No. 12, 102 feet span, between Somerville and Camden; Bridge No. 20, 110 feet span, between Eaton and New Hope; besides repairing bridges Nos. 7, 8, 17 and 18. New platforms at Seven Mile, Collinsville and Somerville. New water station at New Hope.

Our companies, during the extended drought of last fall and winter, sustained several severe losses by fire on the line of the Dayton and Michigan Road, having had some 6,857½ cords of wood consumed, at a cost to the company of 14,508, besides a large amount of fencing, all of which has been charged to operating expenses; aside from these unavoidable casualties, your roads have been operated with their usual regularity and freedom from accident.

In conclusion, the board desire to express their satisfaction with the manner in which the business entrusted to the officers and employes of the several companies has been performed, as much of the present prosperity, and hopeful prospects for the future of these companies, depends on the judicious management, integrity, and capacity of their employes.

The income from operations of the Dayton and Michigan Railroad during the year was $1,101,612 16; and the expenses, $1,034,724 91—leaving a balance of $66,887 25; out of which a dividend on the common stock, amounting to $16,848 55, was paid—leaving a balance of $50,038 70; which, with the additional amount of $120,70 902, was expended by the lessors for permanent improvements, sinking fund, etc., making the total amount due C., H. and D. R. R. Co., $265,172 71, against $94,424 99, at the close of the previous year—an increase of $170,747 72.

The income from operations of the Cincinnati, Richmond and Chicago Railroad during the year was $211,454 52; and the expenses, $212,719 02—making the amount to debit C., R. and C. R. R. Co., $1 264 50; to which add amount due lessors at the close of the previous year, $17,369 10; and amount paid for new cars, $64,100—making the total amount due C., H. and D. R. R. Co., March 31, 1872, $82,733 60, an increased compared with the previous year, of $65,364 50.

CONDENSED BALANCE SHEET, March 31, 1872.

Construction	$3,974,404 73
Equipment	1,006,250 96
Real estate	345,460 29
Materials for repairs and wood	170,346 17
Wood lands	12,540 00
Bills receivable	27,377 46
Stocks and bonds	429,259 26
Due from R. R Cos	52,989 60
" individuals	62,786 86
" post offices department	6,812 50
Cash and cash assets	245,668 83
D. and M. R. R. lessors	265,172 71
C., R. and C. R. R. lessors	82,733 60
	$6,681 802 97
Capital stock	$3,500,000 00
First mortgage	1,250,000 00
Second "	500,000 00
Third "	282,000 00
Surplus earnings	705,200 57
Interest on bonds	24,652 43
Dividends unpaid	2,354 00
Dividend No 33	140,000 00
Due railroad companies	67,116 18
" individuals	67,887 84
" United States	965 09
Pay rolls, March	76,330 31
Div. due on D. and M. pref. stock	18,448 00
Div. due on D. & M. common stock	16,848 55
	$6,681,802 97

President and Gen'l Sup't—DANIEL MCLAREN.

Vice President.—JOHN YOUNG.

Directors.—Daniel McLaren, William Goodman, Samuel Fosdick, John Young, Lowell Fletcher, H. D. Huntington, Geo. T. Stedman, Chas. W. West, Henry Lewis.

Sec. and Treasurer.—FREDERICK H. SHORT.

Assistant Sup't.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The income of this company for the year ending March 31, 1872, was as follows:

From passengers		$303,514 95
" freight		754,085 71
" mail and express		42,335 32
" rents		776 18
		$1,101,612 16
Expenses, viz:		
Maintenance of way	$185,619 02	
Wood and oil	110,943 68	
Machine shop	6,713 17	
Locomotive power	89,844 80	
Train expenses	128,752 72	
Station expenses	81,007 14	
Office expenses	41,314 48	
Miscellaneous expenses	46,931 87	
Wood destroyed by fire	6,493 00	
	697,619 88	
Earnings less expenses		$403,992 28
From which deduct—		
Taxes and insurance	$32,616 77	
Interest on bonds	263,211 91	
Dividends on guaranteed stock	40,228 12	
General interest	1,628 23	
	337,105 03	
Net earnings		$66,887 25
Dividend on common stock		16,848 55
Balance to C., H. & D. R. R. Lessees.		$50,038 70
Which with the additional amount of.		120,709 02
Making		$170,747 02

has been expended by Lessees for permanent improvements, sinking fund, etc., viz:

For construction	$72,837 96
" equipment	35,000 00
" past due coupons	26,243 55
" real estate and right of way	2,566 21
" sinking fund	30,000 00
" bills payable	4,000 00
" income bonds	100 00
Total, as above	$170,747 72

BALANCE SHEET, March 31, 1872.

Construction	$5,572,587 03
Right of way	107,148 24
Real estate	266,694 20
Rolling stock	765,256 12
Lima shop equipment	12,145 31
Bills receivable	359 21
Individual accounts	1,491 97
Profit and loss	149,487 64
Preferred stock fund	224,238 09
	$7,099,407 71
Capital stock, common	$2,395,096 91
" preferred	922 400 00
1st mortgage bonds	2,232,000 00
2d mortgage bonds	467,000 00
3d mortgage bonds	623,000 00
Toledo Depot bonds	108,500 00
Income bonds	400 00
C., H. and D. R. R. Co	265,172 71
Gain (bonds converted into stock)	85,838 09
	$7,099,407 71

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—M. R. WAITE.

Directors.—Daniel McLaren, William Goodman, H. D. Huntington, M. R. Waite, F. H. Short, John Young, Lowell Fletcher, Chas. W. West, George T. Stedman.

Assistant Sup't.—JOHN H. WELLER.

Secretary & Treasurer.—FREDERICK H. SHORT.

☞ The Calumet and Hecla Mining Company has declared its regular quarterly dividend of $5, payable Aug. 15.

Cincinnati, Richmond and Chicago R. R.

The receipts of this company for the year ending March 31, 1872, were as follows:

From passengers		$75,462 84
" freight		127,688 63
" mails and express		8,084 49
" miscellaneous		618 59
		$211,854 55
Expenses, viz:		
Maintenance of way	$57,905 96	
Locomotive power	40,869 25	
Train expenses	28,185 15	
Station and office exp	20,676 15	
Miscellaneous expenses	18,542 65	
	166,179 16	
Earnings less operating expenses		$45,675 39
From which deduct—		
Interest on bonds	$43,750 00	
Taxes and insurance	2,893 46	
General interest	151 18	
	46,794 64	
Excess of expenditures over receipts.		$1,119 25
Paid past due coupons		145 25
Paid for new cars		64,100 00
Add balance due C., H. & D. R.R. Co., March 31, 1871		17,369 10
Total, as in Balance Sheet		$82,733 60

BALANCE SHEET, March 31, 1872.

Construction	$826,733 29
Equipment	184,551 93
Real estate	700 00
Profit and loss	81,813 38
	$1,093,798 60
Capital stock	$382,600 00
First mortgage bonds	500,000 00
Second "	65,000 00
Interest on bonds unclaimed	3,465 00
C., H. and D. R. R. Co	82,733 60
	$1,093,798 60

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—GEORGE T. STEDMAN.

Directors.—Daniel McLaren, Geo. T. Stedman, William Goodman, Lowell Fletcher, E. W. McGuire, F. H. Short, H. D. Huntington, Chas. W. West, Henry Lewis.

Assistant Sup't.—LEWIS WILLIAMS.

Secretary and Treasurer.—FREDERICK H. SHORT.

The Virginia Debt.

A correspondent of the Baltimore *Sun* writing from Richmond under date July 26, 1872, says:

The Supreme Court of Appeals, after a long session at Abingdon, has adjourned without giving any decision in the public debt case, which last winter agitated the public mind to such a great extent, and created such consternation and dismay among our bondholders. It is now believed that no conclusion will be arrived at for years to come, and so, for the present, one-third of the debt is repudiated, and four per cent. interest only is paid on the remaining two-thirds. By reference to the quotations of the Baltimore stock market, it will be seen that for four months past there has been a steady decline in "West Virginia certificates," which are the bonds issued by this State to represent West Virginia's portion of the public debt. Bondholders are now collecting the pittance of interest doled out to them, thinking, no doubt, that it is better to have "a bird in hand, than two in the bush."

☞ The work of grading the Providence and Springfield Railroad is being pushed with much vigor along the line. About one-third of the grading is already completed. The entire line will doubtless be ready for the iron early in the spring.

Extension of the Nrroaw-Gauge in Norway.

While the question of narrow-gauge is being argued so hotly in the States—we find that in Norway—the birthplace of narrow-gauge—a considerable extension of lines has been authorized, and will be at once commenced. At present there is a total mileage in that country of 305 miles, of which 113 miles are 4 ft. 8½ in., and 192 miles are 3 ft. 6 in. gauge.

One of these lines, the Hamar-Elverum, which last year was extended as far north as Aamodt, is about to be continued 195 miles, as far north as Storen, where it will meet the Storen-Throndhjeim R., already constructed. This new line will pass through the valley of Osterdalen, and will cross the Doorefieid, at the copper mines of Roros, where the level will be 2,100 ft. above the sea. The ascent from this place from Aamodt is gradnal, and with good gradients, none being over 1 in 90, but after crossing the summit of the Doorfield, the descent towards Storen is very rapid and precipitous, involving great difficulties in construction, partly on account of the serious impediments which the snow offers, and partly from the natural contour of the country. To give an idea of the nature of the works, we may state that the valley of Guldalen, 1,200 ft. below the summit, has to be reached by a continual descent along the side of the mountain for a distance of 14 to 15 miles, involving gradients of 1 in 54 or 1 in 60, with many bridges across the streams, and several short tunnels. At the Hesja gorge, a bridge 200 ft. span and 180 ft. high, will be required. The cost of these 195 miles will be £570,000, or $2,920 per mile! The works for 130 miles beyond the point of junction at Aamodt, are comparatively very easy—easy, that is to say, for Norway, and for this length the cost is £2,319 per mile. Beyond, for the remaining 65 miles, on the Throndhjeim side of the summ't, the nature of the country and the difficulties just mentioned, will raise the outlay to £4,019 a mile. This amount includes, in both cases, all expenses for rolling stock, stations, telegraphs, engineering, etc., and the price of rails is taken at £10 10s per ton.

Besides this Aamodt-Storen line, about to be undertaken, there remains a short length to complete the through railway communication between Christiania and Throndhjeim. From the former place, two 4 ft. 8½ in. lines branch off to the northeast, one running to Kongsvinger, and the other to Ejdsoold. Between both of these places and the Hamer-Amodt line there is a break of about 50 miles, and the sanction of Parliament has yet to be obtained for constructing a railway over this distance. According to the route selected, either by way of Ejdsoold in extension of the Mjosen line, or from Kongsvinger line, the length of the railway between Christiana and Throndhjeim will be 331 or 363 miles, of which 289 or 301 miles, respectively will be of 3 ft. 6 in. gauge, and the remainder, already existing, are of the oid 4 ft. 8½ in. gauge, commenced under English auspices, and extended afterwards by Mr. Pihl.

The Norwegian Parliament has also sanctioned so much of a Main West and East Transverse Line, of 3 ft. 6 in. gauge, from the North Sea to the Baltic, as lies within its jurisdiction. This line will form an extension of the Throndhjeim-Storen R., and will terminate at Sundswall on the Baltic. The total length will be 295 miles, of which 63 miles will be in Norway, the remainder being in Sweden, where 3 ft. 6 in. has been fixed as the gauge of the country, by the Swedish Government, for all lines north of the Gefli Falun R. When this work is completed, there will be a continuous length of 577 or 596 miles of 3 ft. 6 in. gauge railway from Sundswall and Throndhjeim, and to the junction either with the Mjosen or the Kongsvinger 4 ft. 8½ in. railway. The Norwegian portion of this transverse line will cost £4,063 a mile.

This statement shows with what success Mr. Carl Pihl has prosecuted the reform which he was the first to introduce upon main lines of railway, and the success which has attended his efforts has encouraged, as we have seen, the neighboring country of Sweden to follow in his steps.

By the adoption of narrow-gauge alone, he has been able to give to Norway a railway system; for had he not departed from the beaten track, the cost of construction would have entirely prevented the formation of any but a few short lines, between the most important centers, and the rest of the country must have remained without means of communication, except the rude ones afforded by horse transit over the common roads. It is quite needless to point out that there are scores of countries in precisely the same condition as Norway, lacking the means to build broad-gauge lines, yet able to adopt the cheaper and thoroughly efficient system Mr. Pihl has perfected. It is idle on the part of narrow-gauge opponents to argue against this fact—what is suitable for one country is equally suitable where the same conditions rule—poverty, scanty traffic, and scattered centers.

The prices per mile of the new line snow being commenced in Norway bear out conclusively what we have ourselves from time to time advanced as to the saving to be obtained upon a narrow-gauge railroad properly constructed, and form an additional proof that Mr. Pihl spoke within limits with reference to the comparative cost of making and working narrow-gauge lines, when on a public occasion in Toronto, he said :—"I am often asked the exact difference between the cost of a railway on a gauge of 3 ft. 6 in. and one of 4 ft. 8½ in. It is difficult to make definite comparison, as every railway is different. I believe, however, that it may be stated generally that the narrower gauge can be built for one third less. In working I can give a better test, by supposing a mixed train with three passenger coaches with places for 96 passengers, but containing only sixty passengers, and fourteen goods wagons on a line with a ruling gradient of 1 in 100. In Norway the narrow-gauge passenger coaches weigh 4.1 tons; good wagons 3.3 tons; locomotives 16 tons. Estimating each passenger at 140 lbs., and the load of freight at 70 tons, there is in all 148½ tons. On the 4 ft. 8½ in. gauge the three passenger coaches weigh 6.4 tons each, and freight cars 4.3 tons, and engine 20 tons; adding the same amount of freight and passengers, the sum is 173½ tons, or 18 per cent. saved in locomotive power on the narrow-gauge."—*London Engineering.*

Mobile and Alabama Grand Trunk Railroad.

The Second Annual Meeting of the Stockholders of this Company was held in Mobile on the 16th of May, at which the Reports of the President and Chief Engineer were presented and adopted. An election was also held for Directors of the company, which resulted in the choice of the following gentlemen: Francis B. Clark, M. Temple Taylor, Rob't W. Smith, James Crawford, John Reid, Jr., Cary W. Butt, Thomas St. John, Samuel G. Battle, M. Waring. Directors appointed by the Governor of Alabama under the State aid law: Bush Jones, of Uniontown; John Howze, of Marion. President, Francis B. Clark; Vice-President, M. Temple Taylor; Secretary and Treasurer, E. M. Underhill.

PRESIDENT'S REPORT.

OFFICE M. AND A. G. T. R. R. Co.,
MOBILE, ALABAMA, May 13, 1872.

To the Stockholders:

The last Report submitted to the Stockholders brought the history of the company's operations to July 1, 1871, consequently this Report will only embrace the transactions of ten months to the first day of May, 1872.

At the date of last Report twenty miles of your road had been completed, received by the Commissioners, and the State endorsement made upon its first mortgage bonds to the amount of $320,000. A regular accommodation train for freight and passengers was placed on the completed road, and has been running on a regular schedule daily, Sundays excepted, since June 19, 1871.

Work was begun the same month on thirty-six and one-fifth miles additional, extending to the Bigbee River crossing; but owing to the failure of the parties engaged in this construction, much delay has been experienced, involving new arrangements and expenditures. The second inspection of ten completed miles did not take place until February 7, 1872, and a third inspection on May 6, 1872, of ten additional miles, upon which State endorsements was received May 10 1872, making forty miles of road, and an aggregate endorsement of $640,000. Of this 320,000 have been endorsed since last Annual Report.

No additional bonds have been received from the city, but upon the completion of the next section of ten miles, now in rapid progress, the company will become entitled to a further instalment of $250,000.

Contracts for rails and fastenings were made during the summer of 1871, upon favorable terms. These rails are now in Mobile, in quantity sufficient for layin gtrack to the river. The work is being pushed with energy, and it is expected that the road will be in operation to the river bank, opposite Jackson, by the first of August next.

Work was commenced on the bridge foundations of the Bigbee River crossing in August, 1871, and a large amount of material accumulated at Jackson for piers and abutments. Abont $20,000 had been expended when the annual rise in the river suspended further operations.

The depression of Alabama securities, in consequence of the A. and C. R. R. default, has continued to a greater or less degree through the year, and we have been unable to place these securities at the minimum of ninety per cent., established by law. Hence the work of construction has proceeded slowly and cautiously, and we can only show an extension of twenty miles completed since last Report.

The passage of a Sinking Fund bill by the *late* Legislature, and the probability that another bill which failed at the close of the last session will be enacted into a law by the next Legislature—by which the contingent State liabilities will be reduced nearly sixteen million dollars—has checked the downward tendency of State credit, and evidences of a marked improvement are manifest.

* * * * * *

Arrangements have been recently effected for the construction of that portion of your line extending from the river at Jackson, to an intersection with the Selma and New Orleans Railroad, a distance of about forty-seven miles, to be completed, in running order, by May 1, 1873. The Selma and New Orleans Railroad Company are now preparing to complete the unfinished sections of their road, required to reach the point of connection, and we have ample assurances that they will have their portion of the work ready by that time.

You will readily perceive how greatly these arrangements have changed the complexion of your affairs. Instead of the merely local road, which it now is, penetrating into the piney woods, and dependent wholly upon neighborhood traffic, the Grand Trunk Road will become, within the next twelve months, an important part of a great thoroughfare between New York and New Orleans, and thirty-six miles shorter than any existing route between the two cities. This will ensure the transportation of the great Mails over this line, and make it the most inviting route for the long travel. You will also be placed in near communication with the enterprising and flourishing city of Selma, and the local business of three hundred miles of well developed country will find its outlet to the seaboard over your road. From the date of this connection, the resources and capabilities of the Grand Trunk Road will be demonstrated to the conviction of the most sceptical. That it will earn the interest upon its bonds, and be a self sustaining road at that point, is beyond reasonable question. That it will do more than this we hope and believe. The Stockholders

have now every incentive to sustain and strengthen the hands of their Directors by their hearty co-operation in renewed efforts for further progress.

The Receipts and Expenditures of the Company to May 1, 1872, have been as follows:

Receipts:

From capital stock	$300,000 00
" proceeds bonds sold	396,778 96
" bills payable	353,968 51
" loans	162,925 00
" transportation department	1,933 78
" other sources	3,479 09
	$1,219,080 34

Expenditures:

For real estate	$3,421 50	
" engineering, surveys, etc	74,722 58	
" interest	38,707 65	
" expenses, general	101,526 89	
" exchange	206 40	
" construction	995,864 80	
		1,214,503 90
Cash on hand, May 1, 1872		$4,576 44

The earnings of the Transportation Department have been as follows, from June 19, 1871, to May 1, 1872:

From passengers	$7,855 42
" freights	5,157 09
" mail	75 00
Total	$13,087 51

In addition to which, company freight has been transported for construction to the amount of $3,914 95; the expenses for transportation have been for same period—

For maintenance of way	$4,799 74
" machinery department	3,403 88
" conducting transportation	2,044 22
Total	$10,247 84

Leaving a balance of earnings from public traffic, over expenses of operating the road, to May 1, 1872, of $2,839 67; the whole number of passengers transported over the road to May 1, 1872, was—

By up-trains	4,058½
By down-trains	5,039½
Total, both directions	9,098

Equal to 160,020 passengers carried one mile.

The average distance travelled by each passenger equals—

By up-trains..16½ m. By down-trains..18 2-5 m.

The business has been done upon twenty miles, operated from June 19, 1871, to February 20, 1872; and thirty miles from that date to May 1, 1872, and is more favorable than was anticipated when the road was opened.

A brief communication from Col. Rivers, Chief Engineer, accompanies this Report, and the attention of the stockholders is earnestly directed to the statement of Col. Rivers, in reference to resuming work at the Tombigbee River. It is important that the foundations shall be commenced for the bridge as early in the season as the stage of water will permit, and be completed so far that no delay may be experienced at that point in perfecting the through connection with Selma.

It will also become necessary, in view of that connection, to make preparations for extending the track into our Depot Grounds during the coming fall and winter, and to provide accommodations for despatching satisfactorily the business that will certainly flow over the road, from the moment the Selma connection is made complete.

In conclusion, the Directors congratulate you upon the fact that the circumstances now surrounding your great enterprise are more encouraging than ever heretofore. It is awakening a more general interest in the public mind, and a growing appreciation of its great importance, both to the city of Mobile, and to the State of Alabama, is everywhere apparent. The time is not distant when your securities will be estimated at their true value, and can be readily converted. If the plans of progress now being carried out are not checked by any untoward event, not now foreseen, the next Annual Meeting of Stockholders will assemble to represent a line of railway ranking second to none in the South, whether in the extent of its business, its profitable results, or its value to the country at large.

Respectfully submitted.

FRANCIS B. CLARK, *President.*

REPORT OF THE CHIEF ENGINEER.

OFFICE CHIEF ENGINEER,
MOBILE, ALABAMA, May, 14, 1872.

F. B. Clark, Esq., Pres't:

Sir—I have the honor to submit a brief summary of the operations of the Engineering Department during the past year:

A carefully revised and very satisfactory location has been carried through to Birmingham, which has been adopted, with slight modifications, indicated in dotted lines on the accompanying map—changes which can be readily introduced in the line on the eve of construction. This work was completed by the close of December, 1871, and soon thereafter a full set of notes, maps, profiles and estimates were prepared. These last are herewith respectfully submitted.

You will observe, on a careful inspection of them, that I have deemed it probable that, beyond and north of Marion, there would be an increase of ten feet to the mile of the southward maximum grade, making it thus equal to the northward maximum grade already adopted for the whole line. Two considerations have produced this impression. First, economy in construction; secondly the fact that south of Marion the business of the road will receive large additions from the fertile character of the country traversed, and also from the several railroads it intersects. Should, however, the financial resources of the Company, on reaching Marion, admit of retaining the diminished southward grade beyond that point, a sound policy may indicate the adoption of such a course.

The Engineering Corps, in consequence of the completion of the surveys, has been reduced to the smallest dimensions consistent with a satisfactory supervision of the work now under construction.

* * * * * *

There is daily accumulating evidence of the probability that the season of low water in the Tombigbee River will be reached at an unusually early period this year, and, in consequence, it is most urgently recommended that immediate steps be taken to resume operations at the bridge.

Attention is also respectfully called to the importance of constructing a separate line into Mobile, as indispensably necessary at a comparatively early period, not only for the satisfactory transaction of business, but also for the prompt movement of trains.

In conclusion, it gives me sincere pleasure to state that disinterested and competent experts have cordially expressed themselves in most flattering terms in regard to the favorable characteristics and thorough construction of the forty miles of completed road.

Very respectfully, your obedient servant,

A. L. RIVES, *Chief Engineer.*

☞ Work on the Virginia Valley Railroad between Harrisonburg and Staunton is progressing very slowly. Several sections are under contract, but work has been commenced on only two, at North river and Middle river. The annual meeting of the stockholders will be held in Staunton on the 6th of August.

☞ The Kilbourn City *Mirror* reports that far more than half the grading of the Madison and Portage extension to Grand Rapids, between Portage and Friendship, is done.

THE INDIANA AND ILLINOIS CENTRAL RAILWAY COMPANY'S

First Mortgage 7 Per Cent. SINKING FUND GOLD BONDS,

FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 *Miles, Indianapolis, Ind., to Decatur, Ill.*

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

$1,300,000 in cash already expended on the road, and $1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of $700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, $1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO.,

14 Wall-st.

☞ The track of the Intercolonial Railway is now completed to River Philip, 26 miles beyond Amherst. Upwards of one thousand men are now at work on the line between Amherst and Truro, and it is confidently expected that the track will all have been laid by September, and the road opened for traffic in October.

☞ Twenty-five miles of the North Wisconsin road has been located beyond New Richmond, Wis.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,783	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,853	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,639	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211.530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211.150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,269,282	1,306,338	1,037,964	773,494	12,203.409
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,218	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,689
1869	659,138	524,693	709,645	668,282	640,975	778,261	696,226	841,363	979,401	914,406	814,413	696,677	8,823,484
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,953
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,667	169,820	1,690,714
1872	152,577	142,408	150,784	146,868	158,717	154,587	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	330,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	520,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	491,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,630	223,236	192,364	276,220	292,803	328,044	298.027	254.896	2,916,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,435,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,282	1,196.955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,886	850,742	887,793	874,974	436,990	10,637,124
1867	560,488	534,561	703,618	836,603	965,358	903,974	834,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,406	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,308	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,996	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,286	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,750	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,545	295,278	318,699	340,892	348,832	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,909	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	623,550	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	501,139	539,238	706,606	902,585	746,450	643,058	664,051	728 521	719,608	570 169	505,053	7,664,094
1871	479,573	373,925	492,899	584,540	724,466	728,174	673,998	681,805	800,402	777,362	708,142	642,906	7,574,949
1872	573,998	554,115	555,861	599,450	690,443	.....	.....	.....	.....	.....	.....	.....	.....

The Orchards of the Nation.

The census gives an interesting statement of such fruits as grow in orchards under the head of "Orchard Products." The great increase in production is remarkable, as will be seen by the following comparison of the aggregate of the years 1850, 1860 and 1870:

In 1850 the total valuation was $7,723,186
In 1860 the total valuation was 19,991,885
In 1870 the total valuation was 48,335,189

The crops included in this estimate are apples, peaches, pears and a few minor fruits, excluding grapes, berries, currants, oranges, melons, etc. The enormous increase above set forth is chiefly in apples and peaches, while in the crops not enumerated in the list the increase has likewise been great. In 1850 the State of New York was the only one that made a specialty of orchard products, her crop then being valued at $1,761,950. The wonderful increase in twenty years, as likewise the advance made in this culture by other States, is shown by the following table.

	1850.	1860.	1870.
New York.....	$1,761,950	$3,726,380	$8,347,414
Pennsylvania...	723,379	1,479,937	4,208,094
Ohio.....	695,921	1,929,309	5,843,979
New Jersey.....	607,268	429,402	1,295,282
Massachusetts..	463,995	925,310	939,854
Illinois	446,049	1,126,323	3,561,789
Missouri.....	514,711	810,975	2,858,086
Indiana.....	324,240	1,258,942	2,858,086
Vermont.....	415,155	211,693	682,241
New Hampshire.	248,563	557,934	743,552
Maryland.....	164,051	252,196	1,318,405
Kentucky.....	106,250	604,849	1,231,385
Delaware	46,574	114,225	1,226,898
California.....	17,700	754,236	1,384,480

New York, Pennsylvania and Ohio head the list of the States in the production of fruit, the actual increase being greatest in New York, whose product in 1870 was nearly double that of Pennsylvania; but the ratio of increase was greatest in Ohio and Pennsylvania. New Jersey, whose products in 1850 were valued at $88,663 less than Ohio, decreased nearly one-third of that amount in 1860, while Ohio more than doubled the estimate of 1850, showing Ohio progressed far more rapidly. The ratio of increase in California in the last decade was not equal to that of Pennsylvania, though it shows a remarkable advance during the past twenty years.

☞ The Northern Pacific Railroad Company has just closed a contract with the Baldwin Locomotive Works, Philadelphia, for fifty first-class locomotives, which will be added to forty eight already purchased, principally from the same works. This road has also purchased fifty thousand tons of railroad iron from Pennsylvania manufacturers, besides an immense quantity of spikes, frogs, switches, cars, chairs, &c., the outlay of which, in Pennsylvania alone, during the last eighteen months, has been upward of $5,000,000.

☞ At the annual meeting of the European and North American Railway Company in Bango, Me., on the 28d ult., the following were elected: Geo. K. Jewett, President; Noah Woods, Secretary-Treasurer; Geo. K. Jewett, Gideon Mayo, Samuel F. Hersey, Arad Thompson, William Flowers, Chas. P. Stetson, Noah Woods, M. S. Drummond and James Emery, Directors.

☞ The Delaware and Hudson Canal Company have closed a contract with George T. Harris & Co., for the grading, masonry, bridging, and fencing of thirty-eight miles of the New York and Canada Railroad, extending from Whitehall to Port Henry along the west shore of Lake Champlain, the work to be completed by the first of November, 1873.

Baltimore and Ohio Railroad Extension.

The new survey of the Baltimore and Ohio Railroad extension, from Pittsburg to Chicago, has now been brought up to within twelve miles of Chicago, to a point just south of South Chicago, From this point it has been determined to survey at least three routes into the city, viz: One running west of Calumet lake, and thence north on a line through or near Cornell Station; another diverging more to the west, and running through or near Englewood, and a third through South Chicago, and along the lake shore, to a connection with the Illinois Central somewhere just north of Cornell. It is, of course, not known yet which of the routes can be most advantageously secured; but when one of them is secured, which will be in a month or two at furthest, work on the line from Chicago eastward will begin at once. The intention is to have the whole line completed through from Chicago to Pittsburg in about eighteen months from the present time. This new trunk line to the East will be about thirty miles shorter than the Michigan Southern from Chicago to Monroeville, Ohio, to which point both roads run and will be about twelve miles shorter than the Pittsburg and Fort Wayne to Mansfield, which is also a point of junction with that road. The grades on the new road will be very light, the highest between Chicago and Pittsburg being but twelve feet to the mile.

☞ We learn from the Owensboro *Monitor* that track laying on the Owensboro and Russellville railroad is progressing very well. The train will reach South Carrolton by the 15th, or sooner. Then they will soon reach the crossing of the Elizabethtown and Paducah road three miles distant. At South Carrolton the company have up the frame work of a splendid depot, which can soon be completed after construction train arrives. The grading on this road, south of the crossing of the Elizabethtown and Paducah road, is moving steadily on, not only through Muhlenburg, but across Logan county to the State line. It is expected that track laying on this part of the road will begin by early spring, if not sooner.

☞ The London *Times* says that the Fell centre-rail engine, intended for Brazil, to work inclines of 1 in 12 on the Cantogallo railway, after being tested for several weeks on the old Whitby incline in Goathland, has been reloaded on the Northeastern 30-ton truck, and removed in charge of Mr. Laws, Northeastern superintendent at Whitby, and of the makers, Messrs. Manning, Wardell & Co., Leeds. The experiments have been a wonderful success, the engine, with load attached, having worked curves of 1 in 10½ gradient.

☞ The Milwaukee *Wisconsin* says that iron has been purchased for thirty miles more of the Green Bay and Lake Pepin Railway. It will be remembered that the intention of the company, heretofore announced, was to build 75 or 80 miles of the road westward from New London this year. They will now, instead, build 110 miles, connecting with the West Wisconsin Railroad, and consequently with La Crosse and St. Paul. The western terminus of the road next winter will be within 50 miles of the Mississippi river.

☞ The Paducah *Kentuckian* says that the Elizabethtown and Paducah railroad bridge across Tennessee river will be finished certainly by the 15th of August, and possibly trains may cross it by the 10th inst. All the material is now on the spot, a large force is at work at each end of the bridge, and there is nothing apparent to hinder its early completion. The approaches to the bridge on both sides of the river are in place, with the track laid down; three out of the seven main spans are completed, and the iron structure of two more is being put up very fast, while the false timbers for the draw, which embraces two spans, are partially erected.

☞ At a recent meeting of the directors of the Philipsburg, Farnham and Yamaska Railway Company, in Montreal, at which Mr. J. Bourgeois presided, important financial arrangements were concluded, and a most favorable report of the progress of the survey of the line was received from the company's engineer. As this is the first railway in the Province of Quebec that has adopted the narrow gauge, three feet, we watch the progress with interest. The engineer gave it as his opinion that the survey of the line would be completed in the month of September.

☞ The first car load of ore from Colorado to the Royal German Works, Freiberg, was shipped last week from Georgetown, Colorado, by Mr. W. W. Glenn, of this city, through Messrs. Jay Cooke & Co., New York. It assayed 400 ounces silver to the ton of 2,000 pounds, and the total value was $5,600 coin. Two more shipments are nearly ready. It is confidently anticipated that Freiberg will prove a more profitable market to high grade ores than Swansea, Wales.

☞ George H. Sharpe, President of the New York, Kingston and Syracuse Railroad Company, publishes a card in another column in reference to the alleged failure to meet the interest on the first mortgage bonds of the Rondout and Oswego Railroad Company. All interest or coupons due on the debt of that Company will be paid on presentation at the office of Mr. Sharpe, No. 18 William-st.

☞ The Delaware and Hudson Canal Company have leased the new Schenectady and Susquehanna Railroad for a long term of years. By the terms of the lease the former Company are to furnish the rolling stock and locomotive power and control and operate the road, paying the latter company forty per cent. of the gross earnings of the road.

☞ The grading upon the Chicago, Milwaukee and St. Paul Railroad is nearly completed, and the Company fully expect to have the road in running order by the 1st of November next. The line will be laid with steel rails the entire distance of eighty-three miles, and is to enter Chicago about half a mile nearer the business center of the city than the present road.

☞ The town and village of Jefferson, Wis., has voted fifty thousand dollars in aid of the Chicago and Northern Pacific Air Line Railroad. This company promises to have their road in operation from the Illinois state line to Jefferson, Wis., within ninety days.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,090	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A.J&O	July '72 1½
Blossburg & Corning.*...50	250,000	J. & D.	June '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J	July '71 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N	May '72 5
Boston and Providence..100	3,950,000	M & N	May '72 5
Buffalo, N. Y. and Erie*.100	850,000	J. & D	June '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J A. J.O.	July '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....60	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,1.9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,116	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	May '72 1½
" " pref.100	769,600	M. & N	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.A.J&O	July '72 2½
Central Ohio*.....50	2,426,000	J & D.	June '72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western.100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415 013	J. & D.	June '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*...50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3
Cleveland & Mahoning*.50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*..50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J.O	Jan. '72 2½
Columbus and Xenia*...5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	— & —	.....
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 5½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River.....50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec. '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway.....100	73,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June '72 1½
Fitchburg.....100	3,340,000	J. & J.	July '72 4
Georgia.....100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref.....100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 5½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J	Jan. '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley.....50	13,159,400	J.A. J.O.	July '72 2½
Little Miami.*.....50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati....50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 50	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665.848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*.....50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,804,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	800,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605.000	J.A. J.O.	Apl. '72
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Ning Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '72 5s
Northern Central.....50	6,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051 800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*.100	630,000	J & J.	July '72 4½
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*..50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626,250	M.J.S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	Ju
St. L., Alt. & T. Haute..100	2,300,000	— & —	...
" " " pref.100	2.040.000	May.	Ma
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina.....100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	650,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 3½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 2½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '72 1
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.'100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newtow...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	760,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....50	400,000	J.A. J.O.	July '72 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,638,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '72 7½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2 888,977	F. & A.	Feb'72 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug. '72 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
National Securities July 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	116
.. .. coupon	4,678,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,315,850	6	Jan. & July	1881	116
.. .. coupon	64,005,350	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	33,980,500	6	May & Nov.	1882	115½
(5-20s).....coupon	240,691,700	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,424,850	6	Jan. & July.	1881	116
.. .. coupon	21,575,150	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,349,500	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	34,686,600	6	May & Nov.	1884	114½
(5-20s).....coupon	38,159,550	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	39,416,450	6	May & Nov.	1885	113½
(5-20s).....coupon	120,083,200	6	" "	1885	116½
.. .. 2d series (5-20s).....registered	62,453,250	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	159,824,050	6	" "	1885	115
.. .. 3d series (5-20s).....registered	92,268,600	6	Jan. & July.	1887	115½
(5-20s).....coupon	228,030,750	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,313,000	6	Jan. & July.	1888	114½
(5-20s).....coupon	25,945,450	6	" "	1888	116
Loan of March 3, 1864, (10-40s).....registered	138,491,300	5	Mar. & Sept.	1904	111½
(10-40s).....coupon	56,076,600	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71.registered	124,372,800	5	F. M. A. & N.	1881	115½
.. .. coupon	75,627,200	5	" "	1881	113½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	10 665,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	398,444,131	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1890	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1866).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	....
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	801,000	6	Various.	'76-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,355,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	6	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	96,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1865	....
.. — .. .. .. converted	$15,923	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861.....	3,000.000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863.....	600,000	6	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	99½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.).....	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	94½
.. —South Pacific, guar.....	1,689,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'72-'87	91½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	399,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'88-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	106½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	33½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new)..	2,026,000	6	Jan. & July.	'92-'98	21½
.. — .. .. (new)..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '68-'68	2,800,400	6	Jan. & July.	1899	21
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	104½
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,300	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,166	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	98
.. —	726,950	5	" "	1882	106
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	5	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	44	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	54
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868.....	1,285,800	6	J. A. J. & O.	1888	29½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	73½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	44½
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	44
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	77-'98	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	899,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	....
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and Pacific:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856-'75	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850-'80	579,500	6	" "	"	1880	....
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96⅝
Loan of 1855-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	...
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	96
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	43
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. fr. tax	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	....
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	....
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g f'd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g f'd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	....
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State & Bonds (1st. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. F'd Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
3d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	....
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C, B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	....
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	....
General 1st Mortgage (193 m.)	3,688,000	7	Feb. & Aug.	" "	1885	....
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	97½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	102½
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	....
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin in Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1854	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	$60,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 2d) Mortgage guar,	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	93
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	80
Columbus, Springfield and Cin.:						
1st Mort. (assumed by CS&Clev)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinkieg fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559.429	7	" "	"	1876	....
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (2 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division)	$300,000	7	Jan. & July.	New York.	1883	92½
1st Mortgage (construction)	600,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund	495,000	7	March & Sept.	Philadelphia.	1888	100
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	640,000	6	Jan. & July	New York.	1880	92
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	...
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund	3,500,000	7	Jan. & July.	New York.	1900	93½
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible	750,000	6	Feb. & Aug.	Boston.	1874	98
Loan of 1865	160,000	6	April & Oct.	"	1885	96½
Loan of 1868	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869	500,000	6	May & Nov.	"	1889	94½
Essex Railroad 1st Mortgage	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	55
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage	570,000	5	May & Nov.	"	1872	59½
Real Estate (Elmira) bond	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortga.e	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	99¾
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1 80	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.):						
1st Mortgage	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free	1,674,000	7	Jan. & July.	"	1895	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1893	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (Ev.& Ill.R.R.)	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft. W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	70
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage	985,000	7	May & Nov.	" "	1875	98
Mies. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various)	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(P.F.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1893	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325	13,516,625	5*	Jan. & July.	London.	.....	....
2d Preference Bonds £1,610,264	8,051,320	4*	" "	"	.....	....
3d Preference Stock £758,510	3,792,550	4*	" "	"	.....	....
4th Preference Stock £5,571,210	27,855,605	4*	" "	"	.....	....
Equipment Bonds £610,480	3,052,400	6*	April & Oct.	"	.....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	.....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	.....	....
Great Falls and Conway:						
1st Mortgage	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures	227,273	5*	—— & ——	London.	....	....
Mortgage Bonds	2,076,176	4*	—— & ——	"	'71-'78	....
Mortgage Bonds	2,375,906	6*	—— & ——	"	1873	....
Mortgage Bonds	618,066	6*	—— & ——	"	1876	....
Mortgage Bonds	2,360,333	5½*	—— & ——	"	1877	....
Mortgage Bonds	301,733	5½*	—— & ——	"	1878	....
Mortgage Bonds	4 866	5*	—— & ——	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	99
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	90

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Grand River Valley (Mich. C.):						
1st Mortgage, guaranteed	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed	500,000	8	April & Oct.	" "	1888	102
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	89
Hannibal and St. Joseph:						
Mo. State Loan, 1851	1,500,000	6	Jan. & July.	New York.	1871	91½
Mo. State Loan, 1855	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds	69,000	10	" "	" "	1872	....
Three years' notes	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds	1,:09,500	8	March & Sept.	"	1885	93½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82½
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104½
Land Mortgage	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 18 0	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1875	101½
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	1,416,000	7	April & Oct.	Philadelphia.	1890	102
2d Mortgage	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol)	1,000,000	7	April & Oct.	" "	1895	48½
Illinois Central						
1st Mortgage Construction	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction	332,000	6*	" "	" "	1875	....
Redemption currency	2,500,000	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1890	68½
1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1886	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guaranteed	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869	2,960,000	7	April & Oct.	New York.	1899	79½
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar.	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free	1,000,000	7	June & Dec.	New York.	1903	....
Ironton:						
1st Mortgage	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865	1,495,000	8	Jan. & July.	New York.	1885	101½
2d Mort. of 1868 for $500,000	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	102½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed	2,107,000	7	April & Oct.	w York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	109½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91½
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam., Alleg.& Gr.R.(L.S&MSo.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1868	92½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	82½
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")...	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	" "	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1890	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	—— & ——	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	—— & ——	New York.	....	90
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	—— & ——	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR95½m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	97
S. Fund Bonds(LS&MSo1,013m)	1,800,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	3,000,000	7	J. A. J. & O.	" "	1900	100½
Consol.M.coup(" ")	1,334,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52½m)	5,250,000	7	May & Nov.	" "	1885	103½
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	100
1st Mort. (Junc. R.R. 49½ m.)....	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162½m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	.....	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1366	....
	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.& Three Riv R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Schoolcraft RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. Air.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	600,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	90
Lehigh and Lackawanna:						
1st Mortgage (tax free)	800,000	7	Feb. & Aug.	Philadelphia.	1897	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	99
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98½
1st Mort.of '70(reg.)or $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	106
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)...	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (" ").....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						...
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1890	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	—— & ——	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1880	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)...	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")...	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						....
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)....	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868.	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						....
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1890	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						....
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1896	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	....
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	102½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						....
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	55
Memphis and St. Louis:						
1st Mort. (R.R.& 630.000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,960,000	8	Jan. & July	Boston.	1890	108
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	116
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	103
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det., Hills.& Ind.R.R.)	1,080,000	8	June & Dec	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov	New York.	1885	103½
2d Mortgage.....	2,693,000	7	" "	" "	1877	100
Middletown, Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage.....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage. (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent).....	207,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	83
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,839	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,950	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RE. & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S.F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.:J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	10,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n $1,500,000 end. by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*.....gold)	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling)		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640.000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	101
Convertible bonds.....	900,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,290,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	129,500	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3 000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2.000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.R.R.)....	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.)						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	93
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1860	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	772,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,195	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92½
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869(7 p.c. after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage(York & Cumb.RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,060	6*	" "	"	1905	94
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ")	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,800	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1878	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1878	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	100½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	96½
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	....
1st Mortgage	580,000	7	April & Oct.	"	1882	83½
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	....
Old Colony and Newport:						79½
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	92
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	83
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa,Osw. & Fox R.V.(CB&Q):						
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	" "	1880	....
Real Estate Bonds	500,000	10	various.	var.	var.	90
St. Louis County Loan	700,000	6	Feb. & Aug.	St. Louis.	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage.....gold	16,000pm	7*	Feb. & Aug.	New York.	1901	90
Pemberton & Hightstown(C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1896	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	86
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	6	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	91½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	93
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103½
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort.,conv.(Steubenv.& Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.)Apr.1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. sks f'd conv.....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown(R.W&O)						
1st Mortgage, guaranteed	845,500	7	June & Dec.	New York	'72-'74	....
Poughkeepsie and Eastern:						
1st Mort. conv.& tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	96
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.	158,100	6	" "	" "	1875	82
Consolidated, Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,000	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	92
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	100
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	New York. " "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W. Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W. Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1[illegible]	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (I) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (I.)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	86½
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	95
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	94
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'96-'99	90
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1838	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	79
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	79
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	404,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley ($20,000 per mile)						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	101½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	94
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102½
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	6	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	6	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	101
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	80
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,159	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1885	....
Bonds for Interest prior to 1850	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan	2,0 0,000	6	" "	"	1897	97
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	93½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	94
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	93
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	83
Boat and Car Loan 1863	800,000	6	— & —	"	1888	77
Boat and Car Loan 1864	633,650	7	— & —	"	1889	80
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	426,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	480,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1856	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	98½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1880	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	97½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1878	....
Western Union:						
1st Mortgage (S. F.)convertible	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1875	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	2	3	2	56	Adirondac ..... New York.	2,881,918	*	.....	.. ...	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	290.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,800,000	1,500,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	278	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,021	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge ... .Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	606,000	—	.....	.....	246.018	150,000	.....	.....	—	(Leased and oper. by Cheshire.)			7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930.000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138 030	1,232,200	27.000	3,672	77,787	86.7	.....	.....	.....	453,715	188,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn.& O.	59,598,598	*	.....	.....	29,598.695	29,999.000	.....	.....	565.8	4,351,606	54,130,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200.000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.6	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased & oper. by Grand Trunk.			.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,382	11,346,371	463,580	21,375,061	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	376,984	—	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,193,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	6,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe...Pennsylvania.	323,291	118,708	256,941	—	600,000	90,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	—	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 187	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	....	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	—	—	600.000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	682,546	—	—	—	250,000	48,000	—	—	—	(Leased & oper. by Fall Brook Coal Co.)			12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	165	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,620	*	2 184 639	1,701,178	19,413,20	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass	1,205,983	395,685	100.000	66,7·0	872,600	800,500	188,65·	30,942	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H	2,850,000	*	267,192	218 888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186 879	8	500	140
Sept. 30, 1870	74.2	8.8	64.8	—	46	20	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5, 71,998	*	302.258	450.000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511 550	10	100	158
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,736.169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286.000	583,500	.....	.....	(Le	ased & operated by Erie.)			.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,386,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased & oper. by Grand Trunk.)			.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	26	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased & oper. by Erie.)			.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,555	—	.....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445.000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo.River.)			.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy			.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific... .....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,627,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.8	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,852	328,543	30,530	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	61
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	189	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	—	—	(Leased and oper.by West Jersey.)			.....	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	—	.....	.....	24.0	97,776	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	52
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased and oper. by Del., L. and W.)			54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased and oper.by Illinois Central.)			.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18 7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased and oper.by Chic. and N.W.)			479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,'00	789,000	1,012,046	106,562	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,568	15,000,000	3.2 1.000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	108½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased & oper. by B.& Ohio.)			842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	83	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,959,217	—	167,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper. by Erie & N.Centrl.)			30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	29.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased & oper.by Del. & Hud. C. Co.)			.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	85	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	85,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	511.0	2,968,664	.....	.....	4,849,405	2 063,299	10	100	118
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,15 /,813	520,584	285,238	642.0	4,113,932	56,320 468	206,942,525	7,207,685	2,779,011	10	100	132½
Apr 30, 1871	400.0	—	167.0	—	175.	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889									

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into ope			ation.)		—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Michigan			Central.)		—	100	....
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624 595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			408.0	2,042,272	61,015,319	133,250,631	4,064.335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803 312	250,000		197.0	131,000			428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab.			& Wester		—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri	1,550,000				450,000	1,100,000			—	(Operated by Tol		Wabash&	Western.		—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,347	*Hannibal and St. Joseph* ¶..... Missouri.	15,565.490	2,800,392	2,920,197	179,865	9,238,92	9,322,000	273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,226	1,099,607	—	100	39½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by		Pennsylva	nia.)		7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	575 644			2 412.150	843.903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶..Conn. &R.I.	4,704 866	*			2,037,939	2,055,500			123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil.		and St. Pa	ul.)		—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*															
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	284,082	131,451	2,900.000	341,000	156,183	44,508	119.8	.....	.....	.....	752.0 7	147.025	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538 422	796.601	—	100	....
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4 224	*Illinois Central* .....Illinois.	33,199,574	*			834,850	2,008,096			58.8	176,067	.....	.....	287.575	Loss.	—	50	16
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54.305.218	265.400,371	8,678,958	2.851,321	10	100	133
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*			2,750,000	2,750,000			—	(Under		construct	on at $35,0	00 p m.)	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,383,514	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	p'. 1870.)		—	100	....
Dec. 31, 1870	76.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921.274	707,495	—	100	4½
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410.000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450.000	3,150,000			265.0	1,460,505	18.034 663	59,549,690	1,793,944	647,940	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			114.0	(Leased & oper. by		Pennsylva	nia.)		—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			—	(Leased & oper. by		Michigan	Central.)		—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,581	187,379	....	(Leased	Ill. Cen.)		140,672	49.235	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250.000	18,000	262,000	.....	400.000	130,000			13.0	.....	.....	.....	98,518	9,335	—	100	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				11.0	10,263	.....	.....	35,318	9,281	—	50	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	320.000	*			330,000				—	(In cour	se of cons	truction.)	.....		—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,740	—	(Recent	ly comple	ted.)	.....	.....	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			116.0	310,060	.....	.....	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	6,000,000	4,000,000			215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				1,500,000	500,000			—	(Leased & oper. by		Chicago &	Alton.)		7	100	92½
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187.645	*			300,000	800,000			—	(Leased & oper. by		Michigan	Central.)		8	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.324				3 027,450	2,033.000	1,061,985		123.0	.....	.....	A	261,277	26,713	—	10	....
Mar. 31, 1871	42.0	—	2.0	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*			180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				306.000	400,000			42.0	(Recen	tly comple	ted.)	.....	.....	—	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				610,000	840.000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			250,000	640.000			—	(Leased	& oper. by	M.chigan	Central.)	.....	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	.	.	Kansas City and Santa Fe.....Kansas.	.....				2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		—	(Under		construct	on.)		—	100	....
May 31, 1870	90.0	—	11 0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....		.....	.....	.....	1,209 000			551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....		.....	.....	.....	25,000pm			112.0	(Oper. by	bondhol	ders.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	18	Knoxville and Charleston ¶...Tennessee.	.....		.....	.....	.....	.....			—	(Under		construct	on.)		—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....		.....	.....	.....	.....			—	(Under		construct	on.)		—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1.335.000	2 279.335	.....	.....	—	(Under		construct	on.)		—	100	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				5,000,000	1,500,000			—	(Under		construct	on.)		—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000		1,212,500	500.000			—	(Under		construct	on.)		—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,17[illegible]	24,938,000	22,383,000	5,066,179		37.0	46.561	.....	.....	60.686	14,497	—	100	....
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4,000,000				1,013.1	8,219,893	189,390,937	569,833,666	13 457,541	5,068,720	8	100	92
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500 000			—	(Under		construct	on a $33,0	00 p. m.)	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	6,000		—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	....
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4.000.000		85,418	—	(Leased	& oper. by	Pbg, Ft. W	& Chi.)	49 507	—	50	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		....	.....	2,649.250	2,556,000	316,115	85,418	—	100	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)		—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)		50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			16,159,400	5,588.000	414,417		116.7	1,100,000	.....	.....	2,248.229	824,464	—	50	....
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			208.5	.....	13,207,248	39,606,988	5.938,167	2,320,760	10	50	118½
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	900,000	900.000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Dec. 31, 1870	40.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	*	.....	.....	5,871,450	2,528,000			196.0	1.096 503	21,825,726	.....	1,840,229	549,776	7½	100	105
Dec. 31, 1870	18.0	—	....	92.0	..	..	..	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....		.....	.....	6,000,000	5,000,000			—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000			—	(Under	cons. to be	comp. to P	.Bl.70 m.i	n 1871.)	—	50	....
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1.500.000	1,500,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	93½
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*			3,000,000	775,000	.....	.....	—	(Under	cons. to be	completed	in 1871.)		—	100	....
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			15.8	416,704	20.651,246	12,161,070	751.474	139,289	—	50	72
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472 183	2.859.520	1,245,770	350,337	—	(Leased	to Chicago	& Alton.)	.....	.....	—	100	....
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*			3,000.000				381.6	1,500,949	27,330,615	22,815,518	2.954,659	1,142,133	7	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,843,904	1,666	2,051,100	—	161,923	17	289.0	(No retu	rns of ope	rations pu	blished.)		—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255	—	15,133	200,000	67,700	11,529	99,055	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
																		—	(Leased	& oper. by	Boston &	Lowell.)		6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	80	Macon and Brunswick	Georgia.	6,422,616	589,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348.922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	257	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,565	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	106,897	.....	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	—	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	28	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	6,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	.....	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	30.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	18,963,978	8,324,528	1,820,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	...	10	2	2	839	Marquette and Ontonagon	Michigan.	2,660,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,760	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	10.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	3,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold by	bondho	lders.)	800,000	250.000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116½
Dec. 31, 1870	66.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	332,985	*	.....	.....	41,048	880,000	.....	—	56.5	Commenced operations Aug 29, 1870.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58 0	—	6.0	200.1	6	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	7	50	105½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	117.0	—	—	—	—	Mississippi River	Tennessee.	—	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	—	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	260.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	—	—	—	100	42½
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,789	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,282	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	93
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	161.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460.797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.0	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,578,144	122,284	1,511,684	3,376,167	470,323	608,806	182.5	378,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	—	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	—	10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	hgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	—	—	—	—	850.000	2,200,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12 0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800.000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	120½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,008	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	25
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	—	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,228	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,894,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	—	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296 0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,822	.....	.....	89,428,330	13,681,807	.....	.....	342.2	11,489,877	321,365,855	169,087,777	22,363,320	8,295,240	8	100	97
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,500,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	120
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	.....	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.6	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4 8	—	18	19	6	125	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,550	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	740.089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.5	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,181	*	24,990	42,516	1,009,950	1,243,985	39,589	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	38.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	101
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,242	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,814,682	1,271,962	6	50	78
Mar 31, 1870	69.2	13 4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.256	857,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256.272	8	100	117½
Sept 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,462	*	350.000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	928.242	187,787	2,364,400	776,000	14,888	541 439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	126½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	80½
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,320	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,607	2,064,988	3,421,774	285,191	24,196,604	6,534,850	493,108	—	393.0	.....	82,908,901	88,164,054	3,188,137	1,037,414	—	100	45½
Dec. 31, 1870	95.0	8.5	40.1	—	31	17	8	2 4	Oil Creek and Allegheny River	Penn.	7,166,836	960.160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	71
Sept 30 1870	72.5	70 2	45.2	—	38	73	18	3 4	Old Colony and Newport	Massachusetts	7,202,163	676,816	231,249	253,660	4,959,020	2,879,006	107,600	418,289	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	116½
Sept. 30, 1870	82.0	10 0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5 340,676	574,313	.....	29.6	555,226	8,827,750	13,430,793	939,680	359,877	—	100	....
Sept 30, 1870	43.9	4.0	3.0	—	10	10	4	168	Oswego and Syracuse	New York.	1,641,313	—	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,669	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	61.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* †.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,418		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,138			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. by Erie.)		.....	.....	12	100	122
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie)		.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by Erie.)		.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. by	Tol. Wa	b.& W'tn.)	.....	26,500	5†	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	m.& Am.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	452	235	98	7,368	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	118½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000			106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—					Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*		.....	1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	.....	.....	2,00,000	2,000,000	.....	.....	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—					Perth Amboy and Woodbridge. N. Jersey	214,581								6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg †.....Virginia.	1,650,156	*		.....	57,200	100,000	57,381	.....	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		62,580	1,324,200	295,094	93,442		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie †.....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	55½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	178
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,325	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	117½
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,568	677,153	9,562,650	2,359,500	630,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville †.....Penn.	4,621,737	409,251	3,428,056	.....	1,794,576	5,500,000	818,536		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,600	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97½
Sept. 30, 1870	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.& Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		.....	.....	.....	.....	41.259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,103	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585,069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			26.0	(Under	construct	ion.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			.....	.....	.....	.....	88,144	31,755	—	100	99
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York	629,198	*			483,874	10,000	176,302		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,236	*			457,917	55,000	16,500		48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston †.....North Carolina.	1,500,000	*	205.500	109,007	1,500,000	50,008	74,414	190.093	48.0	172,982	.....	.....	2e1.689	56.200	—	50	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,288	1.000.000	1,056,405		181.0	600.87	16.481.419	22.373.357	1,656,169	583,253	7	100	107
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	585,084	737,841	6,000,000	1,689,750		2,035,072	190.5	379.899	6,698,746	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville †.....Virginia.	6,931,704	*	1,927,035	89,741	4,000,000	2,680,000	285,392	1,782,488	75.5	173.100	4.737.532	904,930	328.129	68,245	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac †..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg †.....Virginia.	1,188,215	*	86,082	21,433	847.100	326,296	89,636	32,698	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River †.....Virginia.	1,440.321	*			650.000	712,175	78,148		22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427.402				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	18.5	—	1.3	—					Rochester and Genesee Valley..N. York.	656,026				557,530	70,000			20.0	.....	.....	.....	125,304	52,801	20	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235.235	*			250,844				218.2	593.514	15,296,580	19 605.175	1,324,943	475,270	10	100	94
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,952	.....	2,997,800	1,777,900	334	.....	.....	5,314	206,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	.3	3	1	25	Rondout and Oswego.....New York.	1.106.473	*	.....	.....	1,256,936	12,000	7,602	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100.000	242,700	4,000		112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000,000	6.000.000	.....	.....	209.0	.....	.....	.....	1,890,376	580,474	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—					St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4.340.000	6,700,000			—	(Under	construct	ion—80 m.	n oper. Ju	n. 1, '71.)	—	100	22
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6.000.000	3,200,000			201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* †...Missouri.	8,301.027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	.....	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	.....	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	.....	(Leas. &	oper. by N	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	.....	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	158.0	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	.....	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Leas. &	oper. by	.....	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,020	*	.....	.....	.....	11,020.000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347.817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284.410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278.328	*	.....	.....	180.550	100,000	.....	.....	.....	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	245,305	326,900	1,287	82,596	.....	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	16	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910.350	2,307,000	.....	.....	116.3	433,006	.....	.....	480.173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684	*	.....	.....	300,000	40,000	.....	.....	.....	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	—	25,479	65,882	449,588		140,901		—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—					Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576 050	—	—	—	—	(Leas. &	oper. by Ph	ila. & Read	ing.)	23,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	18	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*	186,218	105,220		1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,060,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	1	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	15	8	2	100	Selma and Meridian	Alabama.						969052	796,830		—	(Recent	ly sold un	der foreclosure. No		returns.)			100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000		—	(In a bad	condition.	No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—					Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—					Shore Line	Connecticut.	1,195,800					995,800	200,000				(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.6	—	0.6	—					South Branch	New Jersey	439,894					438,300					(Leas. &	oper. by C	entral of N	ew Jer.)			6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,900	315,966		5,819,275	4,434,248	452,030	353,009	248.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	16	South Shore	Massachusetts.	462,167	39,426	2,419	1,642		259,655	150,000	24,807	71,162	11.5	50,907		1,463,691	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938		10,319,774	1,377,540	359,168	162,982	—	100	76½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,600,000	*				3,000,000	1,500,000			....	61,760		1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.		....				2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,	...				0,000 p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*															50	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000					686,100	222,000	209,270		49.0				284,142	166,971	—	100	
Nov. 30, 1870	148.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,720	129,538			577,408	651,500	95,000		—	(Under	construction.)					100	
Sept. 30, 1870	68.0	—	8.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				3,939,900	699,500			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.						751,296	198,370	125,000		68.0				68,318	14,502		100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614				15,000p m			—	(Under	ons. to be	finished b	y Dec. 1,				100	
Nov. 30, 1870	21.9	—	1 1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					700,000	200,000	40,000		13.0	54,834		2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,300					448,700	445,700			—	(Leased	& oper. by	Housat'c.)			31,409	7	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					287,300			634	—	(Leased	& oper. by	Nash. & Lo	well.)			6	100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				1,200,000	1,000,000			—	(Under	construction.)					50	
Dec. 31, 1870	8 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					317,850	200,000	3,874									100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				92,925	17,,000	29,284		—	(Leased	& oper. by	W.N.Jer.)			6	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,236		1,670,130	1,095,825	13,782		81.0	429,182		5,813,304	32,216,419	744,022	309,912	—	100	
Dec. 31, 1870	30.0	—	—	157.0	—	—	—	—	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		400 000	—	24,557	45,845	11.7	65,346			(10 mos.	102,172	23,651	8	100	111½
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,466,285	42,464		685,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				1,988,150	806,000	284,849	1,095,523	72.0	578,258		9,988,392	35,490,358	1,087,526	459.465	12	100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				580,900	243,000			34.6	190,395			420,623	222,905		100	
Dec. 31, 1870	464.8	154.2	69.2	—	130	62	33	2,826	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,83	572,619		5,700,000	5,100,000			228.0							100	
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				16,000,000	16,387,000	81 710	858,744	631.0	3,473,966			4,544,641	1,308,376		100	76
Sept. 30, 1870	6.0	—	6.0	—					Troy and Greenbush	New York.	294,905					998,061	1,898,000	347,055		55.3	174,320		4,631,950	4,521,682	478,263	165,248	—	100	
Dec. 31, 1870	37.5	8.0	10.1	—					Tyrone and Clearfield	Pennsylvania.	1,000,000					274,400				—	Leased	& oper. by	N.Y. Cen. &	H. Riv.)			6	100	46½
Dec. 31, 1870	1,088	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,612 512	*				510,000		404,069		—	(Leased	& oper. by	Pennsylva	nia.)			50	
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				36,745,00	74,067,512			1,038.7				74,917,335	71,779,106	7,625,277	2,947,862	—	100	37½
Dec. 31, 1870	25.0	—	1.0	—					Union and Titusville	Penn.	1,500,000	*				1,000,000	2,200,000			100.0				182,563			100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*				500,000	1,000,000			—	(Recen't	y opened t	or traffic.)					100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,666,990	150,000			59.0	85,360		3,102,078	1,403,923	260,425	120,360	6	100	
Sept. 30, 1870	11.4	—	1.0	—					Valley	New York.	769,287					1,900,000				....	99,975		3,391,818	978,119	208.358	85,890	—	100	
Dec. 31, 1870	47.0	25.5	8.9	—					Vermont and Canada	Vermont.	2,500,000					750 000				11.4	40,386		333,487	6,601,692	144,140	115,076	8	100	
May 31, 1870	153.0	27.0	36.0	—	77	46	17	1,630	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		2,500,000				(Leased	& oper. by	Ver. Cen.)					100	91
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	16	2.8	Vermont and Massachusetts	Mass. & Vt.	3,466,943	*	296,236	96,354		5,000,000	9,500,000			185.0	1,144,375		16,301,331	65,732,302	2,084 884	588,977	—	100	
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				2,860,000	750 000	199,627	48,906	110.1	225,166			(10 mos.	456,651	loss.	—	100	84
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000					516,164	793,200			—	(Leased	& oper. by	Ver. Cen.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Wallkill Valley	New York.	695,468					1,000,000	750,000			—	(Recen't	y complet	ed.)					100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199.161					499,500	350,000			18.5	15,794		100,513	14,411	2,976		100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119 90				225,000	65,000			10.2	19,820		290,410	50,792	18,677	5	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	175 683	216.03			1,467,670	86,800			44.0	88,395			97,045	9,712		100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass & New York.	21,9.8 629	*	2,154,63	1,701,178		684,046	957,000	107,000		35.5	204,506			288,566	101,693		100	
Dec. 30, 1870	134.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*				29,405,200	1,764,520	492,730	4 13 ', 76	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	3
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*								—	(Leas. fo	r 20 y'rs a	$25,000 m	onthly.)	3,000,000			100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						650,000	1,400,000			46.0	67,611		1,791,187		137,928	36,133	—	100	
Dec. 31, 1870	57.1	27.6	12.0	—					Western Pennsylvania	Pennsylvania.	3,671,000					6,500,000	1,400,000			105.0					112,625	13,200		50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1.336 074	116 207		1,022,456	1,,00,000			—	(Leased	k oper. by	Pennsylva	nia.)			50	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					1,209,000	2379 00	20,000	44,746	126.1	307,150		16,363,324	3,639,915	633,616	255,428	10	100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	306	West Wisconsin	Wisconsin.	5,000,000	*				526,700	676,300	7,427		—	(Under	ons.—Ne	wburg to	Albany.)				100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	350,000					4,000,000	4,000,000			—	(Under	ons.—op	n to Meno	menee.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				500,000	350,000			—	(Opera	ed by Wil	& Wel.)					100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	Lake Wi	ming.&	Manch.			1,200.00	4,000,000			168.0					230,203	121,467	—	100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711		5,000,000				171.0							100	
Dec. 31, 1870	32.0	—	1.8	—					Winchester and Potomac	Virginia.	600,000					1,463,77	1484.66	130,021	154,57	181.0	436,316				594,222	250,725	—	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	338	Winona and St. Peter	Minnesota.	4,754,83	427,10				180,000	144,400	102,400		—	(Leased	& oper. by	Balt. & O	hio.)	27.000	6	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland							4.750 000			142.0			2,861,440	6,131,860	574,668	199,400	—	100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,12	*	93,17	58,845		100.00	800,000			—	(Under	construct	on.)					100	
									CANALS, &c.							1,400,56		3,801	553,777	45.7	260,726		4,701,816	7,193,226	452,547	156,860	10	100	133½
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,816	—	258,679	151,967		2,031,988	2,039,150	1,825		12.5					414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,500,300	—	—	—		8,229,594				184.5							25		
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania	2,433,350	—	—	—		1,633,35	800,000			—	(Leased	& oper. by	Lehigh N				8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,892	—	13,245,890	—		15,000,00	5,000,000			108.0				107,947		10	100	118
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,455	—	—	—		5,947,400				65.5				888,353	685,004	10	100	
Oct. 31, 1870	136.0	28.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—		64,000	835,750	6 9,446		161.0	(Leased	1870 by Pe	nnsylvani	67,252	lo s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115 46	—	—	—		1,003 50	110000			83.0				220,216	130,187	10	100	85½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,465,00	—	9,947,77	—		5,739,80	15,662,979			108.0				344.308	181,042	—	100	
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110.67		2,2 0,00	1,021,965	197,815	82,206	108.0				391,550	183,076	—	100	52
Dec. 31, 1870	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,669,95	—	—	—		4,337,95	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,15	1,335,71	284,14	—		4,797,18	7,678,387	1,042,143	117,900	—	Leased	to Phila. &	Read. Co.)		655,000	—	50	5
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,27	—	—	—		2,002,74	2,634 367	284,875		45.0				135.162	61,602	—	50	9
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,85	—	—	—		2,907,85	3,000,000	20.000		87.6				59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 80	—	—	—		1,100,00	748,300	63,000		....	(Leased	by Pennsy	lvania.)				50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	91
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	91½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	94½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	75
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	....
Harrisburg and Lancaster,* guar.	1,182,550	7	7	57½
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	79
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	74½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,500	...	7	....
Rutland, preferred	.....	7	7	65
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Sol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.	2,888,997	6	6	30½
Union, preferred	.....	...	6	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,775,400	7	7	2

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1 per ton	52 — @ 57 50
Pig, American, No. 1	52 — @ 55 —
Pig, American, No. 2	50 — @ 52 —
Pig, American, Forge	48 — @ 49 —
Bar, Refined, English and American	115— @120 —
Bar, Swedes, assorted sizes (gold)	120— @130 —
—Store Prices.—	
Bar, Swedes	130 — @145 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in.	115 — @ — —
Bar, Refined, 1½ to 6 by ½	120 — @ — —
Bar, Refined, 2½ to 2¾ round, 1 & 1½ by ½ & 5-16	122 50 @ — —
Large Round	122 50 @132 50
Scroll	135 — @165 —
Ovals and Half-round	135 — @155 —
Band	— — @130 —
Horse Shoe	125 — @135 —
Rods, ¾@3-16 inch	120 — @160 —
Hoop	140 — @187 50
Nail Rod per lb.	— — @ — 8½
Sheet, Russia, as to assortment (gold)	18 @ — —
Sheet, Single D. and T. Common	— 6½@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7½@ — 8½
Sheet, Galvanized	List. 15 per ct.disc.
Rails, English (gold) per ton.	73 — @ — —
Rails, American, at Works in Penna. c'y.	85 — @ — —
Anvils, (Eagle) per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast...(2d and 1st quality). per lb.	— 16½@ — 19½
English Spring (2d and 1st quality)	— 9 @ — 10½
English Blister (2d and 1st quality)	— 11½@ — 16
English Machinery	— 11½@ — 13½
English German (2d and 1st quality)	— 11½@ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— — @ 5 75
Cut, 8d. and 9d	— — @ 6 —
Cut, 6d. and 7d	— — @ 6 25
Cut, 4d. and 5d	— — @ 6 50
Cut, 3d.	— — @ 7 25
Cut, 2d and 3d. Fine	— — @ 8 —
Cut Spikes, all sizes	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, 2 to 3 inch and over	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca (gold). per lb.	— 48 @ — —
Straits (gold).	— — @ — 36
English (gold).	— 35½@ — 36

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	13 25 @13 50	15 25 @ 15 75
I. C. Coke	12 25 @12 50	13 50 @ 14 —
Coke Terne	11 25 @11 50	12 — @ 12 55
Charcoal Terne	11 75 @12 —	13 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 12½ @ — 12½
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 16½
Refined, Standard White (in ship'g order)	— 22½@ — —
Refined, S. W. (in jobbing lots)	— — @ — 23½
Refined, S. W. (in tin)	— 28 @ — 29
Naptha, Refined, (65 @ 73 gravity)	— 14½@ — 15
Residuum per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, English Pig	— — @— 33
Copper, American Ingot	— — @— 33½
Yellow Metal, New Sheathing and Bronze	— — @— 30
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails, Sheathing & Slating	— 30 @— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish (gold) per 100 lb.	— — @ 6 50
German (gold)	— — @ 6 50
English (gold)	6 50 @ 7 12½
Bar	— — @ 9 25
Pipe	— — @11 —
Sheet	— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.	

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	— — @ 8 —
Liverpool Gas Cannel	— — @15 —
Liverpool House Cannel	20 — @20 50
Anthracite per ton of 2,000 lb.	3 75 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 31
Canton Co.	....	....	....	....	....	....
Central Pacific 6s.	....	....	101¼	....	....	102½
Central of N. Jersey.	107½	108	....	108½	108½	....
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	74½	76½	76½	76½	75½	75½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	97¼	....
Chic., Rock Isl. & Pac.	111½	111½	112½	112½	112½	112½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	102½	....
Clev., Col., C. and Ind.	91½	91	91	....	91½	91½
Clev. & Pittsburg guar.	....	92	91½	....	91½	91½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	98	....
" 4 M.	....	....	....	....	....	84
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	36½	36½	37½	37½	36½
" 1 M.	....	93	....	....	....	93
" 2 M.	....	....	79½	80	....	....
Del. & Hudson Canal	....	118	....	....	....	....
Del. Lack. & Western.	105½	105	105½	105½	105	104½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.	60½	....	....	....	....	....
Erie Railway	....	51½	52	52½	51½	51
" pref.	72	73½	75	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	103	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	95½	95½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	90
Hannibal & St. Joseph	....	....	....	....	38½	39½
" pref.	58	....	58½	57½	....	....
" 8s, conv.	....	93½	....	93½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	104½	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	104	....	....	....	....	....
Lake Shore & Mich. S'n.	92½	92½	92½	92½	92½	92½
Lake Shore Div. bonds	....	....	....	....	....	97
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	116	....	....	116½	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	103½	103½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	1½
" pref.	....	....	....	....	....	....
Milw. and St. Paul.	56	56½	56½	56½	57½	56½
" pref.	79	....	79½	....	....	79½
" 1st mort.	....	....	92½	92½	92	92½
" 2d mort.	....	....	....	....	....	....
" 8s.	100	....	....	....	....	100
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s.	94½	94½	....	94½	94½	94½
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	....	....	....	92½	92½	93
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	....	96	....	....	....	94½
" 6s. S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98	98½	98½	98½	98½	98½
" certificates	....	....	....	....	....	....
N. York and Harlem	....	117	117½	120½	121	120½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	101½	....	....
N. Carolina 6s, old	....	33½	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	46	46½	46½	46½	46	45½
" pref.	74½	74½	....	....	74½	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	76½	76½	76½	77	76½	76½
Panama	118½	119	120	120	....	122
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	97½	97½	....	....	....
" 1 M.	....	105	....	....	....	....
" 2 M.	....	....	....	100½	....	100
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	42½	42	42½	42½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	....	73½	73½	....	73½	73½
" new	....	73	73	....	....	....
Tol., Wab. & Western.	76½	76½	....	76½	76½	76
" pref.	....	....	....	....	....	....
" 1 M.	100	100	100	100	....	....
" 2 M.	....	95	....	95	....	95
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	94	94	....	....
Union Pacific	37½	38½	38	38	38	37½
" 1st mort.	89½	89½	89½	89½	89½	89½
" L. Gt. 7s.	81½	81½	81½	81½	81½	81½
" Inc. 10s.	87½	87½	....	87½	87½	87½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	51½	....	51	
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th.25.	F 26.	Sat.27.	M.29.	Tu.30.	W.31
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	111⅛	111⅞	....
U. S. 5s, 10-40s, coup	112⅜	....	....	....	112⅝	113⅛
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	113⅞	....	....	113⅞	....	....
U. S. 6s, 1881, reg	115⅛	115⅛	....	116	....	....
U. S. 6s, 1881, coup	....	....	....	117⅛	118⅛	....
U. S. 6s, 5-20s reg. '62	115⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅛	....	....	115⅜	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115⅜	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116⅛	....	....	116⅛	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114⅞	....	114⅞	115	....	....
U. S. 6s, 5-20s, reg. '67	....	114⅜	....	115⅛	....	....
U. S. 6s, 5-20s, c. 1867	115⅜	115⅛	115⅛	115⅛	116	....
U. S. 6s, 5-20s, reg. '68	114⅛	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115	115⅛	....	....	115⅜	116
U. S. 6s, Pac. R.R issue	114⅛	....	114⅛	....	....	114⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 98	98⅛	98	....	....	....	98⅛
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	43	43⅜	43⅛	43⅛	43⅜	43⅛
" 6s, 1884	....	....	90⅛	....	....	....
" Gold L	....	93	93	93	93	93⅛
" R. R. L	....	97	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅛	59⅛	59⅛	59⅝	59⅝	59⅝
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	46⅞	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53	....	....	....	52⅛	52⅜
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	100	....	....
" 7s	97⅛	97⅛	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	39⅛	....	....	....	....	39⅛
Oil Creek & Alleg. Riv.	36⅛	36⅛	36⅛	36	35⅛	....
" 7s	....	....	....	70⅞	79⅝	....
Pennsylvania R. R	59	59	59	59⅛	59⅛	....
" 1st M	100	100	....	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	94	....	....	....
" " reg	....	....	96	....	....	96
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	106	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	97⅛	97⅝	....	....	....
" new	101⅛	101⅛	101⅛	101⅛	101⅛	101⅛
Philad., Germ. & Nor	....	88	....	89	....	....
Phila. & Reading	58⅛	58⅛	58⅛	58⅛	58⅛	58⅛
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	91⅜	....	....	....	....
" 7s	....	....	....	....	90⅜	90
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	15	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	126⅛	126⅛	126⅛	126⅛	126⅜	126⅝
Hestonville, (Horse)	19⅛	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 30.

	W.24.	Th.25.	F.26	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	99⅛	99⅛	....	....	99⅛	99
" 1886	....	....	....	....	....	....
" 1890	99	....	....	99	99	99
" 1884	....	....	....	....	....	....
" 1900	99	....	....	....	....	98⅛
Balt and Ohio	159½	160	....	....	160	160
" bonds, 1875	96⅛	....	....	....	97	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	96⅛	96⅛
Marietta & Cin. 1st M	102	....	102⅛	....	....	102⅛
" 2d M	....	....	91	....	91⅛	....
" 3d M. 8s	83⅛	....	83⅛	....	83⅜	....
Northern Central	39⅛	....	....	....	....	....
" bonds, 1885	....	....	....	94	....	....
" " 1900	....	....	90	....	....	....
Pittsb. & Connellsv. 7s	94⅛	94⅛	94⅛	....	94⅛	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50⅛	....	....	....	....	50⅛
" Defer. Certif	....	....	....	....	....	15⅛
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 31.

	Th.25.	F 26.	Sat.27.	M.29.	Tu.30.	W 31
Boston and Albany	151	....	152	....	....	151½
Boston and Lowell	....	....	....	....	....	140
Boston and Maine	138	....	....	....	....	....
Boston and Providence	....	....	151½	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	42⅜	42⅜	....	....	43	43¼
Cheshire, pref	82⅛	....	82⅛	....	....	83
Chi., Burl. & Quincy	131½	....	....	....	....	132⅛
Concord	....	....	....	80½	....	....
Connecticut River	....	....	135½	134⅛	....	135
Eastern	110	110	110½	....	110	110½
Fitchburg	....	133⅛	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116½	116⅛	116½	....	116⅛	116⅜
Northern, N. H	....	....	117⅛	....	....	117⅛
Ogdens. & Lake Champ	81	....	80	80	....	80½
" pref	105	....	105	....	....	105⅛
Old Colony & Newport	115⅛	....	115½	115⅞	115⅝	....
Ph., Wil. & Baltimore	56⅛	57	57	56⅝	57	57⅛
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	37
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	80	....	....	....
" Income 10s	83⅛	83⅛	....	83⅛	....	....
Vermont & Canada	....	....	....	....	....	91
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	68½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	9⅞	....	9⅝	9½	....	9
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. July 12.	July 19.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	67 — 70
Do. 2d mort., $1,000	61 — 63	60 — 62
Do., Con. mort. B'nds Bisch.'s Cert.	38 — 40	36 — 38
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	84 — 86	84 — 86
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	43½ — 44	41 — 41½
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	92 — 94	91 — 93
Do. European Agency Certificates	43½ — 44½	— —
Illinois Central $100 shares all paid	106 —108	105 — 107
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	96 — 98	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	89 — 92	89 — 92
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	94½ — 95½	94½ — 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, August 3, 1872.

Stock Exchange and Money Market.

Money has been in rather more urgent request, chiefly for speculative use, and toward the close, rates were quoted rather firmer, though yet low, ranging from 2½@4½, generally 3@4 per cent. on call, and 5½@7 per cent. per annum in the discount form. At the ruling figures the wants of responsible borrowers have been quite promptly met. Private lenders have been liberal of aid. The city banks have been more conservative in their movements. The Government office has augmented both its coin and currency balances, the latter having been enlarged by the addition of more than a million of dollars. The office received during the week $3,520,824 of currency, and $4,186,311 of gold, the latter including $1,929,000 from customs; and disbursed $2,392,401 of currency, and $3,881,903 of gold, the latter embracing $1,152,245 of coin interest.

The U. S. Sub-Treasury office last week added to its coin balance about ⅜ths of a million and enlarged its currency 1⅛ millions. The city banks reduced their loan and discount average about 2⅛ millions during the week, and contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $9,547,024, and a coin reserve of $40,461,303.

The city banks, in their latest return, show an increase of $856,300 of legal tender notes, with a loss of $1,073,100 of specie, and of $2,488,600 of deposits, also a reduction of $2,077,600 in their loan and discount averages, and of $26,000 in their item of circulation. The city bank exchanges, last week, averaged 72⅝, and thus far, this week, about 79 millions daily. The banks now hold $14,147,425 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $28,498,700, against $16,983,739 same time last year. The city bank deposits are now $245,062,700 against $257,018,004, week ending July 29, 1871. The legal tender reserve amounts to $53,571,900, against $73,963,430 same time last year. The circulation now stands at $27,350,000 against $30,360,125 same time last year. The loans are now $295,136,900 against $300,052,285 at this date last year.

The coin reserve of the city banks is now about 28½ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 53¾ millions against $46,616,000 on the statement of February 10th.

Government revenues have been yielding more liberally, since our last. The excises yielded within the week about 8½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $13,370,747. The customs at the port of New York last week were $1,710,669; at the outports, equal to about $570,000 all in coin, or coin certificates.

Under the Treasury programme for August, Government proposes to sell at least seven millions of gold as follows: Thursday, August 1, $1,000,000; Thursday, August 8, $2,000,000; Thursday, August 15, $1,000,000; Thursday, August 22, $2,000,000; Thursday, August 29, $1,000,000. And to buy in six millions of Five-Twenties, as follows: Wednesday, August 7, $2,000,000; Wednesday, August 14, $1,000,000; Wednesday, August 21, $2,000,000; Wednesday, August 28, $1,000,000.

The Treasury Department on Wednesday controlled a coin reserve of $69,100,000 of which $31,900,000 were represented by outstanding coin certificates and a currency balance of $18,333,000.

There has been renewed vigor in the Gold speculation, with an upward tendency in the price, influenced in part by the anticipation of heavy drafts on the floating supply during the month of August, for both custom house purposes, and for shipment in adjustment of adverse trade balances. The week's exports have been up to 4⅜ millions. The customs draw has been temporarily light, pending the carrying into effect on the 1st of August, of the revised tariff, but a livelier inquiry is looked for presently from this source.

On Wednesday, the specie exports were $803,672.

The range of the price during the week has been from 114⅜@115¼ and the closing quotation on Wednesday was 115⅛@115¼ against 114⅝ the preceding Wednesday. The specie outflow last week, was $4,876,713. The Gold Exchange

Bank clearances have averaged about 81¾ millions per day during the week.

The customs demand for Gold last week, averaged $321,500 a day; thus far, this week, it has averaged $303,000 a day, or equal to a weekly aggregate of $1,818,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $3,017 and since Jan. 1, 1872, $2,739,869 against $3,848,306 same time in 1871 The total customs revenue of the Government, in coin, at this port, since January 1, has been $83,080,584 against $88,147,685 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $52,972,890, against $58,977,509 during the same time in 1871.

The export drain of specie was $4,376,713 last week, against $1,053,584 same week preceding year. The shipments since January 1, 1872, have been $53,162,750 against $50,937,341 during the same portion of 1871.

Foreign Exchange has been comparatively quiet, and toward the close rather easier in price. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109⅝; sight bills on London, 110¼@110½.

Government securities have been attracting more attention, particularly from investment buyers, and prices have been on the advance, favored by the limited offerings of bonds, and the buoyancy in Gold.

On Wednesday, Government bought in a million of Five-Twenties at 114 38@144 75 out of an aggregate offering of $4,311,100.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 118⅛@118¼; U. S. Five-Twenties of 1862, (other than the bonds called in) 116⅛@116¼; U. S. Five-Twenties of 1864 at 116⅛@116¼; U. S. Five-Twenties of 1865, 116⅜@116⅞; U. S. Five-Twenties of 1865 consolidated, 115¼@116⅜; U. S. Five Twenties of 1867, 116@116⅛; U. S. Five-Twenties of 1868, 116@116¼; U. S. Ten-forties at 113¼@113⅜; U. S. Fives of 1881 (Funding Loan) 113⅞@114⅛; Six per cent. currency bonds, 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 17.	July 24.	July 31.
Consols	92⅛	92⅛	92¾
U. S. 5-20's of 1862..	91⅛	91	91
U. S. 5-20s, 1865....	92⅛	92⅝	92⅜
" 1867	91⅝	91¾	93
" 10-40s	90¼	89¾	90⅛
New Fives of 1881...	89¼@⅜	89¼	89¼
Erie	42	41¼	40⅛

State bonds have been moderately sought after at variable prices. The Southern State obligations closed more steadily.

Railway Mortgage Loans have been in more demand for investment account, and the favorite of both old and new loans have been firm in price. Central Pacific Sixes have been in fair request at 102@102⅛. Chesapeake and Ohio have been of ready sale at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been quoted steadier as to values, closing with a more buoyant temper apparent in the speculative dealings.

In the way of Metals, a er business has been reported in Ingot Copper at a shade stronger prices; sales, 100,000 lbs., for prompt delivery, at 33¼c.@33½c.; 300,000 lbs., for forward delivery, on private terms; and 50,000 lbs. best selected English at 33c. per lb. Scotch Pig-iron has been held firmly on a reduced offering of stock, but has showed less animation; sales 200 tons Glengarnock at $53 50@$54; and 500 tons various brands, in lots, on private terms. American Pig-iron has been in fair demand at full rates. Iron Rails have been firm and in fairly active request, with sales reported of 2,000 tons English on private terms. Lead and Zinc dull at unchanged quotations. Of Silesian Spelter, 25 tons sold at 7c., gold per lb. Pig-tin quiet but steady, with deliveries after Aug. 1 quoted at 34½c., gold, for English, and 35c., gold, for Straits. Tin plates have been in demand and firm, with sales, for delivery after Aug. 1, of 1,000 boxes Coke at $12 25, and 500 boxes charcoal Terne, at $11 75, gold, per box.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were disposed of at the reduced range of $3 22½@3 95, against $3 25@$4, in June.

General business has been fairly active in the line of domestic produce, but, under more liberal offerings of stock, prices of Wheat, Corn, Oats, Pork and Lard have been quoted cheaper. Petroleum, and Naval Stores dearer. Middling upland cotton closed heavily on Wednesday at 21¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,671,952 bales, against 3,931,439 bales same time in the preceding year; exports 1,920,734 bales against 3,107,788 bales in the previous year; stock at the ports at latest dates, 118,607 bales against 163,273 bales same date 1871.

At the Live Stock Markets, Beeves continue in fair request at 9½@13 cts.; Veals at 6@9½ cts.; Sheep at 5½@7½; Lambs, 8@12 cts.; Swine, dull at 4⅜@4⅞ cts. per lb., all live weight. The week's receipts were 8,831 Beeves, 2,448 Veal Calves, 28,922 Sheep and Lambs; and 27,369 Swine..

Foreign goods have been rather more active and held with more confidence. The week's imports of foreign goods reached the amount of $8,535,341 including $3,169,419 of dry goods.

Ocean freights have been quite active and quoted firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.— South Carolina 6s, old, 54; do. new, Jan. and July, 29¾; do. Apl. and Oct., 28; Georgia 7s, 89; do. 6s, 60; Arkansas 7s, (M., O. and R. R. R. R.,) 44; North Carolina 6s, Special tax, 15½; Texas 10s, 1910, 88; North Missouri 1st mort., 92½; Hannibal and Central Missouri 1st mort., 89; Ohio and Miss. consols, 96½; do. 2d mort., 88; Milwaukee and St. Paul 7s, Iowa div., 88; New Jersey Southern 1st mort., 79⅜; Cleveland, Col., Cin. and Ind. 1st mort., 102½; Toledo, Peoria and Warsaw 2d mort., 86¾; East Tenn., Va. and Georgia 1st mort., 93¼: St. Louis Jacksonville and Chicago 1st mort., 95; Cedar Falls and Minnesota 1st mort., 83; St. Louis, and Iron Mt. R. R., 100; do. 1st mort., 100; Central of New Jersey 1st mort, 107½; do. scrip, 105; Lake Shore and Michigan Southern consols, reg., 100½; Quincy and Toledo 1st mort., 93; Toledo, Wabash and Western consols, 93; Boston, Hartford and Erie R. R., 7⅞; do. 1st mort., 43; Missouri, Kansas and Texas R. R., 42½; St. Louis, Kansas City and Northern R. R. pref., 71⅛; Rome, Watertown and Ogdensburg R. R., 94; New Jersey R. R., 126½; New York and New Haven R. R., 145; Western Union Tel., 74⅜; do. 7s, 97; Quicksilver pref., 51⅞; U. S. Exp., 83½; Am. Mer. Union Exp., 74¾; Adams Exp., 98¼; Wells-Fargo Exp., 89; Consol. Coal of Md., 44; Brooklyn 6s, W. L., 94¾.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, 103¼; Schuylkill Nav. 6s, 1896, 77; do. 7s, B. L., 86; Sunbury and Lewistown 7s, 97; Pennsylvania Canal 6s, 75½; Warren and Franklin 1st mort., 88; Oil Creek and Allegheny River 1st mort. 7s, 83½; Westchester and Philadelphia 7s, 101¼; Pennsylvania and New York Canal 7s, 97; Philadelphia and Trenton R. R., 125; Camden and Atlantic R. R., 80½; Nesquehoning R. R., 58; Allegheny Co. 5s, 77; Pittsburg 5s, 75; Pennsylvania State coupon 6s, 102½. The latest quotations are: City 6s, 97¾@—; do. free of tax, 101⅛@101½; Pennsylvania State 6s, 1st series, 102½@103; do. 2d series, 106@—; do. 3d series, 108@—; Philadelphia and Reading, 58¾@58⅞; do. Gen'l mort. 7s, 1893, 102⅛@103¼; do. mort. 6s, 1880, 94@95; United New Jersey R.R. and Canal Co., 126@126¼; Camden and Amboy mort. 6s, 1889, 98¼@98½; do. 1883, 93@93½; do. 1889, 90½@91; Pennsylvania R. R., 59⅛@59¼; do. 1st mort., 100@100½; do. 2d mort., 99@100; do. General mort. coupon, 93¾@94; do. reg., 95@96; Little Schuylkill R. R., 47@—; Morris Canal, 51@52; do pref., 124@126; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 76@80; Schuylkill Nav., 7½@8; do. pref., 15⅛@15¼; do. 6s, 1882, 79¼@80; Elmira and Williamsport pref., 40@41; do. 7s, 1878, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 43@43⅛; do. 6s, 1884, 90@90; do. R. R. Loan, 97@97½; do. Gold Loan, 93@93¼; North Pennsylvania, 48@50½; do. 6s, 100@100½; do., 7s, 97½@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@28; do. 6s, 91@91⅜; Minehill, 52½@53; Catawissa, 14@18; do. pref., 45@45½; Lehigh Valley, 59¼@59⅜; do. 6s, new coupon, 98@98¾; do. reg., 98@99¼; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 63@65; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 33@34; Green and Coates, —45@; Chestnut and Walnut, 56@57; Hestonville, 19@20; Union, 75@75; Germantown, 35@37.

Boston.—Norwich and Worcester R. R., 126¾; Rutland R. R., 13; do. pref., 65; do. 8s, 1880, 92; Burlington and Missouri River R. R., in Iowa, 108¼; Cincinnati, Sandusky and Cleveland R. R., 28; Eastern (N. H.) R. R., 102; Portsmouth, Gt. Falls and Conway R. R., 99; Vermont Central 1st mort., 79; do. 8s, 1891, guar., 99¼; Boston, Clinton and Fitchburg 8s, 1882, 95; Grand River Valley R. R. 2d mort. 8s, 1879, 102¼; Boston and Albany 7s, 1892, 107; Cedar Rapids and Missouri River 7s, 1916, 89¾; Leavenworth, Lawrence and Galveston 10s, 90; Detroit, Lansing and Lake Michigan 8s, 84; Stanstead, Shefford and Chambly 7s, 79; Connecticut and Passumpsic Rivers R. R. 6s,

1876, 95½; Atchison, Topeka and Sante Fe 7s, 82¾; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 90; Chicago and Michigan Lake Shore R. R. 8s, 85; Cary Imp., 12¼; Brookline Land, 6⅝; Waverly Land, 8; New Hampshire 6s, 1902, 98¾; Maine 6s, 99¾; Newburyport 6s, 1890, 97¾; Portland 6s, 1888, 96; Chicago 7s, 1882, 99; Salem 6s, 1891, 98½; Charlestown 6s, 1888, 98⅞; Bath 6s, 1891, 89¾; Lowell 6s, 1890, 97½; Boston 5s, 1875, gold, 104¼; Portland 6s, 1888, 95; Allouez Mining Co., 9¼; Calumet and Hecla, 157; International silver, 4¼; Shuniah Silver, 7½; Star, 35c.

Baltimore.—Northern Central 6s, 1900, gold, 94; Virginia and Tennessee 3d mort., 8s, 89¾; Central Ohio 1st mort., 87¾; Orange and Alexandria 4th mort. 8s, 86¼; Richmond and Danville 1st mort., 79½; Virginia consols, reg., 45; Maryland Defense 6s, 103¾; Memphis City 6s, 56; George's Creek Coal, 93. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¾@95; Baltimore and Ohio, 159½@160; do., 6s, 1875, 96⅝@97½; do., 1880, 96½@—; do., 1885, 96¼@97; Parkersburg Branch, 10@15; Northern Central 39⅛@39¼; do. 6s, 1885, 94@95½; do., 1900, 90½@91; do., 6s, 1900, gold, 93⅞@94; N. W. Va. 1st mort., 99@99½; do., 2d mort., 98@100; do., 3d mort., 1885, 90@92; Marietta and Cincinnati 7s, 1892, 102½@102½; do., 2d mort., 7s, 91@91¼; do., 3d mort., 8s, 83@83½; Central Ohio, 34@35; do., 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 92@93½; do. 1st mort. guar., 95@97½; do., 2d mort. guar., 93@—; do., 3d mort., guar., 95⅛@—; do. 2d mort pref., 81@83½; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79⅜@80; Orange and Alexandria 1st mort. 6s, 93½@94; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 86@87; Alex. and Manassas 7s, 81¾@82¼; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@80; do. 8s, 3d mort., 89⅝@90; Baltimore 6s, 1875, 99½@100; do., 1884, 98@98½; do. 1886, 98@98¼; do., 1890, 98⅞@99; do., 1893, exempt, 102@102½; do., 1900, exempt, 98½@98¾; Memphis City 6s, 55½@56½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 23⅝@24; George's Creek Coal, 93@97; Atlantic Coal, 1.70@3.00.

☞ At a meeting of the stockholders of the Hartford and New Haven Railroad Company in Hartford on the 31st ult., by a nearly unanimous vote, the agreement made by the directors with the New York and New Haven Railroad Company for the consolidation of the two corporations was ratified. The agreement has now been ratified by the stockholders of both roads. The capital stock of the two roads thus consolidated is $15,500,000. The new Board of Directors will meet in New Haven August 7, for organization. The title of the consolidated roads is now the New York, New Haven and Hartford Railroad Company.

☞ The Coupons and Registered interest due August 15, on First Mortgage Eight per cent. Gold Bonds of the St. Joseph and Denver City Railroad Company, will be paid by the Farmers' Loan and Trust Company, of New York. Messrs. Tanner & Co., 11 Wall street, New York, are the agents for the sale of these bonds.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
No. 5 Nassau Street.

The First Mortgage Six Per Cent. Gold Bonds of the Chesapeake and Ohio Railroad Company are amply secured upon one of the most valuable and important East and West Trunk Lines of Railway in the United States, and are the obligations of a powerful and responsible corporation of the highest standing and credit.

Holders of Government Bonds and other high-priced securities may realize an important difference by an exchange for these Bonds, without question as to the equal security of their investment.

Price 94 and accrued interest.

Full information may be obtained at our office or by mail.

FISK & HATCH, Bankers.

☞ At the recent annual meeting of the stockholders of the Taunton Branch Railroad Company, at Taunton, the old Board of Directors was re-elected. The report of the Treasurer for the year ending May 31, 1872, shows that the earnings of the Company have been as follows: Passengers, $81,900 31; freight, $70,597 03; mail and rents, $2,389 66; total, $154,887. The expenses have been $115,286 70, making the net earnings $39,600 30, and leaving a surplus of $3,138 76 after paying the usual annual dividend of 8 per cent.

☞ The survey for a railway in the valley of the Nile is completed. The line is about six hundred miles in length, and commences at Wady Kalfah, near the second cataract, and terminates at Khartum; where the Blue and the White Nile unite their waters above the sixth cataract. For nearly three fourths of its length the line will be on the edge of the valley, about three fourths of a mile from the river, and above the level of the periodical inundations.

☞ The directors of the Connecticut Western Railroad have chosen Wm. H. Barnum, of Salisbury, president; George M. Bartholomew, of Hartford, vice-president; P. L. Burrall, of Hartford, secretary; and Wm. L. Gilbert, of Winsted, treasurer. The amendment to the charter, allowing the building of a branch railroad from New Britain to Collinsville, was approved by the stockholders by a vote of ten to one.

☞ About four miles of the track of the Milwaukee and Northern road are laid beyond Plymouth. It is expected that the track will be laid as far as Elkhart Lake by Saturday. A good share of the road is graded as far as Chilton. Men are at work between Chilton and Menasha.

☞ All the property of the Staten Island Railroad and Ferry Company will be sold under foreclosure on the 27th of August to satisfy claims of sufferers by the Westfield explosion.

☞ The Savannah and Memphis Railroad had completed its fortieth mile on the 1st of July.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 29th ult., reports the net anthracite coal tonnage for the week ending on the 20th ult., from all sources, at 431,447 tons, and for the year 10,340,979 tons, against 5,766,867 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,574,112 tons. The production of bituminous coal for the week was 52,547 tons, and for the year 1,331,815 tons, against 1,201,190 tons to the corresponding time last year—an increase of 130,625 tons. The total production of all kinds of coal for the week was 485,004 tons, and for the year 11,470,379 tons, against 6,968,057 tons to corresponding time last year, showing an increase of 4,502,322 tons.

☞ Work on the Lee and Hudson railroad is said to be progressing very rapidly and the contractors need more laborers.

Journal of Railroad Law.

RAILROAD COMPANIES—DANGEROUS CROSSINGS—COMPANY LIABLE FOR INJURIES IN ABSENCE OF NEGLIGENCE OF THOSE INJURED.

The facts in the recent case of Richardson *vs.* N. Y. Cent. R. R. Co., (45 N. Y., 846,) are fully and clearly stated in the following opinion by—

PECKHAM, J.—The statutes allow railroads to cross public highways, but require the railway company "to restore the highway thus intersected to its former state, or to such state as not unnecessarily to have impaired its usefulness." (3 N. Y. S. at large, Edm. ed., 628 § 28, sub. 5.) Another provision authorizes such companies, in crossing a highway, to go under or above it, as may be expedient. Did the legislature intend by these provisions to allow a railroad company to shut up a highway and derive the people of its entire use? That would seem to be the effect of reversing this judgment, as a road is substantially closed to the public which cannot be travelled by the cautious without imminent peril of their lives.

The injury in this case occurred to the plaintiff notwithstanding the exercise of every care by him, as such is the finding, and it is well sustained by the proof.

When he arrived at a proper distance from the crossing, for that purpose, he stopped his horses, rose up in his wagon, looked and listened, and neither saw nor heard aught of the train. Then proceeding again carefully, he sustained the injury by a train rushing suddenly against his horses and wagon, &c., which it was impossible for him to avoid after he saw it.

The deep cutting into which the rail track ran, the watch-house erected, but not used by the defendant, prevented the train from being seen until the traveler approached within a few feet of the crossing. The watch-house obstructed the view a distance further off. The sound of a fall of water at the crossing, besides the peculiarity of the road, prevented the noise of the train whistle or bell from being heard; and the cars were running at the rate of about thirty six miles an hour.

The highway was not closed in fact or in law. The public had a right to use it for travel. The plaintiff, at the time of the injury, was exercising a clear right upon that highway.

The grade of the highway was necessarily considerably changed by reason of this crossing.

All peril of this kind could have been avoided by the railroad going under or above the surface of the highway at the crossing. If this danger could be avoided in no other way, then it would seem to follow that the "usefulness" of the highway was "unnecessarily impaired" by the railway's omission to do either. It had failed in its statute obligation. It was not the duty of the highway, but of the railroad, to give this protection from the peril caused by the railroad.

Again, in laying down rules of general application, courts find it frequently necessary to make exceptions, to prevent injustice.

When the reason of the rule fails, the law usually discharges the rule. For the protection of the traveling public, the statute requires railroads to ring their bells or sound their whistles a certain distance from the crossing over a highway. The legislature required this, in order to give notice to the traveler of the approaching peril and to enable him to avoid it. Almost universally, this is a sufficient protection. But, in the case at bar, it gave no notice whatever, and gave no protection. This the defendant well knew, and could not avoid knowing from the surroundings. It also knew that the legislature intended that the traveling public at such places should have notice of the approach of a train in some manner. In this case, as it failed, knowingly failed, to give any notice, it was guilty of a neglect, for which it was justly held liable. Upon that ground it is, in my judgment, liable upon the soundest principle.

The legislature has never enacted that a railroad shall not be liable for any injury at a crossing where it rings its bell or sounds its whistle. No legislative impunity is given to the railroads for damages they may wrongfully cause. But the statute declares that they shall do those specified things, and that they shall be liable for any damages caused by their omission. As a general rule, undoubedly, they are exempt from liability to the ontside public when, in good faith, those provisions are substantially complied with. But there may be cases where the purpose of these requirements is not and cannot be attained by their technical fulfillment. Such is the case at bar—plain and palpable; easily understood, as the act of the company in building the watch-house and in keeping a watchman there for some time, shows the defendant understood it.

The principle has been substantially held by this court in the last decision in Bersiegel *vs.* This Defendant.

The defendant again, by its own act, caused this injury in its erection of the watch-house, now not used, but preventing the traveler from seeing the train, which he otherwise might.

That it obstructed this traveler's view, is found by the referee. That it thus caused the injury, may be fairly inferred, as nothing could be seen as he approached the track "owing to the formation of the ground and the situation of the watch-house."

There was a map at the trial in evidence and none is produced here. Presumptions are in favor of affirming a judgment. Error is not presumed. If there were doubts on this point, in the absence of the map, the presumption is against error.

A building thus erected by a railroad, which prevented the public from seeing a train until too near for safety, has been held by this court a good ground for recovery. (Mackay *vs.* N. Y. Cent. R. R. Co., 35 N.Y. 75.) It is so in this case.

Judgment affirmed.

☞ The Sugar River Railroad, thirty miles long, will be completed next week so that construction trains will enter Claremont, and regular passenger trains will begin running September 2. After this is completed the rails will be laid two and a half miles further to the Sullivan road. John S. Walker of Claremont, N. H., is President of the company.

☞ The Supreme Court of South Carolina has decided that the law for the issue of State scrip to the Blue Ridge Railroad, and making it receivable for taxes, is unconstitutional and void. This is said to repudiate $2,000,000 of State liabilities created by the last South Carolina Legislature.

Canal Navigation by Steam.

An inventor, whose plan has been tried on the Erie Canal, seems to have at last realized a solution of the problem of adapting steam to the navigation of canals. The New York *Sun* gives a succinct description of the invention as follows:

The new motor is called Williamson's road Steamer, and the experiments took place at Albany, on the section of the canal between that city and Troy. The tractor is a three-wheeled locomotive, weighing about six tons. Its cost is about $5,000. The wheels, which are twelve and fifteen inches broad, have india rubber ties four and a half inches thick. The steering wheel is in front, and is managed as one manages a velocipede. This engine can ascend the steepest grades, and can turn in its own length. It is also claimed that the rubber ties on the wheels, in addition to giving them the most perfect adhesion, will act as road rollers, rolling the tow-path smooth and keeping it in good order. The rubber face on the wheels is protected by a series of steel shields one inch and a-half apart, fastened together with an endless chain. On the occasion of the trial at Albany, which took place on Thursday last in the presence of Canal Commissioners Wright, Fay and Barclay and other prominent men, at the appointed time the engine ascended the incline from the Troy road to the tow-path and hitched on to one of three bull-head barges which were loaded with lumber, and having moved it into position adopted the same course with the second and third until they were arranged as a tow and properly secured. Then the engine started and drew them with the greatest ease at the rate of three and a-half miles an hour, to the lock above the city. This result was attained with ordinary boats on a common tow-path. Various preliminary trials had resulted in an equally satisfactory manner. It is said that all who witnessed the trial were fully satisfied of the practicability of this plan of steam towage, and it appears that its economical advantages are very great. The pressure of steam required to enable the engine to draw three barges is ten pounds to the square inch, and that pressure can be kept up with a consumption of one hundred and fifty pounds of coal per hour. By a careful comparison of the cost of towing three boats by the road steamer and one boat by horse power from Albany to Buffalo, in which interest, wear and tear, and all contingencies are taken into consideration, it is estimated that by the use of the road steamer the expense of towage would be $133 86 less for each boat than by horse power, while there would be a gain of four days in time. The usual time consumed in a trip between Buffalo and Albany is ten days; the road steamer would easily make it in six.

☞ The New Lisbon *Argus* says that the present line of the West Wisconsin Railroad, now ending at Tomah, is to be taken up and will henceforth run from Warren Mills to Camp Douglass, on the Milwaukee and St. Paul Railroad, and thence to Elroy, on the Chicago and Northwestern Railroad. It is expected that this portion of the road will be completed before the close of the fall season.

☞ The Wisconsin Valley Railroad is approaching completion, the grade of the entire line between New Lisbon and Grand Rapids being completed, or nearly so, with the exception of abont eighteen miles between the north branch of the Lemonwier and Remington. Arrangements for extending the road through Marathon county are now being made.

☞ Ten miles of the Galena and Southern Wisconsin Narrow Gauge Railroad has been contracted to be built, and the work of grading already commenced.

Vera Cruz and Mexico Railway.

The Railroad from Vera Cruz to the City of Mexico, it is stated, will be finished during the present year. The upper section, from the City of Mexico to Puebla, a distance of one hundred and sixteen miles, has been completed, and in 1871 the receipts of this section amounted to $689,235, and the working expenses to $352,650, leaving a net balance of $336,585. On the lower section, of seventy miles, between Vera Cruz and Fortin, in 1871 the receipts amounted to $300,330, and the expenses to $261,015, leaving a net balance of $39,315. Considerable expense was incurred in guarding the trains against attacks of Mexican guerillas. The traffic on both sections is steadily increasing, and when the entire road is completed the business, it is anticipated, will be very active. The chief articles to be transported will be grain and silver ore.

Grand Rapids and Alpena R. R.

The Toledo *Blade* says that arrangements have been completed between Geo. W. Cass, President of the C. I. Co., and M. R. Jefferds, President of the Grand Rapids, Rockford and Greenville Railroad Co. and of the Grand Rapids, Greenville and Alpena Railway Co., whereby the two latter Companies are to be consolidated, and bonds to the amount of $16,000 to the mile are to be issued for the whole length of the road. Arrangements were made so that the iron will be laid from Rockford to Greenville, and the cars will be running from Grand Rapids to Greenville in a short time.

☞ The Cumberland *News* announces the completion of the Bedford and Bridgeport Railroad, which connects with the Cumberland and Pennsylvania Railroad three miles and a half from Cumberland. The *News* says that this gives their citizens a competing passenger and freight line shorter than any other to New York and Philadelphia. Independent of this it opens up to the coal trade a fine market among the great manufactories of Pennsylvania which could not be otherwise reached, and will besides enable the placing of coal at Jersey City without breaking bulk. The road is under the control of the Pennsylvania Railroad Company.

☞ **THE ST. JOSEPH & DENVER CITY RAILROAD COMPANY.** EXECUTIVE OFFICE, No. 31 NASSAU STREET, NEW YORK, August 1st, 1872.—The Coupons and Registered Interest, due August 15th, 1872, on the First Mortgage Eight per cent. (8 per cent.) Gold Bonds of the St. Joseph and Denver City Railroad Company, BOTH EASTERN AND WESTERN DIVISION, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, free of tax.

FRANCIS A. COFFIN,
Asst. Treasurer.

OFFICE OF THE
TOLEDO, PEORIA AND WARSAW RAILWAY CO.,
No. 80 BROADWAY, NEW YORK, July 30, 1872.

THE COUPONS FALLING DUE AUG. 1, ON the First Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company (Western Division) will be paid at the Farmers' Loan and Trust Company, No. 26 Exchange-place, on and after that date, free of Government tax.

JAS. F. SECOR, President.

OFFICE OF
TOLEDO, PEORIA AND WARSAW RAILWAY CO.,
No. 80 BROADWAY, NEW YORK, July 31, 1872.

AT A MEETING OF THE DIRECTORS OF the Toledo, Peoria and Warsaw Railway Company, held in Peoria, March 19, 1872, the following resolution was passed:

Resolved, That on and after the 1st day of September, A. D. 1872, the Secretary shall not exchange any first preferred stock for bonds secured by deed of trust dated the 2d day of April, 1866, on the Western Division of the Toledo, Peoria and Warsaw Railway Company, and that the holders of such bonds may, if they so desire, exchange the same for first preferred stock, as set forth in a resolution adopted at a meeting of stock and bond holders of this Company on the 15th day of June, 1868, in the City of New York.

Provided that such bonds are surrendered in exchange for such stock on or before the 1st day of September, A. D. 1872, but not otherwise.

True copy from the records.

THOS. H. WILLIAMS, Assistant Secretary.

Notice to Contractors.

MISSISSIPPI CENTRAL RAILROAD EXTENSION.

Sealed proposals will be received until the 15th day of August, 1872, at the Engineer's Office of the Mississippi Central Railroad Company in Jackson, Tenn. for the clearing and grubbing, grading and bridging, on about one hundred and seven miles of road, extending north from Jackson to Cairo.

This work embraces large quantities of earth excavation, pile and trestle bridging, and is worthy the attention of experienced railroad contractors.

Profiles, approximate estimates, general plans, specifications, and forms of contracts, can be seen at the Engineer's Office after Aug. 1.

The Company reserve the right to reject any or all bids.

Proposals must be indorsed "Proposals for Work," and addressed to

H. S. McCOMB, President; or,
S. B. REED, Engineer in Charge.
Jackson, Tennessee.

SPENCERIAN
DOUBLE ELASTIC

STEEL PENS.

These Pens are of superior English manufacture, and are a nearer approximation to the real **SWAN QUILL** than anything hitherto invented. We have recently added a new pen to the number, of great superiority where fine writing is desirable, which

we designate **THE QUEEN,** Or, No. 15.

The Spencerian Pens are for Sale everywhere, in gross and quarter gross boxes.

☞ A *Sample* Card, containing all the **15 numbers,** securely enclosed, will be sent by mail, on receipt of **25 cents.** Address

IVISON, BLAKEMAN, TAYLOR & CO.,
138 and 140 GRAND STREET, N. Y.

ENGINEER'S FIELD BOOK,

By C. S. CROSS, Civil Engineer.

THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

1st. The method of staking out railroad curves and keeping field notes.
2d. Railroad curve tables for expeditiously determining the points at which commences the curving.
3d. Application of the Prismoidal formula in determining the quantities of excavation and embankment of canals and railroads from transverse sections.
4th. Excavation and embankment tables for expeditiously determining the cubic yards from mean area.

It is a plain, clear and most valuable book for practical Railroad Engineers. Sent **free by mail,** upon receipt of the price. For sal at this office. Price **$1.50.**

NOTICE.

All the Machinery of the New York Railroad Chair Works at private sale. Two Chair Machines; Three Burden Spike Machines; Bolt Heading Machine; Patent Bolt Cutters; Cold Pressed Nut Machine; Heavy Presses, Shears; One 60-horse Engine; One 20-horse do., Boilers, Lathes, &c., &c., at low prices. All in the best order. Apply at factory cor. Morgan and Washington streets, Jersey City, or J. B DAVENPORT, 85 John street, N. Y. (Box 3,041, P. O.) Lists at both places. This is a rare opportunity to buy *good* machinery.

CIRCULAR SLIDE VALVE.—TO RAILROAD Managers and other Users of Steam Power.—I will guarantee an addition to the working-power of any locomotive or slide-valve engine of one-third to one-half, at very small cost and no increase of running expenses. Tests desired everywhere. Circulars free.
4t27 J. F. TALLANT, Burlington, Iowa.

OFFICE OF ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, July 2, 1872.

A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by this Company, payable on the first day of August next, to the holders of full-paid shares registered at the close of the thirteenth day of July instant, after which, and until the fifth day of August next, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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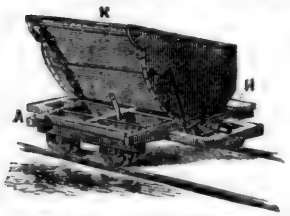
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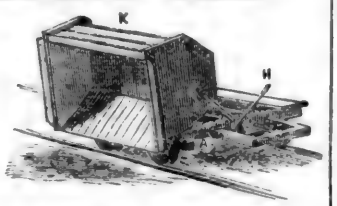


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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An extra steamer will leave San Francisco, Aug. 16, 1873, for Japan and China.

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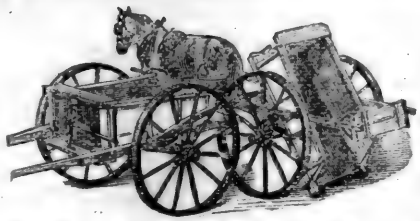
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The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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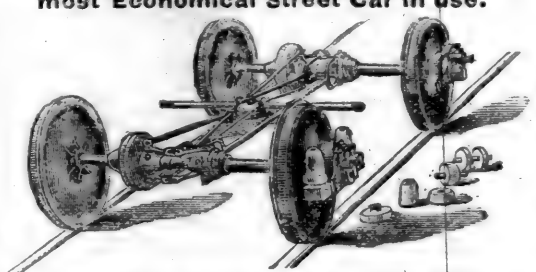
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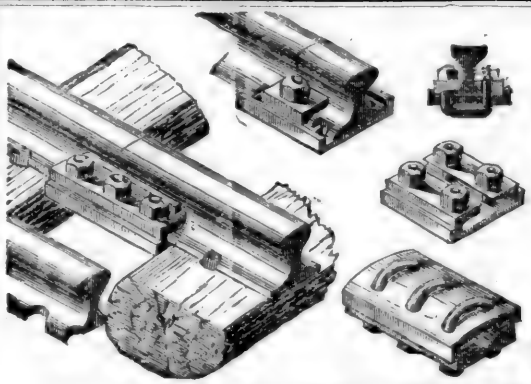
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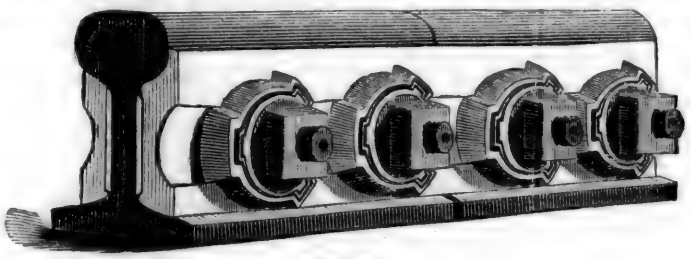
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVIII., No. 32] SATURDAY, AUGUST 10, 1872. [WHOLE No. 1,894. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 10, 1872.

The Poughkeepsie and Eastern Railroad.

The Poughkeepsie *Eagle* says that the work of laying the track on this road is finished from Pine Plains eastward to within about two and a half miles of Boston Corners, where the junction with the Harlem will be made. Between Boston Corners and the state line, where the road joins the Connecticut Western, but little more than a mile remains to be done. The whole is expected to be finished by the 15th of August.

On the river division the grading is nearly finished, and all will be ready for the iron by the 15th, when track laying will begin at both ends, and be carried forward as rapidly as possible.

The company has been greatly retarded in its business by not having sufficient cars to carry the freight offered. A number more were ordered some time ago, but they have not yet arrived, although expected daily. A new and heavier engine, having six drivers, calculated for hauling heavy trains up the grades, is also expected to arrive in about two weeks.

☞ The first track of the Newark and Hudson road is completed, and work is progressing rapidly on the second track. Construction trains now run through, but it is understood that regular trains will not begin to run until the double track ready.

INVESTMENT SECURITIES.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

1. The Railroad, its Right of Way, Franchise Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

Reform in Railroad Management.

This is a period of "reform" in public, corporate and private life, and it need occasion no surprise, that with many examples of the results which have followed earnest and intelligent efforts in that direction, there should be an almost universal demand for more economical railroad management, without diminution of efficiency. And when the pruning knife comes to be put to extravagant expenses, it astonishes even the most prudent to see how many of them may be lopped off without injury to the service which the public has a right to expect, how many supernumeraries may be dispensed with, and to what an extent the services allotted to two or more may be performed by one. Not that we would desire to see any railroad without a sufficient operating force, but the tendency has been of late so much towards the multiplication of offices, that a proper field for retrenchment may be found in that direction.

The effect of the great inflation of the currency, and the extensive development of the public credit, which became necessary in raising means to prosecute the late war, was felt powerfully in the operation of railroads; favorably, for the moment, in some particulars, and unfavorably in others; but leaving them a legacy of almost unmixed evil. There was at once a vast increase in their nominal earnings; money was so plenty that the regular business of railroads greatly increased, to say nothing of their earnings in transporting troops and munitions of war. With the restoration of peace, earnings fell off; but in the meantime salaries had been increased, additional railroad officials had been appointed, and the cost of constructing and operating had fully doubled. None of these was so easily gotten rid of. It was not easy to reduce salaries while the cost of living was still high; it was not easy to dismiss faithful servants; and as for the expenses of keeping the roads and rolling stock in repair, and running the trains, they apparently defied management, however devoted and sagacious. The recent advance in iron of all kinds is an obstacle to the reduction of the expenditures of railroads, but in spite of this something can undoubtedly be done in that direction. The consolidation of continuous roads, either by leasing, or by the union of their respec-

tive corporations, is a measure of economy. Pretty nearly the same retinue of managing officials must be maintained for a railroad a hundred miles long as for one of a thousand miles; the maintenance of the repair shops costs out of all proportion for the shorter roads; and in the purchase of various supplies, the longer road has a great advantage so far as the expense per mile is concerned.

It is evident that the railroads of the United States are about to enter upon a new era in their history. Heretofore our people have shown activity chiefly in expanding over a vast area of territory. Hereafter, improvement of older settled communities must at least go hand in hand with expansion, and ultimately take the place of it, in the work of developing the resources of our great country. With this improvement and development, the local traffic of our railroads must increase, and this part of their business, while commanding remunerative rates, may be conducted with the most rigid economy. It is this sort of business which causes so many of the less important railroads of New England to prove remunerative; and it is to be hoped that railroads in other parts of the country will partake, in growing proportions, of their prosperity.

We need a return of the old fashioned integrity which administered the affairs of a corporation with the same fidelity that entered into the disposal of one's private affairs. The spirit and temper of the times is suitable to the promotion of such integrity and the encouragement of men who shall practice it. So many exhibitions have latterly been made of the inutility and fleeting character of ill-gotten gains, that there is reason to hope that the solid rewards of duty, faithfully and honestly performed, have not wholly lost their charms.

The tendency of circumstances is also towards the concentration of railroad shares in few hands, and that fact is highly favorable to the promotion of integrity and economy in their management. As we have said, our railroads have found it very difficult to exact any material advance in passenger fares or rates of freight over those current before the war; while in the matter of salaries, and cost of building and repairing, expenses before the war bore no relation whatever to those which have since been necessary; in fuel alone is there an approximation to ante-war figures. The prosperity of our railroads depends, therefore, upon the increased business resulting from local development, the extension of connecting roads, and upon rigid economy in management. The needed development must make progress in the very nature of things; the needed economy must, like liberty, be the price of eternal vigilance; directors and stockholders have no alternative; they must, if they would see their roads prosper, interpose a check upon everything that savors of needless expenditure; striving at the same time, to maintain a reasonable efficiency in the discharge of the service they owe the public. As they shall succeed in this, lateral roads will become more numerous; great trunk lines will flourish, and our railroad system again secure the confidence of the great body of capitalists, small as well as great.

☞ The Perkiomen Railroad, which was recently extended to Green Lane, is now being extended to Petersburg, a distance of five miles.

Atlantic, Mississippi and Ohio Railroad.

This railroad is a consolidation of the Norfolk and Petersburg, the South Side, the Virginia and Tennessee and the Virginia and Kentucky lines. The formal organization of the consolidated company was effected November 12, 1870, and the administration of affairs, so far as the accounts and returns are involved, was assumed April 1, 1871. The whole extent of the consolidated road, however, had for some time previously been worked under the same officials, Gen. Mahone, President: and hence for the preservation of the statistical series the officers of the company in their first report have returned the results for the Virginia official year ending September 30, 1871.

The line of road reported on extends from Norfolk, Va., to Bristol, on the Tennessee Line, a length, including the City Point and the Salt Works Branches, of 428 miles. The Virginia and Kentucky Railroad, on which many years ago the State of Virginia expended large sums, awaits the future, and the progress of the line in Kentucky, which is eventually to connect with it at Cumberland Gap by means of a tunnel through the mountain at that point. It is to be hoped that prompt action on both sides of the mountain will eventuate in the completion of the project and in supplying another outlet for the rich commerce that must eventually come and go between the great north-west and the ports of Norfolk, &c, on the Atlantic. This line, when completed, will surely share in the trade which the Chesapeake and Ohio Railroad will monopolize until such time as the opening of this other great enterprise—both having the same mission, the carrying trade of the ports of the South Atlantic coast.

The details of the roads now in the consolidation are as follows:

Norfolk and Petersburg R. R.—		
Norfolk to Petersburg	81	miles.
South Side R. R.—		
Petersburg to Lynchburg	123	
" to City Point	10	
	133	"
Virginia to Tennessee R. R.—		
Lynchburgh to Tennessee Line	204	
Glade Springs to Salt Works	10	
	214	"
Total completed railroad	428	miles.
To this total should be added for sidings and other tracks	29	"
Total length of tracks	457	miles.

The gauge of the road is of the usual Southern measure, 5 feet; and the weight of iron used on tracks varies from 56 to 60 lbs. to the yard.

The Virginia and Kentucky Railroad, now in progress, will add 100 miles to the complement of the roads in use.

The equipment of the road and the distribution of engines and cars to the several divisions as now operated was at the close of the fiscal year 1870-71 as follows:

	N & P.	S. Side.	V. & Tenn.	Total.
Locomotive engines:				
Passenger	2	3	10	15
Tonnage	6	9	27	42
Material	2	5	6	13
Switching	2	2	2	6
Total	12	19	45	76
Passenger train cars:				
1st class	4	5	3	12
2nd class	5	.	11	16
Mail & baggage	2	6	6	14
Tonnage train cars:				
Box	112	151	127	390
Flat	59	95	100	254
Stock	2	12	113	127
Total cars	184	269	360	813

The number of cars built at the company's shops in 1870-'71 was—mail and baggage 1, box 67, stock 20 and flat 67—total 161.

The mileage of locomotives during the year on the several divisions of the road is shown in the following table:

	Pass.	Tonnage.	Other.	Total.
N. & Pbg.	59,312	101,280	54,772	215,364
S. Side	89,042	186,396	89,303	364,641
V. and Tenn.	181,636	459,203	70,862	691,701
Total miles	329,990	726,779	214,937	1,271,706

The mileage of cars (cars hauled one mile) was in the same year as follows:

	Pass.	Tonnage.	Material.
N. & Pbg.	232,227	1,615,221	458,280
S. Side	315,323	2,668,519	604,927
V. & Tenn.	997,808	4,577,812	409,280
Total	1,546,358	8,861,552	1,467,487
Loaded	1,546,358	6,862,536	730,976
Empty		1,999,016	736,511

The total of all cars haulage was 11,875,397 miles, of which the revenue cars ran 10,407,910; or deducting cars without loads 8,408,894 miles.

The traffic, passenger and tonnage, on the divisions severally, is stated summarily thus:

PASSENGER TRAFFIC.

	Number.	Mileage.	Revenue.
N. & Pbg.	31,450	1,628,301	$55,367 72
S. Side	61,447	2,542,392	89,594 35
V. and Tenn	110,495	8,802,890	308,597 26
	203,892	12,973,583	$453,559 33

The increase and decrease of passenger traffic on the several divisions, as compared with the results of the previous year and the net decrease on the whole railroad owned by the company is shown in the following table:

	Number.	Mileage.	Revenue.
N. & P. increase	1,260	4,479	$92 92
S. S. decrease	4,387	423 299	11,318 76
V. & T. decrease	6 300	1,702,914	36,026 22
Net decrease	8,927	2,121,734	$47,252 06

TONNAGE TRAFFIC.

	Tons.	Mileage.	Revenue.
N. & Pbg.	130,254.57	9,143,386.54	$269,031 53
S. Side	174.016.14	14,737,280.32	380,298 82
V. & Tenn.	185,501.47	24,870,903.30	648,184 29
Totol	489,802.28	48,751,570.16	$1,297,514 64

The increase of tonnage traffic in 1870-'71 over that of 1869-'70 was as follows:

	Tons.	Mileage.	Revenue.
N. & Pbg.	20,957.75	1 378.120.10	$17,360 35
S. Side	28 320.52	2,348,521.27	12,365 71
V. & Tenn.	20,701.13	2,371,307.26	4,216 73
Total	69,979.40	6,097,948.63	$33,942 19

REVENUES AND EXPENDITURES.

The revenues and expenditures on account of the traffic, as above related, show the following aggregate results:

	Passenger.	Tonnage.	Other.
N. & P.	$64,171 59	$299,436 08	$11,749 04
S. S.	102,683 18	404,823 35	4,644 46
V. & T.	340,223 69	693,652 27	4,043 89
Total.	$507,088 46	$1,397,912 20	$20,437 39

	Total.
Norfolk and Petersburg	$375,356 71
South Side	512,151 49
Virginia and Tennessee	1,037,919 85
Total	$1,925,428 05
Expenses—N. & P. R. R.	$208 826 68
" —S. Side R. R.	383,180 84
" —Va. & T.R. R.	696,283 18
	1,288,290 70
Net revenue	$637,137 35

The proportion of revenue and expenses per mile of road and per mile run by revenue and by all trains is shown in the following deductions.

	Revenue. Road	Trains.		Expenses. Road	Trains.	
	p. m.	Rev.	All.	p. m.	Rev.	All.
N.&P.	$4,634 03	$2.34	$1.74	$2,578 10	$1.30	$0.97
S. S..	3,850 76	1.87	1.40	2,881 06	1.39	1.06
V.&T.	4,850 09	1.67	1.50	3,253 66	1.12	1.01
Total.	$4,498 66	$1.82	$1.51	$3,110 03	$1.22	$1.01

The revenue, expense and profit per passenger and per ton per mile transported were as follows, the deduction being given in cents.

	N. & P.	S. S.	V. & T.	Total.
Passenger revenue..	3.40	3.52	3.50	3.49
Tonnage revenue	2 94	2.58	2.60	2.66
Passenger expenses.	2.36	3.01	1.84	2.13
Tonnage expenses..	1.61	1.87	1.93	1.85
Passenger profits	1.04	0 51	1.66	1.36
Tonnage profits	1.33	0.71	0.67	0.81

The expenditures on "further construction and equipment" of the several divisions amounted for the year to an aggregate of $641,443 59, distributed as shown in the following table:

Norfolk and Petersburg	$55,641 47
South Side	208,964 74
Virginia and Tennessee	376,837 38
Total	$641,448 59

The report of President Mahone, dated January, 1872, is short, but fully adequate to the purposes and objects which are treated upon. The following abstracts from the report will show more clearly than the preceding figures the actual financial condition of the company:

The liabilities, assumed on account of the various divisions, existing at the time we administered upon their estates, are as follows:

On account of funded debt—

For Norfolk and Petersburg Division	$964,000 00
For South Side Division	1,755,100 00
For Virginia and Tennessee Division	2,773,908 11
In all	$5,493,008 11
To which add, for interest past due and outstanding on account of Virginia and Tennessee Division, mainly accruing prior to 1868, and not assumed by the former administration	130,000 00
Making in all	$5,623,008 11

On account of floating debt—

For Norfolk and Petersburg Division	$69,769 49
For South Side Division	842,863 31
For Virginia and Tennessee Division	994,817 47
For Virginia and Kentucky Division	9.545 17
In all	$1,916,995 44

The funded debt remains unchanged, in so far as it relates to the amount assumed from the old organizations, save that of the past due income mortgage bonds, of the Virginia and Tennessee Division, reported as outstanding, there are but $7,000 in the hands of individuals yet to be exchanged, $105,500 of the same having been purchased and are held by your company, and thus constitute a *quasi* liability, which will have no existence after the entire extinction of the old organizations and the cancellation of their liabilities. It is proper also to say that, since the close of the fiscal year, the $4,000 of old second mortgage bonds of the Virginia and Tennessee division have been retired, and nearly half of the past due coupons, reported as outstanding, have been funded in interest bonds under the pre-existing arrangements.

The floating debt of your company has been enlarged by the sum of $390,217 23, mainly for the purchase of additional rolling stock, which has not yet been distributed among the various divisions, making a total of $2,307,292 59, as of date September 30th, 1871. It is, however, designed to extinguish every liability of this character as rapidly as they mature, and at the time of writing this report scarcely half of this sum remains unliquidated. The accomplishment of this object is a mere question of time, since there are in hand available assets, exclusive of state stocks and claims, amounting to $1,412,587 24, which could, in the absense of other resources, if necessary, be devoted to this purpose.

In accordance with the provisions of the 9th section of the charter, your president and board of directors, on the 22nd of December, 1870, executed a covenant for $4,000,000, with the State of Virginia, for the purchase of "all the stocks held by the commonwealth," and "all and whatever claims" held by the State in or against the Norfolk and Petersburg, South Side, Virginia and Tennessee and Virginia and Kentucky Railroad Companies, and upon its acceptance by the board of public works, there were delivered to your company the following securities:

Of the Norfolk and Petersburg Division—		
2 Negotiable notes, given to the State of Virginia, in payment of interest	$40,496 41	
1 Claim for balance due on State loan	136,591 64	
1 Certificate for 8,175 shares ordinary stock	817,500 00	
1 Certificate for 825 shares guaranteed stock	82,500 00	
1 Certificate for 3,000 shares preferred stock	300,000 00	
		$1,377,088 05
Of the South Side Division—		
1 Claim for balance due on State loan	$708,102 34	
1 Certificate for 8,035 shares ordinary stock.	803,500 00	
		1,511,602 34
Of the Virginia and Tennessee Division—		
1 Claim of first mortgage for State loan.	$1,000,000 00	
1 Registered certificate in payment of interest	79,040 00	
1 Certificate for 17,168 shares ordinary stock	1,716,800 00	
1 Certificate for 832 shares guaranteed stock	83,200 00	
1 Certificate for 5,000 shares preferred stock	500,000 00	
		3,379,040 00
Of the Virginia and Kentucky Division—		
1 Certificate for 1034 shares ordinary stock		103,400 00
In all		$6,371,130 39

This covenant was made in accordance with the terms of the 10th section of your charter, and is held as in all respects subordinate to the first mortgage therein authorized.

By this transaction with the State of Virginia, we are enabled to record a profit and loss balance in your favor of $2,371,130 39, and upon the final absorption of all the stock of the various organizations embraced in your company, yet unsubscribed—the accomplishment of which cannot be much longer deferred—obligations heretofore outstanding against them, to the amount of $1,964,230 39, will be forever extinguished, to the manifest benefit of every shareholder and the credit of the company, in addition to the possession of 44,069 out of 69,219 shares of capital stock.

Divested of these extraneous matters, growing out of the necessity for a presentation of the affairs not only of your own company, but of the old organizations upon which it was erected, in accordance with the terms of your charter, the financial status may be briefly summed up, as of date September 30th, 1871, as follows:

Resources:		
Cost of road and equipment		$16,607,175 84
Interest on funded debt, &c., paid in 1870-'71		390,902 45
Assets other than State claims, &c.		1,412,587 24
State stocks owned by the company		4,406,900 00
		$22,817,565 08
Liabilities:		
Capital stock	$6,121,900 00	
Funded debt of divisions, less $105,500 Virginia & Tennessee income bonds	5,517,508 11	
Covenant with State of Virginia.	4,000,000 00	
Floating debt of all kinds	2,307.292 57	
Interest, uncalled for	45.978 85	
Net revenue, 1870-'71	637,137 35	
		19,429,816 88
Excess of resources over liabilities		$3,387,748 15

This condition of your affairs is a subject of congratulation, and places the credit of the company upon the highest basis.

The terms of your charter require that separate accounts of the old organization shall be kept, until their final absorption.

ROAD DEPARTMENT.

The operations of this department, during the fiscal year, have been conducted with a view to the rapid and thorough reconstruction of the roadway to the condition of a first-class work. In furtherance of this object there has been expended in this branch of the service,

On the Norfolk and Petersburg Division	$33,947 60
On the South Side Division	142,387 15
On the Virginia and Tennessee Division	207,013 59
In all	$383,348 34

On the Norfolk and Petersburg Division the work of graduation has been extensively prosecuted; an iron girder bridge, on stone abutments, constructed at Burnt Mills; three stone culverts built, the track improved by cross-ties, nineteen miles of spring track provided, the work of ballasting enlarged, and new buildings, for station houses, employees and shops, erected. On the South Side Division, the damages caused by the great flood not only repaired, but, as far as human foresight goes, effectully provided against; the piers and abutments of the bridge across James River, at Robinson's Mills, have been raised to the grade of the track, and splended iron Fink bridges erected in lieu of the wooden structures formerly in use at that point and at Archer's Creek; the bridges at either end of the Island, at Lynchburg, have been again erected, stone culverts built at Curve Trestle and the Canal Locks near Petersburg, over ten miles road ballasted, six miles new English iron laid, the track improved by new chairs, alignment, &c., and five station houses erected. On the Virginia and Tennessee Division, over sixteen miles new English iron rail have been laid, nearly forty miles road bed ballasted, twenty-five miles old rail cut and relaid; Howe bridges, with iron bottom chords, over Big and Little Otter Rivers, erected; two station houses, six employees houses, and six water tanks constructed, besides other important work. The

improved condition of the roadway of the line, as well as the diminished cost at which the trains run, attest the value of the work done in this behalf. The expenses of this department for the past fiscal year were $221,179 10, or 17.40 cents per mile run of all trains.

MACHINERY DEPARTMENT.

During the year, there have been added to the Rolling Stock, on the Norfolk and Petersburg Division, four locomotives; on the South Side Division, seven locomotives, and one mail and baggage, nineteen box and twenty-seven flat cars; on the Virginia and Tennessee Division, eight locomotives, and two mail and baggage, forty-eight box, twenty six stock, and forty flat cars; involving an expenditure on this account, of $255,942 68. The locomotives added, are of Mason's make, while the burthen cars were constructed in the Company's shops, at Lynchburg and Petersburg, all after the adopted standard patterns. The expenses for the maintenance of this branch of the service have been, for the past fiscal year, $201,022 27, or 15.81 cents per mile run of all trains.

The revenue, derived by means of the agencies of this Department, for the past fiscal year, has been—

From Passenger Trains	$507,078 46
From Tonnage Trains, including $4,594 46 earned by Material Trains	1,402,506 66
In all	$1,909,585 72

This result, accomplished despite the loss occasioned by the great flood, which occurred in the Fall of 1870, when our business was heaviest, is a matter of congratulation, and indicates the solid basis upon which the hopes of a brilliant future for your Road are founded.

The passenger traffic shows a decline in the number of persons transported during the past fiscal year, due, in part, to the scarcity of money at the South, consequent upon short crops, but mainly due to the loss of actual business at the time of the great flood, and the diversion of travel which grew out of that interruption.

In the tonnage business for the past year, we find an increase over that of the previous year, which is extremely gratifying. Both the through and way business have been enlarged, the former to the extent which our past predictions had indicated, and the latter in a degree which marks a healthy growth in the return to that measure of prosperity among our own people, of which they had been deprived by the losses growing out of a four years' unsuccessful war. In the increase of this manner of your business, our Virginia cities have reason to rejoice, since the benefits it has occasioned have enured to their advantage.

The expenses of this Department of the service, have been, for the past year, $619,380 42, or 48.70 cents per mile run of all trains, a decrease in the ratio of expenses from the corresponding results of the previous year, which is largely attributable to the improved condition of the track and road bed.

During the past fiscal year, there has been expended, on account of the further improvement and enlargement of the property—

On the Norfolk & Petersburg Division	$55,641 47
On the South Side Division	208,964 74
On the Virginia & Tennessee Division	376,837 88
In all	$641,443 59

The revenue for the past year was $1,925,428 05, showing a small decrease on the corresponding results of the previous year. When it is borne in mind, however, that there was a direct loss of $121,503 58 in the first month of the fiscal year, in consequence of the flood, and that this interruption occasioned an indirect loss of not less than as much more, from the diversion of business which ensued, and that for eight out of the eleven other months there is shown a handsome increase of revenue, we have every reason to anticipate that the results of the present year will exhibit the same flattering enlargement of income which has marked every year since the policy of consolidation was inaugurated.

The same causes which induced a decrease of revenue, and the increased mileage in trains, have given rise to a nominal increase of current expenses, which for the past year, were $1,288,290 70, causing an anomalous per centage of expenses to revenue, which finds explanation, however, in the extraordinary circumstances to which we have adverted. It is proper to remark that the maintenance of the large floating debt, which grew out of the imperative necessity for large expenditures on the property, occasioned a cost for discounts, which is included, in the current expenses of the past year, of $132,245 21, and which contributed largely to their nominal increase; this item is now disappearing, and will not affect your nett revenue for the present year.

In accordance with the authority conferred at your called meeting of May 18th, 1870, the negotiation of the Fifteen Million loan has been satisfactorily effected, the whole sum being placed upon European markets, after retaining in hand the amount of bonds required to be set aside for the security and ultimate redemption of the Bonded Debt of the various old companies, whose obligations we have assumed.

During the fall and winter, surveys for the extension of your Road to Cumberland Gap have been prosecuted, and its location is now being marked out. The completion of this line is measured by the time in which the execution of the tunnel at the Gap can be accomplished, a work common to your Company, and that with whose rails it there proposes to connect; arrangements for the putting to contract and most energetic prosecution of which, will be made with the Louisville and Nashville Company at an early day, and such steps will be taken, with reference to the performance of all the work required to be done to effect a junction of the two roads at that point, as will secure the consummation of that event as early as December, 1874. The importance of this line, to every interest concerned in its operations, demands that it shall be opened to traffic at the earliest practicable moment.

The financial condition of the company, as exhibited on the General Balance Sheet of Sept. 30, 1871, is shown in the following abstract:

LIABILITIES.

Capital stock:		
Ordinary	$5,845,700 00	
Preferred	800,000 00	
Guaranteed	270,200 00	
		$6,926,900 00
Funded debt:		
Norfolk and Petersburg R. R.	$964,000 00	
South Side R. R.	1,755,100 00	
Verg. and Tenn R. R.	2,773,908 11	
		5,493,008 11
2nd mortgage to State of Virginia for purchase of stocks and claims		4,000,000 00
State claims for interest, loans &c.,		1,964,230 39
Interest on funded debt		45,978 85
Profit and loss		3,412,218 15
Revenue for 1861		1,925,428 05
Accounts, notes and acceptances		2,307,292 57
Total		$26,070,086 12

RESOURCES.

Property account		$16,607,175 34
Interest account		890,912 45
Current expenses		1,288,290 70
Bills renewable		1,080,849 39
Notes and acceptances		24,623 64
Stocks, claims for loans &c.		6,871,130 39
Cash	$54,824 80	
Supplies	155,537 40	
Other investments	96,752 07	
		307,114 27
Total		$26,070,086 12

The details of the funded debt (exclusive of the 2nd mortgage bonds to the State of Virginia which were issued for the purchase of stocks and claims, in the separate companies as authorized by the Act approved June 17, 1870) are shown in the following summary:

NORFOLK AND PETERSBURG RAILROAD.

1st mort. 8s, due Jan. 1, 1877	$306,000 00
1st mort. 7s, due Jan. 1, 1877	157,000 00
1st mort. 8s, due Jan. 1, 1882	43,000 00
2nd mort. 8s, due July 1, 1893	458,000 00

SOUTH SIDE RAILROAD.

1st mort. pref. 8s, due Jan. 1, '84 to '90.	$675,000 00
2nd mort. pref. 6s, due Jan. 1, '84 to '90.	617,000 00
3nd mort. pref. 6s, due Jan. 1, '84 to '90.	448,500 00
New 2nd mort. 6s, due Jan 1, '70 to 75' (to be funded)	4,000 00
Old 3rd mort. 6s, due Jan. 1, 1862 (to be funded)	10,600 00

VIRGINIA AND TENNESSEE RAILROAD.

1st mort. 6s, due Jan. 1, 1873	$494,000 00
Old 2nd mort. 6s, due Jan 1, 1869 (to be funded)	4,000 00
Enlarged mort. 6s, due July 1, 1884	990,000 00
4th mortgage 8s, due Mar. 1, 1900	846,000 00
Reg. certificates, 8s, due Jan. 1, '70 to '75	123,208 11
Funded interest, 8s, due July 1, 1880	204,200 00
Income mort. 6s, due July 1, 1866 (to be funded)	112,500 00
—making a total as shown on general account of	$5,493,008 11

President.—WILLIAM MAHONE.

Directors.—R. C. Taylor; T. J. Corfrew; R. B. Bolling; R. D. McIlwaine; J. A. Johnston; J. F. Slaughter; C. W. Statham; William Watts; J. A. Walker; and A. Fulkerson.

Superintendent Transportation.—HENRY FINK.

Secretary.—N. M. Osborne.

Auditor.—E. E. PORTLOCK.

Treasurer.—JAMES E. CUTHBERT.

Cashier.—M. C. JAMESON.

Storekeeper.— J. P. McINTREE.

The general offices are located at Lynchburg, Campbell Co., Va. The Division offices are at Norfolk, Petersburg and Lynchburg.

The National Railroad.

The Jersey City *Times* says of the projected National Railroad from New York to Philadelphia, the authorization of which was completed by the passage through the last New Jersey Legislature of the Stanhope Railroad charter:

Workmen are strung along the entire distance from Bound Brook, where it is to intersect the New Jersey Central, to the Delaware river, and thence on the Pennsylvania side to the city soon to be bound to us by another link of brotherly love. The contractors, A. Driesback & Co., of New Jersey, and McGraun & Co., of Pennsylvania, wealthy and experienced contractors, are pressing on vigorously. Fifty sub-contractors have taken sections of the work, and all are liable to a heavy penalty if the work be not completed between Bound Brook and Philadelphia in one year from this time.

The company has purchased the fine building No. 96 Liberty street, New York, on which street both the New Jersey Central and the Pennsylvania Central have their general offices. It is rapidly being fitted up for the company's offices for the New York terminus. The main offices have for some time past been located in an elegant granite building at No. 218 South Fourth street, Philadelphia.

It is well understood that the National Railroad Company is an adjunct of the Baltimore and Ohio, with connections, penetrating by a diversity of interests to the Pacific slope. By a short line of railroad from Yardleyville to the Philadelphia and Reading, it will control the vast coal trade and the traffic of that large corporation. It ranks among its stockholders some of the best

and most influential capitalists of the country. William G. Case, Esq., long identified with the railroad and iron interests of Columbia, Pennsylvania, is its president. Henry M. Hamilton, a man of large wealth, well known to most of our citizens, and who has long devoted his whole time to this enterprise, is its vice-president. Such men as Jacob Riegel, the merchant prince of Philadelphia, and one of the most solid and substantial men of the country, is its treasurer. Robert R. Corson, Esq., another wealthy and responsible Philadelphian, is its secretary. Isaac B. Culver, Esq., of Jersey City, who has a wide reputation in his calling, is the chief engineer.

Progress of the Northern Pacific Railroad.

At this date (August, 1872,) regular freight and passenger trains have been running for six months on schedule time over the main line of the Northern Pacific Road from Duluth to the eastern border of Dakota, 252 miles; the track is laid, and construction trains now run a considerable distance westward, across Dakota; three-fourths of the 200 miles, between the Red River and the crossing of the Missouri is graded; track-laying is progressing at the rate of nearly two miles a day, and about the middle of October the road is to be completed and in operation to the Missouri River, 200 miles from the west line of Minnesota, and 452 miles west of Lake Superior. All material and equipment are purchased and ready for the completion and operation of this section of the road.

On the Pacific coast, in Washington Territory, a finished section of 25 miles has been in regular operation for some months, and an additional extent of 40 miles is now approaching completion—making 65 miles at the western end that will be in running order the present season. They will give a total of 517 miles of road put in operation in a little more than 24 months from the date of beginning work, notwithstanding the necessary delays of the first year attendant upon the prosecution of thorough preliminary surveys and the best line through a densely wooded region.

A better idea of the real magnitude of the work accomplished will be conveyed by stating that the portion of the Northern Pacific Road, now approaching completion, is considerably longer than the New York Central Railroad and its connecting lines, extending from Albany, New York, to Cleveland, Ohio; nearly as long as the combined roads reaching from Portland, Maine, through Boston, Providence, New Haven, New York, Philadelphia and Baltimore to Washington; and almost one and a half times the length of an air-line from London to Glasgow.

SURVEYS.

In addition to this actual construction, the work of surveying and locating the entire line across the continent has been pushed with system and vigor, Summer and Winter; careful engineering, and the selection of the best of several possible lines, have in many instances reduced the cost of construction considerably below the original estimates. Continuous surveys and examination have been made from Lake Superior to Puget Sound, with the exception of a short section on the Yellowstone River, which is now being surveyed. The results of two years' careful examinations more than justify the Company's expectations and statements regarding the favorable character of the Valley Route to the Pacific—both in respect to ease of railroad construction and operation and the good quality of the country traversed by the line. Exclusive of the sections already completed or under construction, there are 836 miles now being finally located and prepared for contract. This includes the section of 226 miles extending along the valleys of Heart River and Glendive's Creek, from the crossing of the Yellowstone in Eastern Montana, and the section between the mouth of Snake River and Lake Pend d'Oreille, west of the Rocky Mountains.

TRAFFIC.

The section of road now in operation across Minnesota already enjoys a very considerable local traffic, including the carrying trade of the British settlements in Manitoba and of the Hudson's Bay Company. Three steamboats, for the accommodation of this latter business, ply on the Red River of the North between the railroad crossing and Winnipeg, in British Columbia.

The completion of this season's contracts will give the road immediate and permanent control of the very large and profitable traffic of the Upper Missouri River, including the government transportation in the Northwest. A short distance above the point where the road strikes the Missouri, the latter bends to the west, carrying a navigable water way 1,000 miles, from the railroad crossing to the foot of the Rocky Mountain divide at Fort Benton, in Western Montana. As many as thirty-three steamers have been employed in a single season to accommodate the trade of these upper waters. Thus, on the opening of navigation next spring, there will be a direct east and west line for travel and transportation—part river and part rail—from St. Paul and Lake Superior, in longitude 92 degrees, to the populous portion of Western Montana, in longitude 110 degrees. From Fort Benton westward across the summit, it is less than 400 miles to the head of reliable and constant steam navigation on the Columbia, which river carries this natural highway to the Pacific Ocean.

LANDS.

The portion of the road now nearing completion will at once entitle the Northern Pacific Railroad Company to and place in its possession about Ten Million acres of the lands granted by the government—an area exactly twice the size of Massachusetts. The lands are adjacent to either side of the track in Central Minnesota, Eastern Dakota, and Western Washington. They are mainly prairie farming lands, of excellent average quality, the remainder being covered with valuable forests of timber. They lie directly in the path of immigration and settlement, have a sufficient rain fall, a climate of unsurpassed healthfulness, and in the main, a singularly productive soil. Before advertising its lands the Company had already received applications, chiefly from actual settlers, for nearly a quarter of a million of acres.

The Land Department of the Company is fully organized and in active operation. Nearly two million acres of the Company's lands, partly in Minnesota and partly in Washington Territory, have been surveyed, examined, plotted, appraised and placed in market at a cost of about one cent per acre. Sales are now being made, and the seven-thirty first mortgage bonds of the Company have already begun to be cancelled by being received in payment for lands at a premium of ten per cent.

SETTLEMENT.

In connection with the Land Department has been organized a Bureau of Immigration, to promote and hasten the settlement of the country tributary to the road. Agencies are established in the older States of the Union and in Europe, through which information is diffused and every reasonable facility furnished to organized colonies and intending settlers equally whether they desire to locate on free government homesteads or obtain railroad lands, or both. Under the auspices of this Department, large and convenient reception houses have been built and furnished at each of several principal points on the road, to serve as temporary free homes for settlers and their families, while engaged in selecting lands and preparing their own houses. Settlement and cultivation of the country keep pace with the steady and solid progress of the road.

☞ Subscription books have been opened in Paris, Ky., and other towns along the route for the proposed railroad to the Cumberland Gap. Ten thousand dollars or more have been already subscribed.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 Per Cent.
SINKING FUND
GOLD BONDS,
FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 *Miles, Indianapolis, Ind., to Decatur, Ill.*

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

$1,300,000 in cash already expended on the road, and $1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of $700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, $1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO.,
14 Wall-st.

☞ The engineers and surveying parties of the Atchison, Topeka and Santa Fe and Leavenworth, Lawrence and Galveston Railroads, will probably complete a survey of the lines from Topeka and Lawrence to Leavenworth *via* Osakaloosa this week.

☞ The work on the Narrow Gauge railroad from Greeneville to Paint Rock, Tenn., is being rapidly pushed forward

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,392	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,656	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716,378	583,400	6.114,566
1865	541,005	482,164	499,296	468,358	586.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203.696	218,347	271,425	287,451	283,296	262,798	230,061	2,918,342
1869	204.112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242.621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799.236	661,391	657.141	603,402	6,329.447
1865	571,536	528,972	616.665	516.608	460,573	617,682	578,403	747.469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578,253	571.348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738.530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794.325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696.228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,530	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,953
1871	624 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.378	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108.461	95.416	95.924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,408	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346.781	408,445	410,802	405 510	376.470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476.661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 694	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 013
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511.820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326.891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5 083,608
1868	369,228	321,203	333,508	436.412	565,718	458.191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,846
1869	454.590	330,400	420,951	460,288	630 844	678.923	586,531	525,547	724,732	1,040.102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	681,020	808.318	908,313	791,014	529.758	7,420,421
1871	398,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332.400	278,006	346.243	275,950	3.311,077
1865	259,223	239.139	313,914	271,527	290,916	304.463	349,285	344,700	350,348	372,618	412.553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,615	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234.633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	2'8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,384	757,178	936,158	711.457	1,170,241	1,125,635	754,551	1,032,149	812.178	9,555,519
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 028
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436,990	10.637,124
1867	500,488	534.561	703.618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499.463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171.736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186.889	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167.305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,763
1871	365,174	328,791	393,455	444,210	463,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	462,868	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	628,560	617,585	758.467	999,065	837,388	716,829	5,709,183
1870	528,529	500.139	539,238	706,603	802,586	746,450	643,058	644 051	728 521	719,698	570 168	506.053	7,654,094
1871	479,573	373,925	498,599	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	573,936	534,115	565,861	699,430	890,442	.....	.....	.....	.....	.....	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$2,193,019	$154,879
" cotton...	1,397,053	420,274
" silk	1,836,494	1,860,002
" flax	821,450	693,733
Miscellaneous dry goods..	634,157	503,100
Total entered for consump.	$6,882,173	$3,631,988

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$901,247	$332,511
" cotton ...	389,772	274,993
" silk.....	491,815	419,559
" flax	319,010	254,305
Miscellaneous dry goods..	73,966	73,166
Total withdrawn from warehouse	$2,175,810	$1,454,534
Add entered for consump.	6,882,173	3,631,988
Tot. thrown on the market..	$9,057,983	$6,086,522

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$1,435,843	$3,500,392
" cotton ...	426,955	1,275,329
" silk.....	1,011,450	1,359,247
" flax	402 875	644,715
Miscellaneous dry goods..	88,326	46,252
Total entered for wareh'g..	$3,365 449	$7,025,935
Add entered for consump.	6,882,173	3,631,988
Total entered at the port.	$10,247,622	$10,657,928

The imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$14,604,654	$12,852,099
" cotton.	12,936,828	12,966,831
" silk ...	17,213,827	16,285,040
" flax ...	7,182,861	7,748,780
Miscellaneous dry goods	6,022,964	5,975,471
Total entered for cons'p.	$57,961,134	$55,328,221

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$6,429,710	$7,134,083
" cotton..	3,357,579	4,242,455
" silk	3,772,742	5,200,323
" flax	3,346,826	3,699,470
Miscellaneous dry goods.	933,489	1,073,069
Total withdrawn from warehouse	$17,840,346	$21,349,400
Add entered for consump.	57,961,134	55,328,221
Total thrown on the market	$75,801,480	$76,677,621

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$7,480,278	$11,771,730
" cotton..	3,983,075	5,854,648
" silk	4,744,482	6,793,708
" flax	2,700,766	5,343,630
Miscellaneous dry goods.	1,174,265	1,785,489
Total entered warehouse.	$26,082,866	$30,549,295
Add entered for consump.	55,961,134	55,328,221
Total entered at the port.	$78,044,000	$85,877,426

☞ The New York, Kingston and Syracuse Railroad Company are rapidly extending their road and expect to commence running to Moresville on the 5th instant, at which place they reach the business of Prattville, Gilboa and several other important points heretofore compelled to go to Cattskill. The company also expect to be running to Stamford early in September, 75 miles from the river.

☞ Messrs. Walker, Andrews & Co., No. 14 Wall st., this city, are offering the bonds of the Indiana and Illinois Central Railroad Company at 90 and accrued interest in currency. The road connects Indianapolis, Ind., with Decatur, Ill., and will be 152 miles in length. One million three hundred thousand dollars has already been expended upon the road, and $1,500,000 remains to be called from 20 subscribers, among whom we notice several prominent firms in this and adjacent cities. The bonds have thirty years to run, and bear interest at the rate of 7 per cent. per annum in gold, free of Government tax. The road connects at both ends with important through rail way lines, and passes through rich coal fields, which, it is anticipated, will furnish a large and remunerative traffic. The agents are prepared to furnish information in reference to the enterprise, and invite the attention of investors to the loan.

Statement of the Public Debt of the United States August 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$83,333 33
6 per cent. 1881 bonds, 1861..	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	946,606 00
6 per cent. 5-20 bonds, 1862..	278,831,050 00	4,107,465 75
6 per cent. 1881 bonds, 1863..	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,053,485 41
6 per cent. 5-20 bonds, 1864..	2,349,500 00	35,242 50
6 per cent. 5-20 bonds, 1864..	7,535,150 00	1,088,027 25
6 per cent. 5-20 bonds, 1865..	159,425,050 00	2,391,375 75
6 per cent. consols, 1865.....	220,691,550 00	1,103,459 25
6 per cent. consols, 1867.....	320,215,550 00	1,601,077 75
6 per cent. consols, 1868.....	39,257,450 00	196,287 25
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00
Aggregate of debt bearing coin interest.....	$1,780,554,100 00	$18,578,160 24
Interest due and unpaid		7,218,084 13

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$9,450,000 00	$61,425 78
3 per cent. navy pension fund, 1868.....	14,000,000 00	35,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money....	$24,158,000 00	$107,725 78

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 51
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	117 00
6 per cent. bounty land scrip, 1847.....	3,900 00	238 97
6 per cent. bonds, 1848.....	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	975 00
6 per cent. 5-20 bonds, called 1862.....	3,521,600 00	139,404 77
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	20,000 00	1,520 97
5 per cent. 1 year notes, 1863.	99,350 00	4,979 35
5 per cent. 2 year notes, 1863.	65,095 00	4,739 06
6 per cent. compound interest notes, 1863-64.....	579,910 00	115,038 65
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	327,900 00	31,380 06
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	1,550,000 00	16,070 19
Aggregate of debt on which interest has ceased since maturity	$6,595,910 26	$400,966 61

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$86,167 50	
Legal tender notes, 1862-63...	356,000,000 00	
Fractional currency, 1862-3-4.	42 015,371 47	
Coin certificates, 1863.....	31,690,380 00	
Unclaimed interest.....		11,834 84
Aggregate of debt bearing no interest.....	$429,701,918 97	$11,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz :		
Bonds at 6 per cent.....	$1,371,936,800 00	
Bonds at 5 per cent.....	414,567,300 00	
	$1,786,554,100 00	$25,796,244 37
Debt bearing interest in lawful money, viz :		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund,3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	9,480,000 00	
	$24,158,000 00	107,725 78
Debt on which interest has ceased since maturity.....	6,595,910 26	400,966 61
Debt bearing no interest, viz :		
Old Demand and legal-tender notes	357,086,167 50	
Fractional currency.....	42,015,371 47	
Coin Certificates.....	31,690,380 00	
	$429,791,918 97	
Unclaimed interest.....		11,834 84
	$2,247,009,929 23	$26,316,771 60
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,273,416,700 83

AMOUNT IN TREASURY.

Coin	$69,319,689 54
Currency.....	16,038,354 85
	$85,358,044 39
Debt, less amount in Treasury, Aug. 1, 1872..	$2,188,058,656 44
Debt, less amount in Treasury, on the 1st ult.	2,191,486,343 62
Decrease of debt during the past month...	$3,427,687 18
Decrease of debt since March 1, 1872.....	37,754,841 54
Decrease from March 1, '69 to March 1, '72.	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64.	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,500 00	9,852 50
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	8,141 60
Totals.....	$64,623,512 00	$323,117 56

Interest paid by United States, $16,570,575 54; interest repaid by transportation of mails, &c., $3,795,367 68; balance of interest paid by United States, $12,775,207 86.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

☞ The Glasgow *Herald* states that a company has been formed in Barrow in-Furness to establish a line of steam service between England and the Dominion of Canada and the United States. It was registered on the 3d ultimo, with a capital of £1,000,000 sterling, in shares of £25 each. The managers of the company are Messrs. Thomas, John and Andrew Charles Henderson, and Alexander Moffat, of the firm of Handyside & Henderson, of Glasgow, and Henderson Brothers, of Liverpool, London, New York, Chicago, etc. Three magnificent steamers of over 4,000 tons register, said to be the finest and swiftest that ever crossed the Atlantic, are almost ready for launching for the new company.

☞ The directors of the Middlesex Central Railroad have completed a contract for the building of the road from Lexington to Concord, and the work has already commenced. The terminus of the road in Concord will be on Monument street, and in another part of the town from the Fitchburg depot. This road is an extension of the Lexington Branch, now owned by the Lowell Railroad Corporation, and will be run by that corporation when completed. In time the road will be extended through towns above Concord to some point in New Hampshire, making a direct line from some main line already in existence.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	July '72 3½
Allegheny Valley 50	2,266 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,444,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,090	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic... 50	877,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J & J	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & J.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,119,600	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 3½
" " pref.100	769,600	M. & N	May '72 3½
Central of Georgia.....100	4,666,500	J & D	June '72 5
Central of New Jersey.100	15,000,000	J. A. J. & O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J. A. J. & O	Apl '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref....100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*1.0	3,916 300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific...100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	Jan. '72 2½
Columbus and Xenia*... 5	422,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,984	— & —	.....
Concord..... 10	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv...1 0	2,084,200	F. & A	Aug. '72 3
Connecticut River 0	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A & O.	Oct. '71 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee *.. 5	452,800	— & —	.....
" " pref. 50	2,000,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1 300,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	800,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'72 1½
Fitchburg.....100	3,340,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	110,550	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven..100	3,300,000	J. A. J. O.	July '72 3
" " scrip.. 50	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref.	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,600,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J	Jan. '72 4
Lake Shore & Mich. So..100	38,446,600	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J. A. J. O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J. A. J. O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.A.N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323 375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug '72 3½
M. Hill & Schuyl. Hav.* 50	3,850,45	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,804,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	600,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12s
N Haven & Northamp..100	605 000	J. A. J. O.	Apl. '72 2½
New Jersey*..... 100	7,295,200	J. A. J. O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	July '72 2½
Nig Bridge & Carand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	July '72 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*.100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport.100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J. A. J. O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramapo*.100	243.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	June'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	July '72 1½
" Special Imp..100	2,000 000	J. A. J. O.	July '72 1½
Pittsfield & N. Adama...100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,319,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref..100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	3,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '72 7
Citizens' (Pbg.)..... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Farmm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 8
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J.O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson....100	15 000.000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 72 25c
" " (pref.). 50	2 898,977	F. & A.	Feb' 72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	3,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Aug. 1, 1872.					
Loan of June 14, 1858 ....registered	$8,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,737,000	6	Jan. & July.	1880	116
.. ..coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,331,450	6	Jan. & July	1881	116
.. ..coupon	63,989,750	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	33,821,300	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	240,009,750	6	" "	1882	116½
Loan of March 3, 1863.....registered	53,427,850	6	Jan. & July.	1881	116
.. ..coupon	21,572,150	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,349,500	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	34,657,000	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	37,878,150	6	" "	1884	116½
Loan of March 3, 1865 (5-20s).....registered	39,346,650	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	120,078,100	6	" "	1885	115½
.. .. 2d series (5-20s).....registered	62,131,300	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	158,560,550	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	92,338,500	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	227,877,050	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	13,392,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	25,865,450	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	138,573,100	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	55,994,200	5	" "	1904	113
Consols of July 14, '70 & Jan. 20, '71.registered	124,606,700	5	F. M. A. & N.	1881	115½
.. .. coupon	75,393,300	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	9,840,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	398,101,538	mtd.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	59
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,500	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	53
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. —	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. .. —	1,059,500	7	" "	'76-'89	....
.. .. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,923	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	106½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	276,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
.. — .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,606,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	94
.. —South Pacific, guar.....	1,689,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'76	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	109
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	36
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	21½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	21
.. —Special Tax Bonds.....	11,407,000	6	April & Oct.	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1899	16
.. — .. (").....	1,600,000	6	Jan. & July.	1870	....
.. — .. (").....	4,095,309	6	" "	1875	101
.. — .. (").....	2,400,000	6	" "	1881	101½
.. —Union Loan (Columbus).....	366,975	6	" "	1886	103½
Oregon—Relief and Bounty Bonds.....	176,156	6	May & Nov.	1871	....
Pennsylvania—Redemption Loan of 1867.....	92,850	7	Jan. & July.	'74-'84	95
.. —	4,731,300	6	Feb. & Aug.	1872	97
.. —	90,400	6	" "	1872	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	6	" "	1877	106
.. —	9,237,050	5	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	" "	1882	103
.. —Military Loan.....	2,769,250	6	April & Oct.	1879	107
.. —State Stocks (old).....	384,000	6	Feb. & Aug.	1871	102
.. — .. (old).....	3,377,000	5	Jan. & July.	1882	....
.. — .. (old).....	112,000	5	Feb. & Aug.	'77-'78	104
Rhode Island—War Bonds of 1862.....	1,100,000	4½	Jan. & July.	1882	....
.. — .. of 1863.....	736,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	239,000	6	Jan. & July.	1893	100½
.. — .. of 1864.....	841,000	6	April & Oct.	1883	100
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg).....	484,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '54	970,000	5	" "	1868	....
.. —State Capitol bonds.....	1,997,738	6	" "	'74-'76	64
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71-'90	....
.. —Conversion Bonds of 1869.....	1,265,800	6	" "	'87-'99	....
.. —Funding & Special Bonds '68	1,692,150	6	J. A. J. & O.	1888	29
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	33
.. —*	239,166	5	April & Oct.	Var.	....
.. —*	1,706,000	5½	" "	"	....
.. —*Railroad Loans	24,008,500	6	" "	"	....
.. —*Railroad Endorsements	2,172,000	6	Jan. & July.	long.	74
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	74½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'76	....
.. — .. Certificates	201,000	6	" "	71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds.....coupon	11,108,000	6	" "	"	44½
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	64
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July.	77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	399,000	7	May & Nov.	" "	1881	99½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	....
Special Mortgage to Penn	3,500,000	6	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (so. Pac. R R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850-'80	579,500	6	" "	"	1880	....
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R. assumed	485,500	6	Jan. & July.	Baltimore.	1873	99
3d Mort. (N. W. Va. R. R. assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	42½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. fr. tax	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	....
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	....
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,850	10	" "	"	'83-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000 p.m.	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	....
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Len. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State & Bonds (1st by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. F'd Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,168,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,008,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	....
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C, B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	....
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	101½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	97½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.) guar	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.P.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 2d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	92½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	70½
Columbus, Springfield and Cin.:						
1st Mort.(assumed by CS&Clev)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1940	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinkieg fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	....
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,300	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1878	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds(Del.Lack.& W.).	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant.	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (2 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	800,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern Mass.:						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	95
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed ..	570,000	5	May & Nov.	"	1872	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage.....	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch. 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds..	68,800	6	Jan. & July.	Bangorr.	1875	....
B'gor L'n,2d on 14m.&1st on31m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M.(1st on 69m.)g'd	2,000,000	6*	March & Sept.	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1890	....
2d Mortgage.....	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	102½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,235.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T. W.& W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	....
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	94
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,800	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	....
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntington and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	48
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	....
International (Texas):						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1891	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensack and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1869	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1859	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1852	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LS&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,276,000	7	.....	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1863	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(T&WW):						
1st Mort. sold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1891	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mort. assumed by (C&NW).	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	340,000	7	April & Oct.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	....
1st Mort. (June. R.R.(Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	....
Mort. April 1, 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,600	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857	2,693,000	7	" "	" "	1877	....
Mort. Nov. 1, 1858	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	....
Mort. Sept. 1, 1866	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869(Kal.W.P.)	400,000	7	Jan. & July	" "	1870	....
1st Mort. Oct. 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort. July 1, 1863	500,000	7	" "	" "	1883	....
2d Mort. Jun. 1, 1869 (J.& Frank.)	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	....
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	....
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	5,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1.00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken .& P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	253,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framigh. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	90
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage ..... gold	$1,100.000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182.000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,723,000	7	Jan. & July.	" "	1897	87½
1st Mortgage (Minn. Cent).....	207.000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008.000	7	" "	" "	....	90
1st Mortgage (P. du C.Div.)....	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	98
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	" "	1884	83
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	233,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	33,339	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25.000	8	April & Oct.	" "	1863	....
Tennessee Loan bonds	1,278,950	6	Jan. & July.	" "	1892	...
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	—— & ——	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,000,000	7*	—— & ——	" "	1900	....
Arkansas State Loan	10,000pm	7	—— & ——	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	—— & ——	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. R.R. & land (U.P.S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Neosho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	90
2d Mortgage of April 15, 1870....	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.S.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	—— & ——	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	—— & ——	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage* .....gold	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn)						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1870	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	107
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	97
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	" "	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	—— & ——	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	—— & ——	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	120,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1892	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Willman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal):						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (N Y.&OM.):						
1st Mortgage..... gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	79½
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g						
1st Mortgage.....gold	12,500pm	8*	—— & ——	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	—— & ——	" "	1910	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	—— & ——	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	—— & ——	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,026	6	May & Nov.	New York.	1883	95
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	95
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(L.I.&N.S.):						
1st Mortgage.....	135,000	7	—— & ——	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
4th Mortgage of 1861.....	99.500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	—— & ——	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1,000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	—— & ——	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	92¼
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97½
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage	1,223,000	6	April & Oct.	"	1900	90½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	93¾
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	99
3d Mortgage (" ").	140,000	6	" "	"	1885	91
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	....
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	100½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	86
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	97
Consolidated, Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	92
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	87
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar.	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	95
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	97½
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,230	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	90
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,584,000	6	April & Oct.	"	1875	100
2d M. stg. }	2,282,840	6*	" "	London.	1875	....
General Mortgage	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien on whole property	5,758,905	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	.....	6	J. A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	215,959	6	various.	"	var.	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	86
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6*	March & Sept.	Philadelphia.	1881	97½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	90½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie)	1,000,000	6*	April & Oct.	"	1877	101
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	82½
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	79
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74½
Pittsburg & Connellsville (B. & O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	260,000	6	— & —	Portland.	1883	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W.& O)						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	93
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890	101
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage	300,000	7	" "	" "	1880	....
3d Mortgage	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va	158,100	6	" "	" "	1875	82
Consolidated, Mort	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Morigage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	700,000	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	92
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock.	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.&CB.):						
1st Mortgage (30 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C (W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	83
Equipment Mortgage	800,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	97
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 14, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	"	1887	....
St. Paul and Chicago (M.& St.P.):						
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.).	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1896	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	— & —	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	6,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1890	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (I.)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	....
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1898	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1888	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,696,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	88
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	89
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86½
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	79½
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	79
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000		7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	101½
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt.	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	94
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	101
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Phil'adelphia.	1884	90
Mortgage Loan	2,0 0,000	6	" "	"	1897	97
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	93½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	236,965	7	" "	" "	1885	95
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,354	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	86
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	96
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1872	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,765,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	290.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶....New York.	7,168,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	265	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	.....	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshire.)	7,500	7,500	—	100	....
Dec. 31, 1870	54.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 18 1	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	188,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,363,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	257.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,001	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	*	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper.	by Grand Trunk.	.....	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶.....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,580	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	102.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	24.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware.....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1871	21.1	—	....	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	(Leased	& oper.	by Fall Brook Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	165	118	40	3,045	Boston and Albany.....Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	152
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg.....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	137½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	20.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Leased & operated by Erie.)	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper.	by Grand Trunk.)	.....	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper.	by Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	168.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	18	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	.....	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operated by Burlington & Mo. River.)	.....	.....	.....	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operated by Chicago, Burlington & Quincy.	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	.....	.....	.....	.....	.....	.....	10	100	126
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper.	by Camd. and Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,822	328,543	30,580	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	61
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod.....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.	by West Jersey.)	.....	.....	6	100	....
Sept. 30, 1870	29.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	—	.....	.....	24.0	97,775	.....	.....	168,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna.....New York.	589,110	*	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.	by Illinois Central.)	.....	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	*	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.	by Chic. and N.W.)	479,675	.....	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789.000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,893,514	1,881,297	8	100	107½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper.	by B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California*¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	.....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung.....New York.	400,000	*	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.	by Del. & Hud. C. Co.)	.....	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,927	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley.....Pennsylvania.	1,371,900	.....	.....	.....	871,900	509,000	455,000	.....	—	(Leased	and oper.	by Phila. and Read.)	.....	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,127,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,090	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	133

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000	—	—	....	(Recently brought into operation.)			.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,560,000			—	(Leased and oper. by Mich'gan Central.)			.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,064,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	—	—	(Leased & oper. by Tol. Wab. & Western			.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000	—	—	—	(Operated by Tol. Wabash & Western.			.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	37½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	—	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	.....	.....	20,000pm	20,000pm	.....	.....	—	(Operated by Mil. and St. Paul.)			.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,106,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	.....	.....	2,600,000	3,400,000	.....	.....	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*	.....	.....	834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western...Ind. & Ill.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	Commenced operations Sept. 1870.)			.....	—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago...Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*...Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	328.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	—	7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	—	8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3,027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10(	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	—	—	—	—	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)			.....	—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	—	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000	.....	.....	—	(Leased & oper. by Michigan Central.)			.....	—	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	638.6	84.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000			112.0	(Oper. by bondholders.)			.....	.....	—	100	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			.....	.....	—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	31,038,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			.....	.....	—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	.....	.....	5,000,000	4,500,000	.....	.....	—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	.....	.....	.....	260,250	360,000	5,000	.....	—	(Leased & oper. by Pbg, Ft. W & Chi.)			49,507	.....	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	.....	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000	.....	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	...
Jun. 30, 1870	119.5	76.5	68.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	....	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	...
Dec. 31, 1870	18.0	—	—	92.0	—	—	—	—	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. l			n 1871.)	.....	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000	.....	.....	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	93½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordav. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	...
Sept. 30, 1870	94.0	64.0	15.8	—	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased to Chicago & Alton.)			.....	.....	—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	—	161,923	10.0	(Recently opened 10 miles.)			924	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.... .Massachusetts.	382,883	30,255	.....	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	—	35.0	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	—	195.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	18	10	5	180	Macon and Brunswick	Georgia.	6,422,616	589,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195,862	—	166.0	292,258	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	247	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	—	—	—	180.8	(Leased	& oper. by	Phila.& R	692,585	251,273	10	100	105
—	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	106,897	.....	3,483,800	44,511	12,357	—	—	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	—	—	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	—	—	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	.....	638,185	.....	13,000	1,452	258,000	300,000	98,855	—	—	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	.....	13,963,978	8,324,528	1,320,182	—	—	—	40.0	166,280	.....	11,093,783	745,291	326,760	...	100	115
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	—	—	54.0	(Recenti	y compl. n	o statem't	of oper.)	.....	.....	—	100	....
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	.....	.....	3,000,000	.....	.....	—	—	—	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,762,569	*	386,008	771,654	5,312,725	4,157,387	469,855	70,995	—	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	—	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	—	—	130.3	457,676	3,638,132	.....	790,689	198,840	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	.....	.....	1,074,288	2,523,000	590,810	—	—	—	—	(Under	construct	ion & now	partly op	en.)	.....	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	.....	.....	20,000p.m	20,000p.m	.....	—	—	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	—	—	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117½
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	—	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	—	—	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	.....	253	23,514	—	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,648	.....	.....	.....	84,537	.....	10,151	—	—	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	.....	.....	.....	110,050	225,000	56,350	—	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	.....	1,500,000	1,100,000	.....	—	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	.....	.....	.....	65,426	118,500	.....	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	.....	.....	.....	323,375	.....	.....	—	—	—	6.6	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	.....	.....	.....	95,700	.....	17,654	—	—	—	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	55½
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	7½	50	105
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	—	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	.....	—	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Jun. 30 1870	237.0	—	18.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	.....	.....	.....	1,200,000	17,000 p.m	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	.....	.....	.....	.....	20,000 p.m	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	41½
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	.....	.....	10,007,500	7,750,000	.....	—	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	.....	.....	4,000,000	6,400,000	.....	—	—	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	.....	74,701	1,278,272	610,000	169,197	—	—	—	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	—	—	—	(Operat	ed by Erie	.)	.....	42,298	14,366	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Eric	New York	288,565	.....	.....	.....	150,315	177,000	4,550	—	—	—	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,950	*	23,600	91,232	464,950	502,000	328,521	18,291	—	—	88.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of. Ne	w York w	ho bough	t it for $2	,500,000.)	—	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	93
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	.....	.....	.....	11,900,950	12,184,000	12,205	—	—	—	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68.675	720,000	.....	.....	144,453	—	—	173.0	984,119	.....	.....	1,378,506	598,827	—	100	....
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,589	1,964,000	2,236,333	—	—	—	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	—	—	—	(Leas.&	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	—	—	—	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,782	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	116
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	.....	.....	.....	1,000,000	.....	.....	—	—	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	.....	—	100	....
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	.....	.....	23,824	977,400	600,000	726,217	—	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	.....	.....	500,000	800,000	.....	—	—	—	21.6	69,232	2,903,482	(10 mos.	169,142	45,570	8	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	.....	500,000	172.500	.....	124,078	—	—	—	(Leas.&	oper. by P	bg Ft. W.&	Chicago.)	.....	10	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	.....	.....	.....	605,000	93,300	2,000	—	—	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	.....	—	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	.....	.....	.....	400,000	150,000	35,000	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	.....	.....	850,000	2,200,000	.....	—	—	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Sept. 30, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	.....	.....	1,800,000	1,400,000	186,205	—	—	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	126½
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	—	—	—	92.8	.....	.....	.....	295,823	118,536	—	100	25
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	—	—	—	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	—	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	—	—	....	(Under	construct	ion.)	.....	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	—	—	—	....	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	.....	.....	.....	5,000,000	.....	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000,000	3,000,000	.....	—	—	—	842.2	11,429,877	321,365,963	169,687,777	22,363,320	8,295,240	8	100	96½
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	—	—	—	132.9	887,941	25,632,856	19,602,827	2,709 077	997,389	8	100	119
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	—	—	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	—	—	62.3	.....	.....	.....	2,315,959	1,063,342	10	100	146
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,262	1,159,406	7,500,000	1,061,500	229,665	1,037,013	—	—	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,789,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	—	—	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,460	985,000	.....	47,791	—	—	—	(Leas.&	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N.Y. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	—	—	.....	.....	.....	38,452	17,678	—	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	—	—	38.0	.....	.....	.....	744,761	288,189	6	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	—	—	223.0	.....	.....	.....	321,552	90,804	—	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,731	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	—	—	102.0	250,404	.....	.....	.....	.....	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	—	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	—	—	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	—	—	—	74.7	595,303	.....	.....	1,355,509	590,726	—	50	99½
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	—	—	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	367,145	3,068,400	115,000	138,426	258,792	—	—	82.6	444.771	6,435,927	21,357,261	689,628	256,272	8	100	117
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	.....	1,000,000	400,000	.....	—	—	—	—	(Leased	& oper. by	Eric.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	.....	—	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	—	—	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	126½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,484	271,239	—	—	122.0	(Leas.&	oper. by V.	Central.)	.....	.....	6	100	78
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	—	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	48½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	—	—	98.5	650,381	.....	.....	2,718,702	1,422,883	10	50	69½
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	396	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	—	—	142.7	(10 mos.	25,486,808	7,461,065	1,276,848	474,712	6	100	115
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,682,540	5,340,676	574,313	.....	—	—	292.6	555,226	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York	1,641,313	.....	.....	.....	783,400	201,000	.....	—	—	—	43.9	130,130	3,709,860	6,698,247	349,636	85,669	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf.....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	12	100	124
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper. by	Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper. by	Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas. &	oper. by C	'm. & Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas. &	oper. by N	Jersey So	uthern.)	.....	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	118½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	.....	4,000,000	556,000	175,000	.....	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*	.....	.....	1,811,700	3,000,000	.....	.....	106.9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	.....	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	—	8	100	....
Dec. 31, 1871	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	.....	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	.....	2,000,000	2,000,000	—	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam. &	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	.....	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	.....	.....	220,606	1,100,000	326,690	.....	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	.....	.....	.....	8,404,300	12,598,000	609,565	.....	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	178
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	.....	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	116½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	.....	1,269,100	—	—	—	33.4	(Oper. b	y Unit. Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	114
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030	.....	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	.....	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	.....	.....	19,714,285	13,663,000	18,230	.....	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas. &	oper. by Bo	s. & Alb'y.)	.....	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	.....	101,813	44,100	505,000	76,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	.....	.....	993,100	1,222,848	268,519	.....	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	250,000	50,000	.....	27.5	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	.....	.....	170,000	200,000	.....	.....	26.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	.....	.....	483,874	10,000	176,302	.....	.....	.....	.....	.....	88,144	31,755	—	100	99½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*	.....	.....	437,917	55,000	16,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*	.....	.....	600,000	800,000	.....	.....	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	.....	.....	507,268	1,000,000	1,056,405	.....	48.0	172,982	.....	.....	201,689	56,200	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	.....	.....	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	178,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*	.....	.....	650,000	712,173	78,148	.....	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	.....	.....	427,402	.....	.....	.....	22.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	28	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	.....	.....	.....	.....	.....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	94
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	209.0	.....	.....	.....	1,990,376	580,474	—	100	22
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo. & Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	construct	ion—80 m.	n oper. Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	—	—	—	—	2,000,000	3,000,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.)..Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,613	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	*	.....	.....	300,000	40,000	.....	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	—	179,048	997,100	1,157,245	49,267	15,582	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga. & Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper. te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	—	—	—	(Leas. &	oper. by Ph	ila. & Read	ing.)	—	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	197,000	118,988		54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*			1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*				800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.					969,052	796,830			—	(Recently	sold under	foreclosure.	No returns.)			100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.					8,000,000	11,000,000			—	(In a bad	condition.	No returns.)				100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*			1,243,000	750,000			45.5				77,924	11,859		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945			157,837	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800				995,800	200,000			—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*			1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694				438,300				—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala.						4,926,000			—	(Only	partially in	operati'n.)				100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	16	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,691	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*			1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000			—	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.					2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...				20,000 p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.		*			686,100	222,000	209,270		—	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	48	Southern Pacific	Texas.	1,400,000	*			577,408	651,500	95,000		49.0				284,142	166,971		100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000						—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538		3,939,900	699,500			257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	8.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*			751,296	198,370	126,000		68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.						15,000 p m			—	(Under	ons. to be	finished b	y Dec. 1,			100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700				448,700	446,700			—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383				267,300			634	—	(Leased	& oper. by	Nash. & Lo	well.)		6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	New Hamp.	1,250,000				500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.					1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,874		—				95,253	31,251	5	100	
Dec 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200				92,925	171,000	29,284		—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N. Y.	3,707,684	*			1,670,130	1,695,825	13,788		81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,235	400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	...
Dec. 31, 1870	30.6	—	6.7	—	12	6	1	367	Tioga	Pennsylvania.	849,152	381,640			580,900	243,000			34.6	190,395			420,623	222,905		100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,106,000			228.0							100	
Dec. 31, 1870	464.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376		100	75½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*			998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248		100	...
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908				274,400				—	(Leased	& oper. by	N. Y. Cen.	& H. Riv.)		6	100	48½
Dec. 31, 1870	37.5	5.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000				510,000	404,069			—	(Leased	& oper. by	Pennsylvania.)				50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*			36,745,000	74,067,512			1,088.7		74,917,335	71,779,106	7,625,277	2,947,862		100	36
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723,000	*			1,000,000	3,200,000			100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*			500,000	1,000,000			—	(Recen't	y opened f	or traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*			1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	...
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,163,905	*			1,900,900				—	99,975	3,391,815	978,119	208,353	85,890		100	...
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287				750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	...
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000				2,500,000				—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977		100	...
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.	456,661	loss.		100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*			516,164	793,200			—	(Leased	& oper. by	Ver. Cen.)				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000				1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465				499,600	350,000			18.5	15,794	100,513		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161				225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903			1,467,670	86,896			44.0	88,395			97,045	9,712		100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693		100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*							—	(Leas. for	20 y'rs at	$25,000 m	onthly.)	3,000,000		100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*			650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133		100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.					6,500,000	1,400,000			105.0				112,625	13,200		50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000				1,022,450	1,800,000			—	(Leased	& oper. by	Pennsylvania.)				50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	607,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464				526,700	676,300	7,427		—	(Under	cons.—Ne	w burg to	Albany.)			100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*			4,000,000	4,000,000			—	(Under	cons.—ope	n to Meno	menee.)			100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000				500,000	350,000			—	(Operat	ed by Wil.	& Wel.)				100	
Aug. 31, 1870	168.0	—	8.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N. C.	5,200,000	*			1,200,000	4,000,000			168.0				230,203	121,457		100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Late Wi	lming. &	Manch.)		5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,570	181.0	436,316			594,222	250,725		100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000				180,000	144,400	102,400		—	(Leased	& oper. by	Balt. & O	hio.)	27,090	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,754,837	427,100				4,750,000			142.0		2,861,440	6,131,860	574,668	109,400		100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.					100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	166,860	10	100	133½
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316		258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309				8,229,594				184.5							25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350				1,613,350	800,000			—	(Leased	& oper. by	Lehigh N			8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N. Y.	7,066,899		13,245,880		15,000,000	5,000,000			108.0				107,947		10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353				5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000				64,000	835,750	689,446		161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452				1,003,500	110,000			83.0				220,216	130,187	10	100	85
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000		19,947,779		8,739,800	15,662,979			108.0				344,308	181,042		100	...
Dec. 31, 1870	102.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214			110,570	2,240,000	1,091,965	107,615	62,266	103.0				891,850	188,070		100	32
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950				4,337,950	2,232,000			360.0				609,552	142,888		50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140		4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. &	Read. Co.)		655,000		50	15½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278				2,002,746	2,634,367	284,873		45.0				135,162	61,602		50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850				2,907,850	3,000,000	20,000		87.6				59,953	4,203		50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911,300				1,100,000	748,300	63,000		—	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	....	80
Catawissa,* pref. and guar....	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	38
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	83
Chicago and Alton, pref....	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Chicago and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	94½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	82
Erie, preferred....	8,536,910	7	7	74
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	58
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	26
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	28
" " 2d pref....	4,051,744	6	....	14½
Manchester and Lawrence*....	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	79½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref....	3,500,000	7	7	75
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar...	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	204,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	....	7	....
Rutland, preferred....	....	7	7	63½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	44
Sandusky and Cincinnati, pref....	445,586	6	6	48
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref....	1,700,000	7	....	....
" " 2d pref....	1,308,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	126
Schuylkill Navigation, pref....	2,888,997	6	6	30
Union, preferred....	....	6	....	1½
Miscellaneous Stocks:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch, No. 1	per ton	52 — @	57 50
Pig, American, No. 1		53 — @	55 —
Pig, American, No. 2		49 — @	52 —
Pig, American, Forge		48 — @	— —
Bar, Refined, English and American		115— @	120 —
Bar, Swedes, assorted sizes	(gold).	120— @	130 —
		—Store Prices.—	
Bar, Swedes, 1½ to 5 x ⅜ & ½ to 2 sq. & 6 to 12x¾ & ¼		130 —	@145 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in.		115 —	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		120 —	@ — —
Bar, Refined,1 & 1½ by ¼ & 5-16		122 50	@ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		122 50	@132 50
Scroll		135 —	@165 —
Ovals and Half-round		135 —	@155 —
Band		— —	@130 —
Horse Shoe		125 —	@135 —
Rods, ¾@3-16 inch		120 —	@160 —
Hoop		140 —	@187 50
Nail Rod	per lb.	— —	@ — 8½
Sheet, Russia, as to assortment	(gold) —	18 @	— —
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	73 — @	74 —
Rails, American, at Works in Penna..c'y.		85 — @	— —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½@ — 19½
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 13½
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 12
American, Cast, Tool		— 15 @ — 16
American, Spring		— 9 @ — 11
American Machinery		— 10 @ — 10½
American German		— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— — @	5 75
Cut, 8d. and 9d	— — @	6 —
Cut, 6d. and 7d	— — @	6 25
Cut, 4d. and 5d	— — @	6 50
Cut, 3d	— — @	7 25
Cut, 2d and 3d. Fine	— — @	8 —
Cut Spikes, all sizes	— — @	6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @	7 75
Clinch, 2 to 3 inch and over	7 25 @	7 75
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21 @	— 33
Copper	— — @	— 45
Yellow Metal Sheathing and Slating	— 30 @	— 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 46 @	— 48		
Straits	(gold).	— — @	— 35½		
English	(gold).	— 35½ @	— 35½		
Plates—Fair to good brands.	—Gold.—		—Currency.—		
I. C. Charcoal	per box.	13 50 @14 —	15 75 @	16 —	
I. C. Coke		12 50 @12 75	14 75 @	15 —	
Coke Terne		10 75 @11 25	12 50 @	13 50	
Charcoal Terne		11 75 @12 50	14 — @	14 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— — @	— 12
Crude, 40 @ 47 gravity (in shipping order)	— 16 @	— 16½
Refined, Standard White (in ship'g order)	— — @	— 22½
Refined, S. W. (in jobbing lots)	— — @	— 23½
Refined, S. W. (in tin)	— 28 @	— 29
Naptha, Refined, (66 @ 73 gravity)	— 14½ @	— —
Residuum	per bbl. 4 — @	— —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @	— 28
Copper, English Pig	— — @	— 33
Copper, American Ingot	— 33½ @	— 33½
Yellow Metal, New Sheathing and Bronze	— — @	— 30
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails, Sheathing & Slating	— 30 @	— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 40 @ 6 50
German	(gold)	6 40 @ 6 50
English	(gold)	6 50 @ 7 12½
Bar	— —	@ 9 25
Sheet	— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	8 — @ 9 —
Liverpool Gas Cannel	— —	@15 —
Liverpool House Cannel	20 —	@20 50
Anthracite (by cargo)	per ton of 2,000 lb.	3 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Canton Co	102½	102¾	102	102	102	102
Central Pacific 6s	102½	102	102	102	102	102
Central of N. Jersey	108	108	....	107¾	107¾	....
Chicago & Alton	....	....	....	118½	118	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	98
Chicago, Burl. & Q	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	74¾	74½	74½	74½	73¾	73¾
" pref	....	....	....	90½	90½	....
" 1st M	97½	....	....	97	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac	111½	111½	111½	110¾	110¾	110¾
Chi., R. I. & Pa. 7s, 1896	102½	....	102½	....	....	....
Clev., Col., C. and Ind	91	....	90½	....	....	....
Clev. & Pittsburg guar	91½	91½	92	91½	91½	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	84	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	103	....	101	....
Col., Chi., & Ind. C	36½	35½	35½	35	35	....
" 1 M	....	....	....	93	93	....
" 2 M	....	....	76	....	....	....
Del. & Hudson Canal	119	....	118½	118½	....	....
Del. Lack. & Western	103½	104½	103¾	104½	104	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	48¾	49¾	48¾	48¾	49	49¾
" pref	73	....	73½	74	....	....
" 1 M. 7s, 1897	....	103½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	95	....	....	....	....	95
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	38½	37½	37	37½	37¾	....
" pref	....	57	....	....	....	58
" 8s, conv	....	94	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th. 92	91½	90½	91	90½	89½	....
Lake Shore Div. bonds	....	97½	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	....	116½	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	103¾	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	2	2½	....	....	....	2¾
Milw. and St. Paul	55¾	55½	55	55¾	56	55½
" pref	79	78½	78	79	80½	79½
" 1st mort	92½	92¾	....	....	92½	92¾
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	94¾	94¾	....	94¾	....	94
" H. & St. J. 1as	....	....	....	....	....	92
Morris and Essex	93	93	....	92¾	93	93
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	98
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97¾	97¾	97	97	96¾
" certificates	....	....	....	....	....	....
N. York and Harlem	....	117½	....	118	....	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	34½	35	35½	....
" new	....	....	....	....	....	....
Ohio and Miss	45	44½	44	44½	43¾	43¾
" pref	74¾	....	74½	....	75	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	76½	75	74¾	75½	74¾	74¾
Panama	122	124	124½	124	124	124
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	96½	....	....	97	97	....
" 1 M	....	104½	....	....	....	105
" 2 M	....	....	....	100	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	42½	....	42¾	....	....	42¾
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	44
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	82	....	83	....
Tennessee 6s, old	73½	....	73¾	73¾	....	....
" new	73½	73¾	73¾	73¾	....	....
Tol., Wab. & Western	76	76	75¾	75¾	75	75¾
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	94¾	94¾
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	90	90	....	....
Union Pacific	37½	36¾	36½	36¾	36½	35¾
" 1st mort	90	89½	89¾	89½	89½	89½
" L. Gt. 7s	81½	81½	81	81	81	....
" Inc. 10s	87½	....	87½	86¾	86½	86¾
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	51	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th.1.	F 2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	113⅜	113¼	113	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	116¼	....	....	116⅜	116	....
U. S. 6s, 1881, coup	....	....	118⅜	118⅜	118⅜	118⅜
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	116¼	116⅜	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	116⅜	....
U. S. 6s, 5-20s, c. 1864	....	....	116⅛	....	....	116⅛
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	116⅛
U. S. 6s, 5-20s, c. 1865	116⅛	116⅜	115⅛	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	115	115⅛	....
U. S. 6s, 5-20s, c. n '65	115⅜	....	....	....	115⅛	115⅜
U. S. 6s, 5-20s, reg. '67	115⅜	115⅜	....	....	....	....
U. S. 6s, 5-20s, c. 1867	116¼	116	116	115⅛	115⅜	115⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	115⅜	115⅜	....	....
U. S. 6s, Pac.RR.issue	114¼	113⅞	113⅜	....	115⅜	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	W.31.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa preferred	....	....	45	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	98¼	98½	....	98¼	98¼	98
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42⅞	42½	42½	42⅜	42¼	42⅜
" 6s, 1884	....	....	....	90	90	....
" Gold L	....	93½	93¼	....	93¼	....
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅜	59⅜	59¼	59¼	59⅜	59⅜
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	52¼	52⅜	52¼	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	49⅜	....	....	....	....	....
" 6s, 1880	....	....	....	....	100	100
" 7s	97¼	....	....	....	....	97⅛
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	39½
Oil Creek & Alleg. Riv.	35⅜	35¼	35	35	35⅛	35⅛
" 7s	....	....	....	....	....	....
Pennsylvania R. R	59¼	59	58⅛	58⅜	58⅛	58¼
" 1st M	....	....	....	....	101	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg.	96	....	96	....	96	....
Penn. State, 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	97⅜
" new	102¼	101⅛	101¼	101⅛	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58⅞	58⅜	58⅜	58⅛	58⅜	58⅝
Philadelphia and Erie	....	....	....	....	....	27½
" 6s	....	....	....	....	....	....
" 7s	90	90	90½	....	....	90½
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	7⅜	....	....	....	....
" pref	15½	15½	....	....	15¼	15
" 6s, 1882	79¼	79¼	80	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	126¼	126	....	126	126¼	126¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	63	....	....
Spruce and Pine	....	....	....	33	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	W.31.	Th. 1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	....	100	....	....	....	100
" 1886	....	....	....	....	....	98
" 1890	99	98¼	....	99¼	99	99½
" 1884	....	....	....	98½	....	....
" 1900	....	98¼	....	98¾	98¼	....
Balt and Ohio	....	....	....	159⅞	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	96¼	....	....	....	....
Marietta & Cin. 1st M	102¼	99a	99	99	99	....
" 2d M	....	....	....	....	....	....
" 3d M. 8s	....	....	....	83¼	....	83¼
Northern Central	....	39½	39¼	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94⅜	95	95½	....	95½	95½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	91	....
Virginia 6s, Consol	51	....	....	....	....	....
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	23¼	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 7.

	Th.1.	F 2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	152	152	151¾	....	....	152
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	138	....	137½	....	137½	137¾
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	43⅜	43	42½	....	43	42⅜
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	132½	133	....	....
Concord	....	....	....	....	....	....
Connecticut River	135	....	135	....	....	135
Eastern	110½	110	110	....	110	110
Fitchburg	133½	....	134	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116½	116⅜	116⅜	116½	117	117½
Northern, N. H	....	....	....	117	....	....
Ogdens. & Lake Champ	....	....	79½	....	....	78
" pref	....	....	104½	....	....	104½
Old Colony & Newport	115⅞	....	115	....	....	....
Ph., Wil. & Baltimore	....	56⅛	56⅞	57	57	57
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	89½	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	83½	....	....	....	....
Vermont & Canada	91	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	68½	68⅝	68½	....	68
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	....	9¼	....
Franklin "	....	....	....	....	....	10
National "	....	....	....	....	....	....
Pewabic "	....	....	....	....	....	....
Quincy "	....	....	....	47	46	....

London Stock Exchange.

	Closing Prices. July 26.	July 19.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	67 — 70
Do. 2d mort., $1,000	59 — 61	60 — 62
Do. Con.mort. B'nds Bisch.'s Cert.	36 — 38	36 — 38
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	84 — 86	84 — 86
Detroit & Milwaukee 1st mort. Bonds	75 — 77	75 — 77
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	40¼ — 41	41 — 41¼
Do. Ticket of Protec.Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	93 — 95	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	102 —104	105 —107
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	90 — 92	89 — 92
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	94¼ — 95¼	94¼ — 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, August 10, 1872.

Stock Exchange and Money Market.

There has been a more active inquiry noted for Money, chiefly on call at from 3@5 per cent. The demand from mercantile borrowers, though fair, has not been urgent, in any prominent instance, and lenders have been meeting the requirements of their customers on the basis of 6@7 per cent. per annum. The tendency at the close was toward increased firmness in the general market. The Fall season is now about opened, in most lines of commercial activity, and the prospect is of a livelier call for accommodation, for legitimate purposes. The city banks, while gaining moderately, last week, in their legal tender reserve, were heavy losers, in the averages of specie and deposits. The U. S. Sub-Treasury added largely to its coin balances chiefly through the enormous receipts from customs which amounted on the first of August, to $2,863,164 at this port alone, and for the week to $4,762,329.

The U. S. Sub-Treasury office last week added to its coin balance about 4⅞ millions and cut down its currency reserve about ½ a million. The office received during the week $4,063,359 of currency, and $7,541,816 of gold, the latter including $4,762,329 from customs; and disbursed $4,591,372 of currency, and $2,645,398 of gold, the latter embracing $1,278,368 of coin interest. The city banks enlarged their loan and discount average about ¼ million during the week, and again contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $7,963,778, and a coin reserve of $47,108,282.

The city banks, in their latest return, show an increase of $1,299,800 of legal tender notes, with a loss of $4,572,800 of specie, and of $3,534,700 of deposits, also an addition of $291,300 to their loan and discount averages, and a contraction of $12,800 in their item of circulation. The city bank exchanges, last week, averaged 90, and thus far, this week, about 87 millions daily. The banks now hold $11,761,900 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $23,925,900, against $18,364,453 same time last year. The city bank deposits are now $241,528,000 against $252,892,427, week ending Aug. 5, 1871. The legal tender reserve amounts to $55,051,700, against $73,892,443 same time last year. The circulation now stands at $27,337,200 against $30,236,623 same time last year. The loans are now $295,428,200 against $300,770,261 at this date last year.

The coin reserve of the city banks is now about 23⅞ millions as against about 29⅛ millions on the 20th of July; the legal tender reserve is about 55 millions against 36⅝ millions on the statement of April 13th.

Government revenues have been yielding much more liberally, since our last, chiefly in the customs form, because of the unusually extensive withdrawal of goods under the revised tariff, which went into operation on the 1st of August. The excises yielded within the week about 3¼ millions, and thus far in the current fiscal year beginning with July 1, 1872, $16,423,729. The customs at the port of New York last week were $4,762,329; at the outports, equal to about $1,200,000 all in coin, or coin certificates.

Under the Treasury programme for August, Government proposes to sell gold as follows: Thursday, August 15, $1,000,000; Thursday, August 22, $2,000,000; Thursday, August 29, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, August 14, $1,000,000; Wednesday, August 21, $2,000,000; Wednesday, August 28, $1,000,000.

Gold has further advanced in price, on an active speculative and customs demand for coin, chiefly for prompt delivery. The export call has been comparatively moderate.

On Wednesday, the specie exports were $207,625.

The range of the price during the week has been from 115⅛@115⅝ and the closing quotation on Wednesday was 115¼@ against 115⅛115¼ the preceding Wednesday. The specie outflow last week, was $1,698,289. The Gold Exchange Bank clearances have averaged about 51⅜ millions per day during the week.

The customs demand for Gold last week, averaged $815,000 a day; thus far, this week,

has averaged $929,000 a day, or equal to a weekly aggregate of $5,574,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $51,069 and since Jan. 1, 1872, $2,790,522 against $7,424,449 same time in 1871 The total customs revenue of the Government, in coin, at this port, since January 1, has been $87,972,633 against $94,025,430 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $54,251,256, against $59,923,085 during the same time in 1871.

The export drain of specie was $1,698,289 last week, against $565,675 same week preceding year. The shipments since January 1, 1872, have been $54,681,039 against $51,503,016 during the same portion of 1871.

Foreign Exchange has been offered more freely and has been quoted lower, closing weak, on a restricted business. Bankers' sixty day bills on London closed onWednesday at 109@109⅛; sight bills on London, 109⅞@110.

The week's exports hence of domestic produce have been to the currency value of $5,278,242.

Government securities have been in fair demand, mostly for investment purposes, on home and foreign account, and prices have been well maintained, in most instances.

On Wednesday, Government bought in two millions of Five-Twenties at 114 72@144 88 out of an aggregate offering of $6,574,650.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 118⅛@118¼; U. S. Five-Twenties of 1862, (other than the bonds called in) 116⅜@116⅝; U. S. Five-Twenties of 1864 at 116⅜@116⅝; U. S. Five-Twenties of 1865, 116¾@117; U. S. Five-Twenties of 1865 consolidated, 115⅝@116⅛; U. S. Five Twenties of 1867, 115⅝@115¾; U. S. Five-Twenties of 1868, 115½@115¾; U. S. Ten-forties at 112⅞@113⅛; U. S. Fives of 1881 (Funding Loan) 112⅝@112¾; Six per cent. currency bonds, 113¾@113⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 24.	July 31.	Aug. 7.
Consols	92½	92¾	92½
U. S. 5-20's of 1862..	91	91	91¾
U. S. 5-20s, 1865....	92⅝	92⅜	92½
" 1867	91¾	93	92
" 10-40s	89¾	90⅛	90
New Fives of 1881...	89¼	89¼	89
Erie.	41¼	40⅞	39½

State bonds have been comparatively quiet and irregular as to prices. The Southern State obligations closed in favor of buyers.

Railway Mortgage Loans have been in fair demand chiefly on investment account, with a firm market noted for all the favorite loans. Central Pacific Sixes have been in good demand at 102@102¼. Chesapeake and Ohio have been in fair request at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been moderately active, but has been somewhat depressed as to values, closing weak, in the instances of most of the speculative favorites.

In the Metal line, the reports are of a good demand for Ingot Copper which has been held with more confidence; sales, 350,000 lbs. Lake at 33⅜c.@33½., and 50,000 lbs. English at 33c., with a large movement reported for forward delivery, without definite particulars. Pig iron has been held more firmly on a restricted offering and fair inquiry; sales, 100 tons Glengarnock at $55, and 100 tons Langloan at $53. Iron Rails have been actively sought after at buoyant rates; sales, 4,000 tons English and 2,000 tons American, on private terms, the former now quoted at $74@$76, gold, and the latter at $85@$87 50, currency, per ton. Of Russian Sheet-Iron, 200 packs were sold on private terms. Lead very dull at previous nominal figures. Of Silesian Spelter, 50 tons were sold at 7c., gold per lb. Pig-Tin has been quoted at 35c.@35½c., gold, for English and Straits, and 44c., gold, for Banca, on quiet market. Tin Plates have been firm and in request at $13 50, gold, for I. C. Charcoal; sales, 1,200 boxes, in lots, on private terms.

General business has shown more activity in the leading kinds of domestic produce. Cotton Breadstuffs, Pork, Lard, Bacon, Petroleum, Naval Stores, Wool and Fish closed with more firmness. Middling upland cotton closed heavily on Wednesday at 21⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,673,453 bales, against 3,943,064 bales same time in the preceding year; exports 1,927,719 bales against 3,115,450 bales in the previous year; stock at the ports at latest dates, 110,450 bales against 161,100 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at10@13½ cts.; Veals at 6½@10 cts.; Sheep tamer at 5½@7½ cts.; Lambs, 6@11 cts.; Swine, dull at 4½@4⅞ cts. per lb., all live weight. The week's receipts were 8,630 Beeves, 2,950 Veal Calves, 28,304 Sheep and Lambs; and 31,025 Swine.

Foreign goods have been attracting more attention and have been quoted steadier as to values, in the leading instances. The week's imports of foreign goods reached the amount of $7,378,540 including $3,159,406 of dry goods.

Ocean freights have been moderately active but rates have been unsettled, and generally lower. At the close, the market exhibited more steadiness.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R. 41½; Boston, Hartford and Erie R. R., 7⅛; do. 1st mort., 42¾; New Jersey R. R., 126½; New Jersey Southern R. R., 24; New York and New Haven R. R., 146; St. Louis, and Iron Mt. 1st mort. 97; Ohio and Miss. consols, 97; do. 2d mort., 86; Toledo, Peoria and Warsaw 1st mort., E. D., 93; do. 2d mort., 88; do. Burlington Div., 88⅛; Buffalo and Erie new, 97½; Lake Shore and Michigan Southern consols, 100; Central of New Jersey 1st mort. new, 104; Pacific R. R. 7s, guar. by Mo., 97¾; Cedar Falls and Minnesota 1st mort., 83; Milwaukee and St. Paul 7s, Iowa div., 87¾; Albany and Susq. 2d mort., 99¾; Long Dock bonds, 96; Iowa Midland 1st mort. 8s, 105¼; Chicago and Northwestern Interest bonds, 100¼; Cleveland, Painesville and Ashtabula new, 96½; Alabama 8s, 84; do. 5s, 59; Texas 10s, 1876, 88; N. Y. State 7s, B. L., reg., 109; South Carolina 6s, new, Jan. and July, 29; do. Apl. and Oct., 27; North Carolina 6s, Special tax, 15; Georgia 7s, 89; Western Union Tel., 78⅝; Quicksilver pref., 51; Consol. Coal of Md., 43½; Adams Exp., 97⅛; Am. Mer. Union Exp., 73⅝; U. S. Exp., 83½; Wells-Fargo Exp., 88½; Brooklyn 6s, W. L., 95; do. 7s, P. L., 102¾.

Philadelphia.—Pennsylvania and New York Canal 7s, 97½; Schuylkill Nav. 6s, 1895, 77; Morris Canal 7s, B. L., 95; Philadelphia and Reading Gen'l mort. 7s, 103; do. 6s, 1880, 94⅝; Huntingdon and Broad Top Mt. 2d mort., 85; do. consols, 48; Sunbury and Lewistown 7s, 94¾; Pittsburg, Cincinnati and St. Louis 7s, 79; West Jersey R.R. 7s, 103; Lehigh Valley 7s, new, 106; West Philadelphia R. R., 90. The latest quotations are: City 6s, 97¾@—; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101½@103; do. 2d series, 106@—; do. 3d series, 109@—; Philadelphia and Reading, 58⅜@58⅝; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94@95; United New Jersey R.R. and Canal Co., 126@126½; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, —@92; do. 1889, 90½@92; Pennsylvania R. R., 58½@58⅝; do. 1st mort., 100¾@101½; do. 2d mort., 99@100; do. General mort. coupon, 93½@94; do. reg., 96@96; Little Schuylkill R. R., 46¾@—; Morris Canal, 51@53; do pref., 124@126; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 77@77½; Schuylkill Nav., 7@8; do. pref., 15@15¼; do. 6s, 1882, 79½@80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 98@95; do. 5s, 60@61; Lehigh Coal and Navigation, 42⅜@42⅝; do. 6s, 1884, 89¾@90; do. R. R. Loan, 97@97½; do. Gold Loan, 93@93½; North Pennsylvania, 48@50½; do. 6s, 100@100½; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@27¾; do. 6s, 91@91½; Minehill, 52¼@52½; Catawissa, 14@18; do. pref., 45¼@45½; Lehigh Valley, 59¼@59⅜; do. 6s, new coupon, 98@98¾; do. reg., 98@98¾; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@52; Second and Third,63@65; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@33; Green and Coates, —45@; Chestnut and Walnut, 56@57; Hestonville, 18@19⅜; Union, 74@75; Germantown, 35@37.

Boston.—Vermont Central 1st mort., 79¼; do. 8s, 1891, guar., 99⅛; Rutland R. R., pref., 63⅛; do. scrip. 80; Eastern R. R. 7s, 1882, 104; do. 6s, 1889, 95; Boston and Albany 7s, 1892, 107; Maine Central R. R. 7s, 1912, 100; Grand River Valley 2d mort. 8s, 1879, 102¼; Boston, Clinton and Fitchburg 8s, 1891, 95; Atchison, Topeka and Sante Fe 7s, 81⅞; Central R. R. of Iowa 7s, 1899, gold, 91⅛; Maryland and Delaware 1st mort. 6s, 1885, 49¼; Portsmouth, Gt. Falls and Conway R. R., 99¾; Cincinnati, Sandusky and Cleveland R. R., 22⅜; Connecticut and Passumpsic Rivers R. R. pref., 91; Summit Branch, 45⅞; Norwich and Worcester R. R., 126¼; Burlington and Missouri River R. R., in Iowa, 108¼; Union Railway, 108; Eastern (N. H.) R. R., 102; Boston Water Power, 52¾: Cary Imp., 12; Waverly Land, 8; Maine 6s, 100¼; New Hampshire 6s, 1902, 98½; Charlestown 6s, 1876, 98½; Portland 6s, 1887, 95½; Chicago 7s, 1884, 99¾; Quincy, Ills., 6s, 1900, 63; Lowell 6s, 1890, 97½; Chelsea 6s, 99; Salem 6s, 1891, 98¼; Allouez Mining Co., 9¼; Calumet and Hecla, 157; International silver, 4; Madison, 50c.; Phœnix, 20; St. Clair, 1⅞; Shuniah Silver, 7⅛.

Baltimore.—Maryland 6s, 1890, 97; do. Defense 6s, 103½; Virginia 6s, old, reg., 38; do. consol. 6s, reg., 45; Northern Central 6s, 1900, gold, 93⅞; Virginia and Tennessee 2d mort. 6s, 79¾; do. 3d mort., 8s, 89¾; Orange and Alexandria 4th mort. 8s, 87; Central Ohio 1st mort., 88; Orange, Alex. and Manassas 7s, 81½; Union R. R. 1st mort. guar., 91⅛; Memphis City 6s, 56. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95@95½; Baltimore and Ohio, 159¾@160; do., 6s, 1875, 96½@97½; do., 1880, 96½@—; do., 1885, 96@97; Parkersburg Branch, 10@15; Northern Central 39@39½; do. 6s, 1885, 94@95; do., 1900, 90½@91; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99½@99½; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 83@84; Central Ohio, 34@36; do., 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 93@—; do., 3d mort., guar., 94@—; do. 2d mort pref., 80@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79@80; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 86@87; Orange, Alex. and Manassas 7s, 81¼@81¾; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79¾@80; do. 8s, 3d mort., 89⅞@90; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98⅛@98½; do., 1890, 99@99¼; do., 1893, exempt, 102⅛@102½; do., 1900, exempt, 98½@99; Memphis City 6s, 56@56; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103½@103½; City Passenger R. R., 23½@23¾; George's Creek Coal, 92½@100; Atlantic Coal, 1.50@2.50.

Montevideo and her Railways.

Advices from Montevideo represent everything in a peaceful progressive state there, the Government being actively engaged in the work of reorganization, and improving the internal condition of the republic, after the long ordeal it had passed through by civil war. It was their unanimous determination to remain perfectly neutral in the contingency of hostilities arising between Brazil and the Argentine Republic, which, we need hardly add, would throw almost the entire commerce of the Plate into the hands of Montevideo. However, we sincerely trust that no such contingency will arise, and that Uruguay will continue to advance in the legitimate manner which its commercial position and great internal resources fully warrant. We may add that the Central Uruguay railway was proceeding satisfactorily, the revenue on the first section to Canelones being at the rate of upwards of 12 per cent., and the section to Santa Lucia was expected to be opened this month, a distance of nearly 40 miles from the city, when there was every certainty of the revenue being still more developed. The North Western Railway Company of Montevideo has been successfully launched here, the works being already commenced at Salto. This important line will open and develop an enormous traffic between Uruguay and Brazil.—*Brazil and River Plate Mail.*

☞ The work upon the St. Louis bridge is going forward rapidly. The superstructure will be completed about the middle of this month. The upper roadway will be fifty-four feet wide, including two sidewalks, each eight feet in width. This leaves a width of thirty-eight feet, which will be divided into four trainways—two for street cars and light driving, and two for heavy teams. Underneath the above will be a double track railroad. It is thought that both the bridge and the tunnel will be finished in a year from this time.

The Fiery Ordeal.

Our city and its suburbs have suffered most severely from the fiery ordeal within a few days past, the conflagrations not only have been numerous, but more than usually extensive and disastrous. Here again comes new evidence of the value of underwriting by which thousands are annually saved from ruin; men who have followed sensible advice, similar to that given to the Editors' and Publishers' Association by Mr. S. H. Parker, editor of the Geneva *Gazette*, at their late meeting. Said he:

"By the calamity of the recent fire in my office I learned another lesson at a frightful, though not, thank God, irreparable cost, and I would strongly impress such lesson upon you, especially upon you who have your worldly *all* invested in your printing office. Don't neglect adequate insurance. No matter if the rate seem excessive, pay what is demanded by responsible underwriters rather than assume yourself the entire risk. Devastation is quick and complete when once the fire demon seizes hold of a printing office. He who has provided for indemnity hears the alarm bell, so full of dread to the uninsured, with scarcely a perceptible quickening of the pulse, except in sympathy with others less thoughtful and less fortunate."

To those desiring to insure safely and satisfactorily we can commend, with great confidence, the WASHINGTON FIRE INSURANCE COMPANY, of New York, office No. 172 Broadway, corner of Maiden Lane. The Washington is conducted by well-known underwriters of great experience and unblemished integrity; gentlemen who place risks carefully, and meet all losses promptly and equitably. The "Washington" grants full immunity from loss or damage by fire on buildings, merchandise, furniture, rents, leases, and other insurable property, also on inland Navigation and transportation, at rates as reasonable as other first-class companies.

Peach Bottom Railroad.

Stephen G. Boyd, Esq., recently returned from Oxford, Chester county, where he met Messrs. Clark, Smith & Co., contractors, of Philadelphia, to complete articles of agreement with them for the graduation and masonry of the eastern division of the Peach Bottom Railroad, extending from the Susquehanna river, at Peach Bottom, to Oxford, Chester county. The contractors bind themselves to complete the graduation and masonry of their division by the 1st of August, 1873. They represent a working capital of over half a million of dollars. The estimated cost of the graduation and masonry of the eastern division is $54,600. The books show a present stock subscription of $62,000 east of the river to meet this. Col. Hood commenced the location of this division at Oxford, and has already located some eight miles.—*York (Pa.) Gazette.*

☞ The estimated earnings of the Erie Railway for the week ending July 31, 1872, were $383,251; against $396,941 for the corresponding period of 1871—a decrease of $13,690. Total earnings since April 1, 1872, $6,339,975—an increase over the same time in 1871 of $424,078.

☞ Burden cars are now running on the Metropolitan Branch of the Baltimore and Ohio Railroad as far as Rockville, a distance of 15 miles from Washington. Passenger trains will commence running about the 1st of September.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revennes, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 5th inst., reports the net anthracite coal tonnage for the week ending on the 27th ult., from all sources, at 409,878 tons, and for the year 10,740,988 tons, against 6,369,442 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,371,546 tons. The production of bituminous coal for the week was 53,021 tons, and for the year 1,388,836 tons, against 1,243,523 tons to the corresponding time last year—an increase of 145,313 tons. The total production of all kinds of coal for the week was 462,399 tons, and for the year 12,139,824 tons, against 7,612,965 tons to corresponding time last year, showing an increase of 4,516,859 tons.

☞ A corps of engineers has commenced the survey of the Uniontown, Paducah and Southern railroad.

Journal of Railroad Law.

COMMON CARRIERS—BILL OF LADING—CONDITIONS AS TO DELIVERY.

The facts in the recent case of McEwen and another *vs.* The Jeffersonville, Madison and Indianapolis Railroad Company, (33 Ind., 368,) are fully and clearly stated in the following opinion by—

ELLIOT, J.—The contract of shipment, which is the basis of the complaint, is contained in the bill of lading, by which the appellee acknowledged the receipt of the flour from Jones & Co. and agreed to deliver it to Comstock & Co., at the regular station at Indianapolis, on payment of freight "*and presentation of duplicate hereof.*" The latter clause, which we have italicised, was inserted in the bill of lading by the appellee's agent, at the instance of Jones & Co. The reason for which was, as alleged in the complaint that Jones & Co. had previously contracted the flour to Comstock & Co., to be delivered on cars on the appellee's railroad, and to be paid for on the receipt of the bill of lading. Comstock & Co. had in the meantime become insolvent, and Jones & Co. did not intend that the flour should pass to their possession until it was paid for. This they intended to guard by the insertion of a clause in the bill of lading making it a condition to the delivery of the flour that Comstock & Co. should first present to the appellee the duplicate bill of lading. Jones & Co. did not forward the duplicate to Comstock & Co. but transferred it by endorsement, with a draft drawn on the latter for the price of the flour, which they negotiated with the appellants, by whom it, with the bill of lading attached, was forwarded to Indianapolis for collection. Comstock & Co. did not pay the draft on presentation and consequently the bill of lading was not delivered to them; and, therefore, they could not present it to the appellee; but the latter delivered the flour without its presentation.

Comstock & Co. were the consignees of the flour, and, in the absence of any condition being annexed to the delivery, would have been entitled to its possession on its arrival at Indianapolis, by paying the freight. The question, therefore, as to the sufficiency of the complaint depends upon the proper meaning and legal effect of the clause of the bill of lading, "and presentation of duplicate hereof."

It is contended by appellee's counsel that this clause in the bill of lading must be regarded as having been inserted for the benefit of the carrier as a means of identifying the consignees; the railroad company was responsible for the delivery of the flour to Comstock & Co. to the consignees; and that in delivering it to them without the presentation of the duplicate bill of lading, the only risk incurred was that of the proper identity of the persons named as consignees. No direct authority is cited in support of that proposition; but it is claimed that it stands upon the same footing as the other provision in the bill of lading, "upon payment of the freight," and it is insisted that it is settled by the authorities that this latter provision in bills of lading is always regarded as having been inserted for the benefit of the carrier, which he may disregard in the delivery of the goods to the consignee and look to the consignor for the freight. But this proposition is too broadly stated, and not sustained by the cases cited, In Collins & Timberlake *vs.* The Union Transportation Co., 10 Watts 384, the goods were shipped by E. and D. Gratz, commission and forwarding merchants, for Collins & Timberlake who were merchants in Lexington, Ky., and the owners of the goods which, were consigned to Hutchinson & Leslie a commission and forwarding house in Pittsburgh, and to be delivered to them "upon the payment of freights." The goods were carried by the Union Transportation Co. and delivered to Hutchinson & Leslie without the payment of the freight who forwarded them to Collins & Timberlake and they paid the freight to Hutchinson & Leslie. The latter became insolvent. The Union Transportation Co. then sued Collins & Timberlake for the freight and it was held that they were liable. It is said in the opinion of the Court "that the stipulation in a bill of lading, for delivery on payment of freight is introduced for the benefit of the consignor, or the party for whom the consignee is agent" and that "if the agent should be faithless, the loss should fall on those who trusted him, and they ought to bear it."

Barker *vs.* Havens, 17 Jons. 234, is also cited. In that case the owner of goods shipped them on the plaintiff's vessel to be carried from New York to Liverpool, to be delivered to C., the consignee, he paying freight, &c. The master delivered the goods to the consignee without receiving the freights, which the consignee subsequently refused to pay. The suit was brought against the consignor the owner of the goods, and he was held liable for the freight. But it was said by Spencer, Ch. J., who delivered the opinion of the Court, that he should be clearly of opinion "that if it appeared that the goods were not owned by the consignor and were not shipped on his account, and for his benefit, the carrier would not be entitled to call on the consignor for the freight." This, upon principle, would seem to be the proper rule in such cases. If the owner consigns the goods for his own benefit, to his agent, and the latter refuses to pay the freight though the carrier is not bound to deliver the goods to him until the freight is paid, still the owner of the goods should be liable. But if the consignee is the owner of the goods, and they are shipped for his benefit, it is his duty to pay the freight; and if it is so stipulated in the bill of lading the carrier must look to him alone for the freight.

Shepard *vs.* De Bernales, 13 East. 565 is cited in both the foregoing cases as a leading case on this subject, and accords with the opinion expressed above.

But the stipulation that the goods were to be delivered to Comstock & Co. upon the presentation of the duplicate bill of lading does not rest on the same foundation as that for the payment of freight. It is true that an unconditional consignment of goods to a consignee by name is *prima facie* evidence that he is the owner and entitled to the possession of them, but it is not conclusive, and in many cases the consignee is but the agent of the consignor and receives the goods for his benefit. It is the right of the shipper or consignor, in naming a consignee, to subject the delivery of the goods to him to any condition deemed proper by the consignor, and if upon the arrival of the goods at the place of destination, the consignee does not comply with the condition, the carrier may discharge his liability as such by storing the goods in a proper warehouse subject to the order of the shipper. In such a case the carrier is the agent of the shipper and his primary duty is "to observe the instructions of his principal, and when he disregards them he voluntarily assumes a responsibility by which he must content himself to abide." Johnson *vs.* N. Y. Cent. R. R. Co., 33 N. Y., 610.

In this case, the stipulation in the bill of lading that the flour should be delivered to Comstock & Co. upon the presentation by them of the duplicate bill of lading, was inserted at the instance of Jones & Co. for their benefit and protection. It constituted a condition to the delivery of the flour to Comstock & Co. that they should first present the duplicate bill of lading to the appellee, and without which the latter was not authorized to deliver the flour to them. The duplicate bill of lading was delivered to Jones & Co. by the agent of the appellee; it could not be in the possession of Comstock & Co. until it was delivered or transmitted to them by or through Jones & Co; and until it was received by them they were not authorized to receive the flour. By the contract of sale, Comstock & Co. were to pay for the flour on presentation of the duplicate bill of lading; and as they had become insolvent, care was taken to have the bill of lading with a draft for the price of the flour, presented to them before the arrival of the flour at Indianapolis. The draft was not paid, and the bill of lading was not, therefore, delivered to them; and if the appellee had observed the condition annexed to the delivery of the flour, the appellants as the assignees of Jones & Co. would have been protected from loss. The loss resulted from the wrongful delivery of the flour by the appellee, without requiring the production of the duplicate bill of lading. The delivery was in violation of the instruction of the consignor and the appellee must suffer the consequences.

But it is contended that under the contract between Jones & Co. and Comstock & Co. as stated in the complaint the right of property in the flour vested in Comstock & Co. as soon as it was placed on the appellee's cars at Columbus, and that they were therefore, entitled to its possession on its arrival at Indianapolis. We do not think so. Had the bill of lading stipulated for the delivery of the flour under the contract of sale to Comstock & Co. unconditionally, on its arrival at Indianapolis, the right of property would undoubtedly have vested in them, subject only to the right of Jones & Co. or their assigns of stoppage *intransitu* before delivery. But as between Jones & Co. the consignor and the carrier it was the privilege of the former to answer a condition to the shipment and delivery of the flour to Comstock & Co. by which the former would retain the control of the possession. It is conceded that if the shipment had been made subject to the order of Jones & Co. though intended to be applied to the contract with Comstock & Co. the latter could not have claimed possession without the order of Jones & Co; and we think that precisely the same result was effected by the stipulation that Comstock & Co. should present the duplicate bill of lading before receiving the flour and then withholding the bill of lading from them until the flour should be paid for. See Angell on Carriers, 424

§ 511. The discount of the draft by the appellants and the assignment and delivery to them of the duplicate bill of lading by Jones Co. amounted to a sale of the flour to the appellants in trust, to be delivered to Comstock & Co. if they paid for it on presentation of the draft and duplicate bill of lading, or in case they refused them to sell the flour and pay the draft.

It is claimed however that when Comstock and Co. accepted the draft, they were entitled to the possession of the flour. By the terms of the contract, as stated in the complaint the draft, if it be accompanied by the bill of lading, was payable on presentation, and Comstock & Co. were not entitled to three days of grace; and the error of the appellant's agent in allowing that time before protesting the draft for non-payment did not entitled Comstock & Co. to receive the flour without the duplicate bill of lading. The appellants were secure in their lien on the flour so long as they withheld from Comstock & Co. the duplicate bill of lading if the appellee had not violated the stipulation requiring the production of the duplicate before the delivery of the flour.

The third paragraph of the answer was manifestly bad. It admits, in effect, that the agent who signed the bill of lading was the appellee's station agent at Columbus, where the flour was shipped with authority to receive and forward freights which necessarily included the power to make and sign bills of lading and receipts for freights shipped at that point. It was the right of the shipper to name the consignee and annex such conditions as he deemed proper to the delivery to him of the goods shipped; and the fact that the agent was furnished blank bills of lading, which did not specify any condition to the delivery of goods shipped, would not limit the power of the agent in that respect.

Judgment reversed with costs and the case remanded with directions to the Circuit Court to overrule the demurrer to the complaint and sustain it to the third paragraph of the answer.

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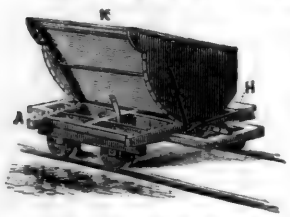
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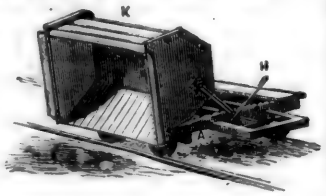


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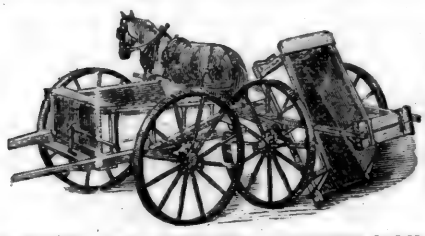
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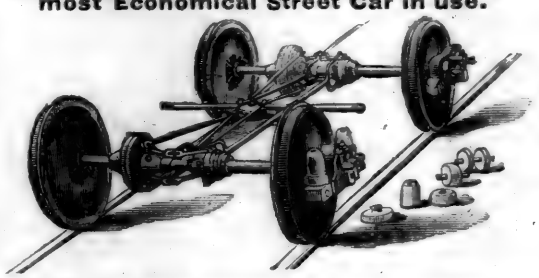
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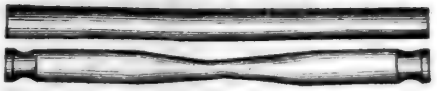
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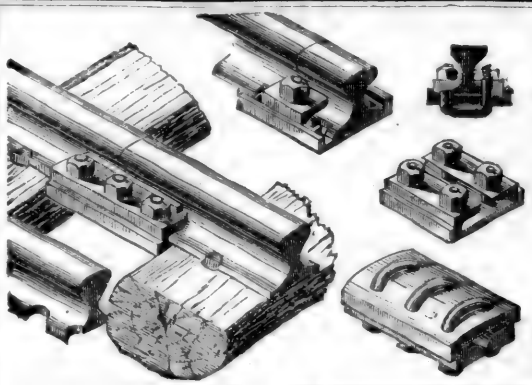
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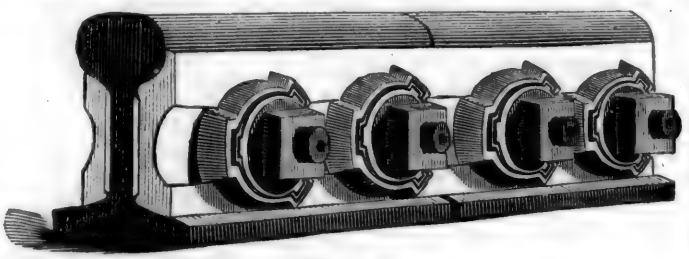
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

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American Railroad Journal.

New York, Saturday, August 17, 1872.

Illinois Central Railroad.

The statement of this Company for the month of July, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,366.21 for	$47,814 96
Acres Inter't Fund Lands Sold	..... for	.....
Acres Free Lands Sold	29.33 for	293 30
Total sales during the m'th of July, 1872	6,395.54 for	$48,108 26
To which add Town Lot Sales	..... for	200 00
Total of all	6,395.54 for	$48,308 26
Cash collected in July, 1872		$51,273 07

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$324,879 00	$68,421 00	$393,300 00
Passengers	111,382 65	37,572 70	148,955 35
Mails	6,375 00	3,059 33	9,434 33
Other sources	62,625 00	2,365 67	64,990 67
Tot'l July '72	$505,261 65	$111,418 70	$616,680 35
Total actual earn'gs, July, 1871	$618,012 88	$89,979 92	$707,992 80

INVESTMENT SECURITIES.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from U. S. tax to the holder, and are secured by a first and only mortgage on

1. The Railroad, its Right of Way, Franchise Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations without cost to the investor.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

The St. Joseph and Denver City Railroad.

As this important line of communication between the Atlantic and the Pacific Oceans approaches completion, it is interesting to consider its relations with the railroad system of the country, and its prospects as a means of opening, to settlement and trade, one of the most attractive regions of the Great West.

Already, in discussing this subject, we have pointed out the excellent position which this railroad will occupy with reference to inter-oceanic traffic. It connects by a direct line with the East, an important point on the Pacific Railroad, which cannot be otherwise reached except over a long and circuitous route, involving great delay and increased expense. It will be in this connection what the Hudson River Railroad is, as a means of communication between Albany and New York, as compared with the old Housatonic line, which took New Yorkers to Albany by way of Bridgeport, in Connecticut. No sooner, was the former built than the latter was entirely superseded. There can be no doubt that the St. Joseph and Denver City Railroad will hold equal rank with the Hudson River Railroad as a means of direct communication between the great systems of railroad lying on the Atlantic and Pacific slopes of the Rocky Mountains.

Another fact which tends to assure the permanent prosperity of the St. Joseph and Denver City Railroad, is the exceeding fertility of the soil and the salubrity of the climate, in the region through which it is built. And what is more, it is almost the only region which invites the immigration of an agricultural population between the degrees of longitude which mark its Eastern and Western termini. "Westward the star of Empire takes it way," and all efforts to divert immigration to the North or the South of the middle parallels, are attended with but indifferent success. It has always been so from the time of the incursion of the Huns under Atila into Europe till the present time, and it always will be so. People, in their migrations, have pretty uniformly followed the parallel of latitude under which they have been accustomed to live. In the early settlement of this country, we find the English, the Dutch and the Swedes stretched along the Atlantic Coast,

north of the Savannah River, while the Spaniards, who were the other great colonizing people of that time, were found in Florida, Mexico and the West Indies. Thus, from the very nature of things—the instinct, so to speak, which oftens controls the action of even reasonable beings—the line of the St. Joseph and Denver City Railroad must attract a large and steady flow of population. As regards nearness to markets, it is quite as favorably situated as the greater part of Iowa and Minnesota; while as regards home and near-by demand, its location is unrivalled. It will naturally be called upon to furnish large quantities of food to the receiving districts, which are not distant from the Western terminus of the road.

In the progress of the Railroad towards completion, the lands granted by Congress in its aid appreciate rapidly in value, and contribute in a corresponding ratio to the security upon which its issue of bonds is based. All railroads constructed as this has been, and under similar auspices, have proved to be property of the most substantial value. But in favor of this road, there is one favorable circumstance which may be credited to its good fortune. The value of the rails as laid down, and of the rolling stock, has nearly doubled since their purchase. In the advanced cost of iron we have not only an increase in the value of the road above its cost, but a check upon the construction of any competing lines—thus operating in a double sense in its favor.

The St. Joseph and Denver City Railroad is 300 miles long. Its route has presented but few engineering difficulties, and it has been well built at a very moderate cost. Its bonds are issued at 8 per cent. as were those of many other railroads which would now have no difficulty in borrowing all that was needed at 6 per cent. Other roads, constructed under similar circumstances but a few years ago, are now in excellent credit. The St. Joseph and Denver City Railroad ought, in reality to borrow at seven per cent., but as eight per cent. seems to have been adopted as the current rate, the directors, with a liberal spirit, decided not to depart from it. These bonds, to a comparatively small amount, are now on the market to complete the equipment of the road, and meet some floating obligations, such as naturally arise in finishing any great work. When the road shall be fully in operation, its earnings and the sale of its lands will provide for all calls upon the treasurer of the company, including the means to pay the interest on its bonds. Other roads, less favorably situated, have by these means, nearly paid for their construction in a few years; and there is no reason to doubt that perfect success will attend the present undertaking.

Illinois and St. Louis Bridge.

Those not familiar with bridge work are unable to appreciate the progress daily being made on the great Illinois and St. Louis Bridge, which, before our public are hardly aware of it, will span the mighty Mississippi, and not only connect two great States, but give an impetus to the pursuits of the commerce of the nation. Those passing any portion of the bridge work look with wonderful eyes at the labor already performed, yet few of them can comprehend the magnitude of the undertaking. When completed, we shall not only have one of the largest, but one of the finest bridges in the world. From the west abutment, on the levee, to Third street, at the tunnel entrance, the superstructure is ready for the track, and the upper roadway is in course of construction, the planks for which are being sawed on the spot by a portable saw mill. The planks are fitted together by dowels, an ingenious method having been devised by Mr. Kattle for drilling the holes and cutting the pins with the same machinery which cuts the planks in the saw mill. The west pier is completed, and the workmen have all been withdrawn from it, being transferred to the east pier, upon which there are now about a hundred men employed. The east pier will be up to its full height in about three weeks. On the Illinois side there are some four hundred men employed on the bridge work. The whole superstructure will be finished in less than two months. There have been delivered in Pittsburg, up to July 25, by the Butcher Steel Company, of Philadelphia, 3,231,128 pounds of cast steel, which material the Keystone Bridge Company of that city works into its various shapes, ready to be fitted and put up. Besides this quantity of steel, there have been manufactured in Pittsburgh, 1,808,139 pounds of wrought iron, mostly in bars and round iron. In addition to this, forty-eight ponderous skewbacks, each weighing over three tons, have been forged in solid mass and delivered in Pittsburgh. They were manufactured by establishments in New York, Pennsylvania and Connecticut. Of cast iron, over 5,000,000 pounds are now in the bridge works, all manufactured by our home foundries. Of the 1,000 tubes which comprise the arches, there are 287 finished, over two-thirds of the material for the balance is on hand in the Keystone Bridge Company's works, which are employed day and night turning them into shape. The other material is correspondingly advanced. The first big skewback, with the tube properly attached, was shipped on the 30th from Pittsburgh for St. Louis, and it will be put in position as soon as it arrives.—*St. Louis Globe, Aug.* 13.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1871 and 1872, have been as follows:

	1871.	1872.
From passengers	$1,738,181 38	$1,687,253 49
" freight	3,072,557 58	3,379,625 54
" mails	48,283 82	48,865 56
" miscellaneous	119,047 37	197,326 44
	$4,978,070 15	$5,313,074 03
Expenses, viz:		
Repairs of road	$852,506 87	$570,045 77
" buildings	158,777 35	215,095 19
" locomotives	271,562 76	278,102 72
" cars	413,403 56	603,387 53
Locomotive service	172,482 06	212,956 99
Train "	190,304 24	222,209 28
Station "	709,372 87	728,175 14
Fuel	471,731 25	569,808 78
Oil and waste	64,362 18	81,202 22
Stationery, etc	37,544 47	41,174 87
Local taxes	82,724 27	48,087 62
Telegraph	38,585 11	65,778 82
Miscellaneous	74,847 46	88,323 73
	$3,538,204 45	$3,719,348 67
Net earnings	$1,439,865 70	$1,593,725 36

Compared with the previous year the gross earnings show an increase of $335,003 88, with an increase in expenses of $181,144 22—making the increase in net earnings $153,859 66.

The earnings from passengers show a decrease of $50,924 89 and the earnings from freight, an increase of $307,067 96, with an increase in mails and miscellaneous of $78,860 81.

Passenger earnings per mile were $5,941 04, freight, $11,900 09, miscellaneous, $866 87—total $18,708, an increase compared with the previous year of $1,179 60.

The expenses of operating the road (not including taxes) were $3,653,574 85, or 68.80 per cent. In 1871, they were 69.41 per cent., in 1870, 61.6 per cent., in 1869, 59 per cent., in 1868, 48.38, and in 1867, 62.81. The expenses, including taxes, the past year were 70 per cent., against 70.3 per cent. in 1871, 64.3 per cent. in 1870, 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

	1871.	1872.
Passengers	$1,912,278 07	$2 114,066 44
Freight	3,329,680 70	4,046,198 76
Miscellaneous	178,214 62	281,147 36
	$5,420,123 39	$6,441,412 56
Operating expenses	$3,774,850 51	$4,377,614 39
Taxes	86,160 84	70,189 07
	$3,861,011 35	$4,447,803 46
Net earnings	$1,559,112 04	$1,993,609 10

The ratio of expenses to earnings in 1872 is 70.64, against 71.11 in 1871; exclusive of taxes, 67.96 in 1872, against 69.98 in 1871, The President in his report says:

Since last year, and for a period of nine months, the earnings of the Jackson, Lansing and Saginaw Road have been added to the revenues of this company. The operating expenses of this road have also been included in the above statement of expenses.

The gross earnings of all the lines operated by the company have been in excess of those of last year by	$1,021,289 17
It will be seen that the gross expenses have been in excess of those of last year by	602,763 88
Leaving the net earnings in excess of those of last year	$418,525 29

This, however, does not indicate so much increased prosperity, because it arises largely from adding the revenues of the Jackson, Lansing and Saginaw, leased during the past year, to the other revenues of the company.

The earnings of the company have somewhat more than maintained themselves, and in the circumstances perhaps would be deemed satisfactory.

The amount, however, might have been so very much larger, but for the causes hereinafter stated, that it is very evident that the further and very large expenditures now making for double track and other additions to the ability of the road to meet the wants of business, have been delayed even longer than was required by the real interests of the road.

The statements made in the reports for several years past show, that while the earnings of the Main Line have been steadily increasing until limited by the ability of the road to meet the demands of traffic, the relative expenses of operation have been still more rapidly increasing, and the net earnings have been relatively less. Several causes have contributed to this result, some of which are temporary, but the more important of which arises from the fact, simply, that the increase of business has been so rapid that our improvements have not kept pace with it.

Station grounds at Chicago and Detroit, which were ample for the business five years ago, have been, the last two years, far too small. Machine shops and car-repairing shops, adequate then, have become totally unequal to the task imposed upon them now. Then, a single track did the business with ease, while now, with twice as many trains as then, it has, at times, and for long times, been impossible to get over it with despatch. Then, iron could still profitably be used for rails; now, and with such business, and especially with such a winter as the last, they must be

renewed by far too often, to say nothing of the impossibility of maintaining an even and smooth track.

All these causes have been contributing to the increased operating expenses, until they amount to quite seventy per cent. of the gross business, while, with proper improvements, they should not exceed, at the outside, sixty.

It will, perhaps, be well to look a little to the past history and progress of the business, both that we may judge of the future, and also because it may perhaps show why all the appointments of the road are not equal to the exigencies of the past year or two.

In 1858 the company owned ninety-eight locomotives, and most of them were small and light, such as were adapted to the business of the road from 1846 to that date. From that date the increase of business for the next ten years had not been sufficient to render it necessary to add a single locomotive to the power.

The number of freight cars of all kinds, in 1858, was 979, and there had been an increase of these of only fifty a year, upon an average, there having been upon the road, in 1868, in all, 1,452 freight cars, of which 103 were Blue Line cars, that line then having been just formed, and making a most important era in the history of the road.

The gross earnings were as follows for the several years stated :—

1858	$2,428,757 52
1859	1,838,129 69
1860	1,832,944 86
1861	2,058,052 61
During the war and up to 1867, they had increased to	4,325,490 51

Up to that time both the power and equipment were adequate to the business, and it was not till 1870 that the traffic began to exceed the fair and reasonable means of doing it.

The number of tons of freight of all kinds moved upon the road in 1859 was 235,123. This had gradually increased in eight years to 578,177 tons. The gross tonnage for the past year has been 1,238,318 tons, being considerably more than twice as much as it was five years since, and three times that of 1862.

There is no reason to doubt that had the road been able to meet the demands of business during the past year, the increase of tonnage would have been larger than in any preceding one.

It was not easy, when the power of the road had been so long stationary, and yet equal to the traffic, to realize that it should be fully doubled in two or three years, and that in all other respects its ability, though it had already been greatly enlarged, should fall so far short.

The vast extension of railroads, west of Chicago especially, and the rapid settlement and developement of great extent of country through which they run, and the consequent multiplication of all kinds of business since the restoration of peace, presents a spectacle of progress perhaps unequalled at any time in the history of the country.

The result has been that during the past year, all the avenues eastward of Chicago have been unequal to the task required of them, though the Michigan Central Road has perhaps the most suffered by reason of it. There were, however, causes peculiar to the Michigan Central which added much to its embarrassment.

The Chicago fire not only destroyed all our buildings at Chicago, and all our means of handling freight there under cover for a considerable time, but created a demand for brick, lumber and other building material theretofore wholly unprecedented, and while totally unable to do the usual business of the road there, a very large traffic in those coarse articles was thrown upon it from roads connecting with it and running into the northern part of the state of Michigan. The difficulty of doing business at Chicago being so great that the cars for ordinary merchandise could not be handled there with any despatch, they were stored upon side tracks east of Chicago until they could, as their turn came, be taken in and unloaded and perhaps reloaded for their return. Adding to this the traffic, which was very large, in lumber and brick and other building material, and all the side tracks of the road for the west half of it were filled with loaded freight cars. It will be readily seen that the difficulty of doing business was very great, as well as the expense also. From 500 to 800 cars were, on the average, for the winter, waiting for entrance to Chicago.

This, however, does not comprise all the difficulties which have beset the business of the road during the year. The winter has been one of extraordinary severity and duration. The ice in the Detroit River has been so solid that for two periods, of about a month in all, it has been impracticable to send the freight across it, while it has been done with great difficulty during a period of nearly four months. During the cold weather, therefore, our east-bound cars as well as our west-bound have accumulated at Detroit on both sides of the river awaiting passage. At two periods, of about a fortnight each, this accumulation of loaded cars, going east, on the Michigan Central Road, stored upon its side tracks thus waiting, has run up to 1,100 and 1 200 cars. These difficulties, both at the west and the east end of the road, have been such as no human foresight could have fully obviated. The board would, however, be glad if they had ended with the approach of spring.

The Great Western Railroad Company owns the ferry across the river and undertakes to do the business there. The great increase of tonnage has swollen the traffic to such a volume, that the boats have been unable to take it across, and since the ice passed out of the river there have been, most of the time, accumulations of loaded cars on the side track at and near Detroit, sometimes amounting to upwards of 500. This it has been totally out of the power of the officers of the company to prevent or obviate. The new boat of the Great Western Company, which should have been done during the winter, will probably soon remedy this difficulty.

If to all these causes the effect of the severe cold of a very long winter, and of the heavy traffic, in spite of all these difficulties, upon the iron rail of a single track, and of its consequently worn and rough condition upon machinery, be taken into consideration, stockholders will perhaps appreciate the position of their road and its difficulties during the last six months. So rapidly did iron give way, that even during the intense coal weather, from December to March inclusive, there have been removed and replaced thirty-five miles of rail, which were in good condition when the winter set in, and much of the rail not removed was much injured.

For several years the station grounds at Chicago have been becoming more and more inadequate to the business, and though suffering greatly for want of room it has been impossible to obtain it. At times it has seemed as if the present terminus there must be abandoned. The fire at Chicago, so destructive in other respects, has relieved the company of this difficulty, to a great extent at least, and it is now believed that all the necessary grounds can be obtained for freight purposes. Already, by means of some additional ground purchased, the accommodations for handling freight have been increased nearly threefold—enough certainly to afford very great relief and save the large expenses of double forces at work every day and night of the week, as has been the case heretofore. At Detroit also the station grounds have been much enlarged. Though not all they should be, yet great progress has been made towards making them such. It is believed that at both ends of the road there will soon be provided ample room for all the necessities of business.

Upwards of a year ago, ample grounds were purchased at Jackson, for a site for machine shops. The distance from Detroit is seventy-six miles. At that place the Air Line and Main line, the Grand River Valley, and Jackson, Lansing and Saginaw roads come together, making it by much the most convenient place for the shops for repairs of machinery.

They were commenced last year on a scale commensurate with the necessities of the case, and some portion of them are about ready for use. The relief in the machine shops of the road will at once be felt, and when they are fully ready they will contribute very greatly to the economy of keeping the power of the company in good condition.

It will be necessary, also, to provide elsewhere than upon the station grounds at Detroit, shops for the building and repair of cars, and measures have been taken also for an early accomplishment of this object. With adequate and convenient machine and car shops, the saving in the two departments will be a very large sum annually. These two improvements have long been felt to be expedient. They had at last become an imperative necessity.

The power of the company had been increased last year, or rather, before the fall of 1871, very largely, by disposing of the small, light engines, and replacing them with new and powerful ones, and by adding to the number. The total number of engines now upon the road is 162, and contracts were made in the fall for 30 more, which are now arriving, making 102 which will soon be in use.

The number of freight cars of all kinds has already been increased to 3,062, an increase of 1,135 since the last report, and are to be made adequate in number to supply the demand this season.

There have been laid in the main track ninety-five miles of steel rails, most of it during the past year. There were laid also during the last year twenty-three miles of siding.

The board has been slow to give perfect confidence to the steel rails, and has adopted them later than has been expedient probably for the interests of the company. Having, however, become fully convinced of their necessity by the rapid failure of the iron, the rail is being renewed wholly with steel, and within a short time the track will be all of that material. During the year the entire distance from Detroit to Jackson, and from Niles to the connection of the track of this company with that of the Illinois Central road will be laid wholly with steel rail.

The double track for the road is now in rapid progress from Ypsilanti into Detroit, thirty miles, and from Niles to Lake Station, fifty-eight miles. The business from the West comes upon the main line of the road at Chicago, and at Lake Station, from Joliet in Illinois. At that point over the Joliet branch, the Michigan Central road connects with the Alton and St. Louis, and the Chicago and Rock Island Railroads. From that station, and from others on the branch, this company receives a large amount of business. At Lake Station, this traffic and that from Chicago come together and pass upon one track to Niles, making that portion of the road bear perhaps as heavy a burden as any part of the line. Hence the necessity for a double track there as early as anywhere.

From Niles to Jackson by means of the Air Line the track is double, and with the double track from Ypsilanti to Detroit also laid, there will remain less than fifty miles between the former place and Jackson to be laid another year, when the entire line will be double track. All the rails to be laid this year, both in the old and new track, are to be steel. To accomplish this, contracts were made during the last season and winter for 14,000 tons of steel rails, by authority of the board, which are now arriving in Michigan.

It is believed that these improvements in the track, and with the enlarged grounds, both at Chicago and Detroit, and ample means of repairing both cars and machinery with economy, it is not unreasonable to expect that the expenses of operation may be reduced to sixty per cent. of the gross earnings, while they themselves will also be very largely increased.

The chief causes which have limited the earnings and swollen the expenses, have been suffi-

ciently set out above. There is one, however somewhat remarkable, where an increased business has actually both diminished earnings and also added to the expenses. Allusion has been made to the quantity of building materials seeking Chicago during the winter. A large quantity of this came from the Chicago and Michigan Lake Shore road. The haulage on the Michigan Central was only sixty-six miles. It could not be thrown off the road, and the haulage is so short that a price adequate to the inconvenience of the business at that time and under the circumstances, could not be charged for it. It contributed to intensify the difficulties of the winter, and though with a double track and means of doing it this traffic will be valuable, yet while the difficulties lasted this particular traffic stood in the way of the long business, and enhanced the cost of doing it also. The passenger business, however, from that road constituted a tolerably satisfactory compensation. The aggregate business furnished by that road to this company the past year has been considerably more than $100,000.

With regard to another cause of limited earnings, we quote language found in the last report of the Lake Shore and Michigan Southern Company:—

"During the last six months of 1871, a ruinous competition existed on westward-bound freights, between the trunk lines (the Pennsylvania Railroad, the Erie Railway and the New York Central and Hudson River Railroad), in the course of which the prices of freight transportation were reduced to a point almost without precedent. By the arrangements between this company and the seaboard trunk lines the rates on west-bound freights are made by the latter. This company, from its relation to the several trunk lines, was compelled to submit to a most extraordinary reduction of rates, or to abandon the traffic. The first alternative was accepted as a matter of sound policy in the interests of the stockholders of this company. We have reason to hope that better counsels will prevail, and that our eastward trunk line connections will hereafter be slow to renew the warfare which worked such disastrous results to them, as well as ourselves in 1871."

This language is as applicable to our roads as to theirs, with the exception of the statement of that company that it has reason to hope that better counsel may prevail, and that the warfare may not hastily be renewed.

That warfare, in one form or another, seems to become chronic between those companies, and we have little hope of increased wisdom on that question. In our last annual report, we believe, we intimated that a warfare of the same nature, which continued about the same time the year before, was not likely to occur again. During the last year it was still more ruinous than the year before, destroying totally the whole value of west-bound business for six months of the best business season of the year.

It is not possible, as yet, to state the losses which the company sustained by the Chicago fire. The passenger and freight houses with all the freight in store were lost. The building in which were the offices of this company, and those of the Chicago, Burlington and Quincy Railroad Company, a building of considerable value, and other buildings, the property of the company, were destroyed.

All the property of the company burned, and for which it was liable, was worth probably, two hundred and fifty thousand dollars.

Fortunately, by the great exertions of the superintendent and freight agent, the ticket agent, and the untiring labor of condnctors Harris and Dickerson, several hundred cars of this company, both freight and passenger, and many of the freight cars loaded, were removed out of the city, and all saved with the exception of one car, on the last train moved, which, having taken fire, was cut off and sent back to save the others of the train. The amount of property thus saved was very large.

In some cases, where the company was liable as common carriers for merchandise burned, the loss has been made good by the company. For all property burned in the warehouses in transit from New York and Boston through Chicago, or for Chicago, it is not thought that the company is liable. For many years it has not made a transportation contract, from those cities west, nor has the Blue Line in its interest, which did not contain a special contract exempting the company from all loss of property destroyed in its warehouses by fire.

During the last year there has been built a railroad from Jonesville, on the Lake Shore and Michigan Southern Road, with the aid of that company, to Albion on the line of the Michigan Central Road, which is to be, during the season, extended northward to Lansing. Another road has been graded from Coldwater, on the line of the same road, to cross both the Air and Main lines of your road, and touching the main line at or near Battle Creek, and running thence northwest in the direction of Muskegon. It is understood that a branch of this latter road will be built to Marshall. This road is understood to be in the interest of and promoted by the Pennsylvania Central Company. It connects with its system of roads at Mansfield, Ohio, running thence to Coldwater, in this State; thence crossing the L. S. and M. S. Road, and thence north-west across the lines of this company.

How much these and other projected roads may affect the property of this company, cannot now be determined. As a general remark it may be stated that the rapid multiplication of railroads and the intense competition created thereby, is affecting seriously the value of the entire railroad property of the country.

Stockholders cannot expect the roads and property of this company to entirely escape the consequences of the general progress of these improvements. To some extent it has endeavored to preoccupy the ground and preserve to itself the territory from which it drew its support, and to bring the business of more distant territory upon its lines, instead of allowing it to cross it and go upon the lines of other companies. These efforts have been defensive rather than aggressive in all instances created by the movements of other companies.

All these efforts to preserve or to acquire business by the various railroads have intensified competition, not only for through, but for almost all local business, and resulted in a general decline of prices, until railroads are compelled to do twice or thrice the business for nearly the same money they earned a very short time since.

The result is the large necessary expenditure on capital account already made and making, to enlarge the capacity of all the great avenues between the West and the seaboard. In the case of this company, the tracks must be doubled and made the most perfect possible, power and rolling stock multiplied, and everything fitted to move the largest possible volume of business at the least possible cost, and the reliance of the stockholders must be upon small profits on a large business, instead of the reverse, as heretofore. And with the capacity and ability of the road made equal to any demand upon it, there seems good ground to hope for a future prosperity which may be equal to the past.

The improvements in the connecting line through Canada are very important, also, to the continued prosperity of your road. It is probable that the new track or Loop Line of the Great Western, our most natural eastern connection to Buffalo, and the bridge across the Niagara will be completed before the coming winter, and that by that time also the Grand Trunk from Detroit to Buffalo will be reduced from the wide to the narrow gauge. These improvements will give a triple outlet east, with full connections with the Erie as well as the New York Central Road. These improvements, with the tunnel under the Detroit River, when completed, will make the North Shore route as complete and as able successfully to compete for all classes of business at all points, as it will be possible to make it,

The funded debt charged upon the company is as follows:

On the Michigan Central Company's main line	$3,233,988 89
Less amount in the sniking fund	1,560,214 82
Net bonded debt	$1,673,774 07
The capital stock now stands at	$17,987,048 00
The bonded debt is	3,233,988 89
Total	$21,221,036 89

The capital stock has been increased to meet the payments for the improvements and expenditures heretofore made, to the extent of $3,321,200.

It has been deemed prudent and safe by the board to acquire the control and assume the management of the Jackson, Lansing and Saginaw Railroad which has been done by means of an agreement with the company owning that road, for working it. By the terms of the contract this company agree to pay the interest upon and guaranty the debt of that company, not to exceed in any event $18,000 per mile of completed road, and also to pay as rent $50,000 the first year, $60,000 the second, and $70,000 thereafter. While this company has been aiding in the construction of that road it has become the owner of some more than one-third of the capital stock of that company, which stands now at about the sum of two millions. The one-third of the rent above named is, therefore by agreement, deducted from the payments which are made semi-annually.

On the first day of May the company made a trust deed upon its main line from Detroit to Chicago, including all station grounds at both places, acquired and to be acquired, to the Farmers' Loan and Trust company, for an amount not to exceed ten millions of dollars in all. Of this amount there has been issued and sold $4,000,000, which it is believed will cover all the cost of improvements to be made this year, and also pay the bonds of the company falling due July 1, 1872, being $500,000. A portion of the proposed issue, and enough to pay all the outstanding bonds secured by prior mortgages, is reserved for that purpose. In addition to the debt upon the main line, there are outstanding bonds secured upon the branches, as follows:—

Bonds secured on the Air Line from Jackson to Niles	$1,900,000 00
Bonds on Kalamazoo and South Haven Road	710,000 00
Bonds on Joliet Branch	800,000 00
Grand River Valley Road	1,500,000 00
Jackson, Lansing and Saginaw	2,935,000 00

The proceeds of bonds issued and sold under the ten million mortgage are to be expended in the improvements required during the year. The issue of bonds on the Jackson, Lansing and Saginaw Road from time to time, as the road is extended, cannot exceed $18,000 per mile of completed road.

There has been expended for construction during the year, the large sum of	$2,380,731 41

Among the items for which this has been paid paid are—

Lands at Chicago and Detroit	$70,668 50
Locomotives	292,090 18
Passenger cars	104,163 01
Freight, baggage and second-class cars	960,607 09

The total number of passengers carried during the year was 774,349, of whom 140,679 were through, and 633,670 way. Total number of tons of freight moved, 1,238,813.

The company have 148 locomotives. Miles run by locomotives with passenger trains, 940,230; with freight trains, 1,482,984; working trains, 207,686; switching trains, 671,678—total, 3,802,478.

The cars are classified as follows: 64 day coaches, 7 Pullman Sleeping cars, 25 second class

and emigrant, 30 baggage and mail, 69 caboose, 408 stock, 1,281 merchandise, 468 Blue Line, 21 refrigerator, and 815 platform.

INCOME ACCOUNT.

Balance from previous year		$894,521 09
Receipts of road from June 1, 1871, to June 1, 1872		5,528,305 97
		$6,422,827 06
Dividend 5 per cent. July 5, 1871	$733 285 00	
" " Jan. 8, 1872	767,770 00	
U. S. Gov. tax on dividends, etc	37,578 58	
Expenses, including local taxes	3,719,348 67	
Interest and exchange accounts	264,954 86	
Balance to new account	899,889 95	
		$6,422,827 06

GENERAL ACCOUNT.

Construction account		$19,105,599 51
Cash on hand and loaned on call		898,230 82
Materials on hand		633,010 12
Balance of account of C. F. Livermore General Receiver :—		
Sundry accounts	$567,051 02	
Cash	11,932 03	
		578,983 05
Balance of account of Jas. F. Joy, President		2,395 37
Joliet and Northern Indiana R. R. stock		168,225 00
Chicago land account		168,293 67
Jackson land account		23,911 31
Jackson, Lansing and Saginaw R. R. Co., advance account		273,580 22
Sundry accounts		158,578 47
Grand River Valley Railroad Co		706,938 37
Michigan Air Line Railroad Co		2,144,457 31
Kalamazoo and So. Haven R.R.Co.		33,203 99
Michigan Air Line construct'n acc't		490,454 22
Joliet and Northern Indiana Railroad construction account		9,004 36
Kalamazoo and So. Haven Railroad construction account		51,459 30
Jackson, Lansing and Saginaw Railroad construction account		110,714 11
		$25,557,039 20
Capital stock		$17,987,048 00
Bond Accounts, viz :—		
6 per cent. sterling, 1st mort., payable July 1, 1872	$467,488 89	
8 per cent. currency, 1st mort., payable Oct. 1, 1882	558,000 00	
Sinking fund 8 per ct. currency, payable Oct. 1, 1882	676,000 00	
Sinking fund, 8 per ct. currency, 1st mortgage, payable Oct. 1, 1882	1,532,500 00	
		3,233,988 89
8 per cent. bonds, (Air Line mortgage,) payable January 1, 1890.		1,900,000 00
Bills payable		381,992 75
Unpaid dividends		2,055 00
U. S. Government 2½ per cent. tax.		2,846 28
Unpaid interest Jackson, Lansing and Saginaw Railroad		73,968 33
Proceeds of 7 per cent. bonds of 1902, part of $4,000,000		1,075,250 00
Income account		899,889 95
		$25,557,039 20

President.—JAMES F. JOY.

Vice President.—NATHANIEL THAYER.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.

Treasurer.—ISAAC LIVERMORE.

Superintendent.—H. E. SARGENT.

Auditor.—WILLIAM BOOTT.

The National Railway.

The Philadelphia *Evening Bulletin* vigorously attacks the scheme (of which the famous Stanhope railroad charter which passed the New Jersey Legislature last session is a part) for a new air-line railroad from New York to Philadelphia. It makes the following assertions:

After a sleep of nearly eight years, the charter of the Attleborough or National Railway Company, to construct a railway some twenty miles long, is suddenly aroused to build a magnificent line of railway—one hundred feet wide right of way—with double tracks of steel, and all other modern conveniences, between Philadelphia and New York. With an authorized capital of only three thousand shares, or one hundred and fifty thousand dollars, it might well plead inability to undertake the tremendous task, but the master-minds who controlled the little bantling knew the capacity and outcome of 'the thing,' and on the 17th day of Sept., 1869, solemnly convened in stockholders' meeting, and so solemnly voted to increase the said shares to two hundred thousand, or ten millions of dollars, of which one hundred thousand shares, or five millions of dollars were to be common stock, and one hundred thousand shares, or five millions of dollars, were to be prefered stock. On the next day an agreement was signed, sealed and delivered, by which Henry M. Hamilton, of Bloomfield, Essex county, New Jersey, was the fortunate owner of five millions of dollars worth of the full paid common capital stock of the National Railway Company for the paltry considerations of the New Jersey charters named in the agreement, viz., five thousand shares of the capital stock of the Hamilton Land Improvement Company, being all the stock of the said company, and eleven hundred and fifty-eight shares of the capital stock of the Peapack and Plainfield Railroad Company, being a majority of the capital stock of the said company. More than this Mr. Hamilton not only obtained thereby the entire and at the time only issue of stock in existence, but as such sole owner was, as a matter of course, again the absolute possessor and controller of the identical New Jersey charters, upon which he had realized five millions of stock, and of the National Railway Company also. The agreement of subscription to the stock promises a dividend of ten per cent. before any dividend shall be paid to the common stock, notwithstanding the supplement of 1868 to the Attleborough Railroad Company, which authorized the issue of preferred stock, expressly prohibits a greater rate of dividend than seven per cent. until the dividends on the common stock shall amount to an equal sum.

Of the ten millions of dollars capital stock, five million dollars at the very least do not represent a dollar of money paid in to the company; the remaining five millions in preferred stock have been subscribed for, but to a small amount, and while a few of these subscribers have paid the installments as called for, many others, and the largest, have utterly repudiated theirs, and refuse to pay. To collect these by process of law the company has not yet dared to undertake.

The charter of the Trenton and Millstone Company is absolutely void: the charter of the Hamilton Land and Improvement Company was either not in the possession of Henry M. Hamilton when he sold it for common stock of the National Railway Company, or it was subsequently sold for a large sum in cash to another party, who now controls it. The published letters of the Governor and Speaker of the Senate of New Jersey show that the charter of the Stanhope Railroad Company—a new acquisition—is not the charter which passed the Legislature of New Jersey and was signed by the Governor.

☞ The earnings of the European and North American Railway for July, 1872, were $33,920 11, against $29,165 54 in July, 1871, and $22,921 54 in July, 1870.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 Per Cent.
SINKING FUND
GOLD BONDS,
FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 Miles, Indianapolis, Ind., to Decatur, Ill.

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

$1,300,000 in cash already expended on the road, and $1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of $700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, $1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO.,
14 Wall-st.

☞ The Intercolonial Railway will receive tenders until the 24th inst., at the office of the Engineer in St. John, N. B., for the construction of a branch line of railway, from a point near the Station House at Dorchester to Memramcook River, near Dorchester Island, a distance of about ¼ mile. Also, for the construction of a Railway Wharf on the Memramcook River, near Dorchester Island, at the terminus of the Dorchester Branch Railway.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394.176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,448	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355.270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322.638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	251,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,044	440,457	435,192	482,987	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.668	2.811,544
1864	273,876	317,839	390,355	421,363	466.830	565.145	480,710	519.306	669.605	729.759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747.942	702,691	767.508	946,707	932,683	754.671	547.842	7.976.490
1866	523,566	399,917	523,845	537,519	858.943	925,983	808.524	797.475	1,000.086	1,200.216	1,010,892	712.359	9.299,430
1867	696,147	574.664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1.541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076.674	1,251,940	1,507.479	1.570,067	1,107.084	1,001,987	13,385,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251.951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13.355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6,329.447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747.469	739,736	641.589	643,887	518,088	7,181.208
1866	603,053	505,266	505,405	411,605	569.250	567.679	480.626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738.530	823,901	727,810	613.329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	908,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707.992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106.594	114,716	121,217	142,823	132.387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119.650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413,501	476.661	490.694	447,670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429.161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398.993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392.942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363.187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791.014	529,758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	580,432	.....	488,348	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269.444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239.139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253.925	247,262	305 454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279.647	284,729	282,939	240,135	234.633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254.896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.967	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,590	243,650	222,263	189,241	211,352	248,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,703	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	264,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125.635	754.551	1,032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923.283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.083 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	436.990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864.637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314.472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904.834	499,463	630,680	1,232,903	1,454,026	1,294.621	1,235,366	1,476,405	828,447	11,316,904
1870	479.872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,418,643	1,423.278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166.015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	199,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172 347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,786	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,508	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,580	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,252,343
1870	312,133	293,645	295,278	318,699	340,892	348,632	322,756	466.431	508,042	451,296	425,687	386,254	4,469,763
1871	365.174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	623,560	617,585	758,467	999,665	837,383	716,829	5,709,183
1870	528,629	507 150	539,238	706,603	802,586	746,450	643.053	664 051	728.521	719,698	570.168	405,053	7.654,094
1871	479.573	373,925	499,590	584.640	724.466	728,174	673,693	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	535,110	565,864	699,430	890,442	835,459	.....	.....	.....	.....	.....	.....	.....

United States Rolling Stock Company.

To the Shareholders of the United States Rolling Stock Company:

In submitting the first Semi-annual Report of the affairs of this Company, I have to congratulate the Shareholders upon the promising aspect of their affairs. Circumstances beyond the control of the Board of Managers have, it is true, delayed the operations of the Company beyond the period anticipated for their commencement, and have thereby prevented the investment of any large part of its capital or the accumulation of any large amount of income during the half year just past; but the obstacles have all been of a merely temporary character, and the permanent success of the Company seems well assured.

The most serious delay was suffered from the numerous prior engagements of the leading car works of the United States, which prevented this Company from making contracts for early delivery unless at extravagant figures, or with inferior builders. The policy adopted by the Board was not to force their contracts, but to be ready with large orders to first class car works whenever the latter were in a position to accept them. Under this system the Company has succeeded in contracting, on the most favorable terms, for stock amounting at contract prices to $4,960,366 60—none of which could be duplicated to-day at a less advance than an average of ten per cent. The prices of locomotives have advanced no less than thirty per cent. between the earliest contracts and the later ones, and a further material advance has taken place since.

Not only was the Company unavoidably delayed in making its contracts, but the builders themselves were, in many instances, unable to comply with the dates of delivery agreed upon, owing to the unprecedented fluctuations in the labor market, and the long continued strikes and other disturbances. An additional element of delay was introduced by the uncertainty as to the time of adopting the narrow gauge on the Atlantic and Great Western Railroad, for which the major part of our rolling stock is destined. But all these difficulties have been overcome, and the Company is now in fair working order.

The earliest deliveries were made to the Company in February, and the total amount delivered to June 30, 1872, is only $785,361 60—all of which is leased at handsomely paying rates to four different Companies. The annual gross rental on this amount of stock is $226,725.

The amount of stock under contract up to June 30, and to be delivered during the balance of this year, chiefly in August and September, is $3,314,880—the annual gross rental on which will be $767,175—making a total annual gross rental for stock already leased and contracted for, up to June 30, 1872, of $993,900.

The stock contracted for since June 30, 1872, amounts to the further sum of $910,625—on which the annual gross rental will produce the additional sum of $230,625, or a prospective gross annual income from entire stock of $1,224,525. It must, however, be borne in mind that none of our stock can, during the present year, earn a full year's rental—the earliest deliveries being in February, the heaviest in August and September, a considerable portion in November and December, while the contracts completed since July 1st call for deliveries even in the first months of the year 1873. The actual gross earnings of the Company for the balance of the present year cannot, therefore, be estimated to exceed the sum of $354,750, provided the delivery dates are fully complied with—which cannot, however, under existing circumstances, be relied upon with any degree of certainty.

In order to meet the payments falling due under the contracts specified, the Board of Trustees have decided to issue the balance ($2,500,000) of the Capital Stock originally subscribed for. The instalments will be so arranged as to meet as nearly as possible the maturity of the contracts, and thus save all unnecessary loss of interest.

The income of the Company up to June 30th, 1872, has been as follows:

From interest	$19,549 06
" gross rentals	42,494 77
	$62,043 83

out of which an interim dividend of 3 per cent. for the six months, according to date of instalment, has been declared and paid. The expenses of the Company of every description for the half year have been $23,259 37. They will be larger during the present half year, owing to the increased number of persons employed both in the office and in connection with the construction and supervision of the Rolling Stock of the Company.

The question of still further increasing the capital of the Company, and entering upon the complete construction of Rolling Stock, as a permament part of the Company's business, has been under discussion by the Board of Managers, but the magnitude of the interests involved has prevented any decision from being arrived at. Before the annual Stockholders' meeting of 1st of November the managers will be prepared to submit such recommendations as they may in the meantime determine upon. To a certain extent the Company has from its commencement been engaged in manufacturing, by purchasing all the essential parts of the Rolling Stock (wheels, axles, springs, &c., &c.,) separately, and setting up the stock under the supervision of its own Superintendent, thereby saving a liberal percentage on the entire cost. What amount of further saving can be made, by establishing complete works of our own, is the question now to be decided.

Referring to the statistical report of Mr. Barton, your efficient Superintendent, submitted herewith, it will be seen that the Company's operations promise net earnings exceeding 20 per cent. per annum on the capital employed; but shareholders are reminded that, by the terms on which this Company was constituted, the Atlantic and Great Western Railroad is entitled, during seven years, to a rebate of two fifths of all profits over 12 per cent.

I am, very respectfully,
GEO. B. MCCLELLAN, *President.*

New York, July 22, 1872.

Commerce of Philadelphia.

The total value of goods imported at the port of Philadelphia for the fiscal year ending June 30, 1872, is $20,383,853, of which $1,276,810 was free of duty. There was in addition imported into the port of New York and transmitted to this port without appraisement, $2,987,940, making the total receipts of foreign goods paying duty here $23,376,793, against $17,728,006 in the preceding year. Of the imports landed directly at this port $10,802,618 was in foreign vessels and $9,581,235 in American vessels. The nationality of the vessels are entered as 523 American, 324 British, 76 German, 65 Swedish, 22 Italian, 18 Spanish, 12 Portuguese, 11 Russian, 5 Dutch, 3 Austrian, 2 Danish, and 1 each French and Nicaraguan, giving a total number of 1063 vessels, of an aggregate tonnage of 430,852 tons.

The total value of domestic exports from the port of Philadelphia for the fiscal year ending June 30 last, is $20,982,876, of which $14,297,703 was in foreign vessels, and $6,685,173 in American vessels. The exports of the previous fiscal year amounted to $17,903,202, of which $11,517,546 was in foreign vessels and $6,385,656 in American vessels. Over 8¾ millions of the exports for 1871-2 were to Germany, Belgium and Holland. Of the total exports $12,626,084 was in petroleum, covering something over 56,000,000 gallons, an excess of 2¼ million gallons over that of the previous year.

The total customs duties received at the port of Philadelphia for the fiscal year ending June 30, 1872, were $8,533,570, against $7,196,736 the previous year, an increase of $1,336,834.—*Philadelphia Ledger.*

☞ Through trains have commenced running from Ashtabula direct to Oil City, over the Ashtabula, Jamestown and Franklin Railway.

Debt of Arkansas.

The following is an official statement of the Debt of Arkansas, on the 31st of July, 1872:

Six per cent. Funded Debt Bonds representing total of Funded Debt when all outstanding bonds are exchanged		$4,520,000
Deduct Unfunded Bonds held by Government of U. S. for account of Indian Trust Fund, and offset by claims due from General Government to State of Arkansas	$1,200,000	
Deduct also Unfunded Bonds in hands of creditors or destroyed	470,000	
		1,670,000
Leaves Funded Debt Bonds issued or exchanged to date		$2,850,000
Seven per cent. State Aid Railroad Bonds authorized to be issued, (limited to 850 miles of Railroad) $11,400,000—amount issued to date		4,350,000
Seven per cent. Levee Bonds issued for the construction of Levees, being total of issue authorized	$3,000,000	
Less amount retired and cancelled by conversion into lands to date	815,000	
		2,185,000
Seven per cent. Ten Year Deficiency Bonds		300,000
Outstanding Treasurer's Certificates and Auditor's warrants		200,000
Total State Debt		$9,885,000

Against this indebtedness are present available assets as follows, viz:

Mortgages held by State on highly improved Cotton plantations estimated will realize		$3,000,000
Lands owned by the State, valued at		1,500,000
Railroad lines and property subject to lien in respect of State Aid Bonds pledged or awarded to Railroad Companies covering 850 miles	$11,400,000	
Less by amount of State Aid Bonds yet unissued, covering 490 miles	7,050,000	
Balance, or State Aid Bonds issued to date, covering 360 miles		4,350,000
Amount due from Memphis and Little Rock Railroad Co.		140,000
Total assets		$8,990,000

The Euphrates Valley Railway.

The report from the select committee on the suggested new railway to India has been issued to-day. The committee are of opinion that the two routes, by the Red Sea and by the Persian Gulf, might be maintained and used simultaneously; that at certain seasons and for certain purposes the advantage would lie with the one, and at other seasons and for other purposes it would lie with the other; that it may fairly be expected that in process of time traffic enough for the support of both would develop itself, but that this result must not be expected too soon; that the political and commercial advantages of establishing a second route would at any time be considerable, and might, under possible circumstances, be exceedingly great; and that it would be worth the while of the English Government to make an effort to secure them considering the moderate pecuniary risk which they would incur. They believe that this may best be done by opening communications with the Government of Turkey.—*London Globe, Aug. 2.*

☞ The Central Pacific Railroad Company contemplate building a road from Foans to Tinitic. It is expected to be completed within the year.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,226,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,454,900	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	July '72 1½
Bloomsburg & Corning.*.. 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Concord & Mont.* pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M. & N.	May '72 5
Boston and Providence..100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie* 100	850,000	J. & D	June '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,883,400	J. & J.	July '72 4
Camden and Amboy* ..100	5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic....50	577,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 100	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	889,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	May '72 1½
" " pref.100	768,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D.	June '72 5
Central of New Jersey..100	15,000,000	J. A. J. & O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*.....100	880,000	J. A. J. & O.	July '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 6
" " pref..100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Cley.*.. 50	2,967,850	— & —	Apl. '72 10s
" " pref.. 50	428,040	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,957,509	M. & N.	Aug. '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F. M. A. N	M '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	July '72 2½
Columbus and Xenia*.... 5	1,480,800	M. J. S. D.	Mar. '72 2
Colum. & Hocking Val..100	848,964	F. & A.	Aug. '72 5
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Riv.....	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,883	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk . 50	400,000	M. J. S. D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee *.. 5	462,300	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*..... 50	1,099,250	M. J. S. D.	Sept. '72 1½
Fitchburg.....100	3,240,000	J. & J.	July '72 4
Georgia 100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,860	M. & N.	May '72 5
Harlem Extension 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J. A. J. O.	July '72 3
" scrip.. 50	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J. A. J. O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami*.....50	$5,871,450	J. A. J. O.	July '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F. M. A. N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	& —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug 69 12-
N Haven & Northamp..100	605,000	J. A. J. O.	Sept. '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N. Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	July '72 2½
Nig. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 3
N. Eastern (N. C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 1½
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J. A. J. O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	July '72 1½
" Special Imp..100	2,000 000	J. A. J. O.	July '72 1½
Pittsfield & N. Adams..100	470,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	862,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*....100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,000,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J. O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F. M. A. N	Aug. '72 2
Eighth Avenue (N. Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 6
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,000.000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...50	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Hoston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	106,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J. A. J. O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson....100	15 000,000	F. & A.	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,789,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Sept. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,893,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....
Pennsylvania Coal 50	4,000,000	F. M. A. N	Aug. '72 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F. M. A. N	Aug. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,200,000	F. & A.	Aug. '69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1872.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115⅞
.. .. coupon	4,678,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,331,450	6	Jan. & July	1881	115½
.. .. coupon	63,989,750	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,821,300	6	May & Nov.	1882	116½
.. .. .. (5-20s) ..... coupon	240,009,750	6	" "	1882	116⅝
Loan of March 3, 1863 ..... registered	53,427,850	6	Jan. & July.	1881	115⅞
.. .. coupon	21,572,150	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	2,349,500	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s) ..... registered	34,657,000	6	May & Nov.	1884	116½
.. .. .. (5-20s) ..... coupon	37,878,150	6	" "	1884	116½
Loan of March 3, 1865 (5-20s) ..... registered	39 346,650	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	120,078,100	6	" "	1885	115⅝
.. .. 2d series (5-20s) ..... registered	62,131,300	6	Jan. & July.	1885	115⅝
.. .. .. (5-20s) ..... coupon	158,580,550	6	" "	1885	115⅝
.. .. 3d series (5-20s) ..... registered	92,338,500	6	Jan. & July.	1887	115½
.. .. .. (5-20s) ..... coupon	227,877,050	6	" "	1887	115½
.. .. 4th series (5-20s) ..... registered	13,392,000	6	Jan. & July.	1888	115⅞
.. .. .. (5-20s) ..... coupon	25,865,450	6	" "	1888	115⅞
Loan of March 3, 1864, (10-40s) ..... registered	138,573,100	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s) ..... coupon	55,994,200	5	" "	1904	113
Consols of July 14, '70 & Jan. 20, '71 ..... registered	124,606,700	5	F. M. A. & N.	1881	112⅞
.. .. coupon	75,393,300	5	" "	1881	112½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	9 840,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	113⅝
U. S. Notes and Fractional Currency	398,101,538	mtd.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	59
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	55
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. — 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100⅛
.. — .. of 1863, (20s) ..	5,927,000	6	" "	1883	100⅛
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100⅜
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,050,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	59
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,800	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100½
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	449,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ...	1,403,146,	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	....
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1890	97
.. —Susq. and Tide-Water Canal Stg ..	773,000	6	" "	1865	....
.. — .. .. .. converted	215,922	6	" "	1866	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	105
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'76	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	72-'80	98⅜
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98⅜
.. — .. of 1864	4,379,500	5	May & Nov.	1894	99⅜
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,606,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds	478.000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	...
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	92½
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'78-'87	91
Nebraska—(No Debt)	.....	..	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	96½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	71-'74	96½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	98⅛
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
.. — .. Bonds	21,089,000	7	" "	1877	107½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	107½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	35
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'96	....
.. — .. .. (new) ..	1,750,000	6	April & Oct.	'92-'96	21½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	26
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	15
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,300	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	6	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	106½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	100
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	102
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	55
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	29
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	6	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	7½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	..	.....	.....	74½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
.. — .. Certificates	201,000	6	" "	'71-'75	....
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	44½
.. — .. .. stg	1,866,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,472,000	6	" "	"	54
.. — .. .. (sterling)	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	..	.....	.....	....
Wisconsin—War Loan Bonds	104,900	6	Jan. & July.	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	399,000	7	May & Nov.	" "	1881	99½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1906	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	....
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850-'80	579,500	6	" "	"	1880	....
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) sk'g fd.	3,645,883	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	....
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1895	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	42
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. fr. tax	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	....
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	102
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1863	490,000	7	Jan. & July.	Camden.	1873	....
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	"	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	....
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State & Bonds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. F'd Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	156,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	....
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	....
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C, B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C & NW	692,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	....
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	101½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	500 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	97½
Equipm't (Eng & Cars $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,135,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel. & Mad. R.R.) guar	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $26,000 pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,431	7	June & Dec.	New York.	1900	84
1st Mort. (San., Day. & Cin.) S. F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'85	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 2d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	99
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	93
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	76
Columbus, Springfield and Cin.:						
1st Mort. (assumed by CS&Clev)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,753,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern Mass.:						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,000,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds	68,800	6	Jan. & July.	Bangorr.	1875	....
B'gor L'n, 2d on 14m. & 1st on 31m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (62,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,285	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,548	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	94
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	784,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntington and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	867,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	48
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,600,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensack and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.S.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	....
2d Mortgage (Gov't Subaidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,000	7	.....	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(T&WW):						
1st Mort. sold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La C., Trempel.& Pres.(C.& N.W):						
1st Mort. assumed by (C&NW).	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.& Ph.	1899	....
2d Mort. gold tax free and conv.	3,0,000	7	April & Oct.	" "	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96½
1st Mort. (Junc.R.R.(Dec.1, 1862	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	....
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1,1869(Kal.W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.A.&.Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.).	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	736,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken.& P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	233,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framigh. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	99
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8.	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	....
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	....
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	....
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	....
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	283,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,00,0000	6* 8*	May & Nov.	Mob. & Loud	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montchair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage Lot endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						....
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						....
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	....
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	80
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						....
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						....
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						....
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						....
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						....
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	....
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	95
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	Feb. & Aug.	" "	1887	....
1st Mort. (Hudson Riv.)	200,000	7	June & Dec.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	Feb. & Aug.	" "	1885	....
3d Mort. (")	180,000	7	June & Dec.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	May & Nov.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,764,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car:						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	...
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	110½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	97
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	....
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	....
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	103,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	" "	1879	100½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny Valley:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	....
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	....
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	....
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	....
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	....
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds..	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,768,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York (L.V.:						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	....
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1907	....
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible.....	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv....	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	....
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	103½
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	....
	Dollar registered	1,462,000	7	" "	"	1911	....
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg..	624,000	6*	" "	"	1911	....
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	80½
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construct'on bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	....
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Selma & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated, Mortgage.....	1,722,000	6	May & Nov.	New York.	75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Richmond and York River:						
1st Mortgage (new)	$600,000	8	Jan. & July.	New York.	1889	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	652,500	7	June & Dec.	New York.	1891	....
1st Mort. (W. & R.) Skg Fund	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870	500,000	7	May & Nov.	Boston.	1880	70
Equip. Bonds of Sept. 1, 1870	500,000	8	March & Sept.	"	1880	92
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(KC,StJ.& CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")	339,500	8	June & Dec.	"	1874	82½
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M. land grant, gold tax free	15,000pm	8*	" "	" "	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	92
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	97
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 1st, 1864	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
1st M.(Evans.D.)gold skg f'd.con	$1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.	" "	1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	—— & ——	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	...
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	" "	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.	226,900	6	Feb. & Aug.	Boston.	1878	92
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort. Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	—— & ——	Philadelphia.	1900	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	—— & ——	New York.	1899	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series)	$796,850	6	various.	—— & ——	var	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	6,000,000	7	—— & ——	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	750,000	7	June & Dec.	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	—— & ——	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L)	800,500	7	Jan. & July.	New York.	'82-'88	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	—— & ——	New York.	1890	....
2d Mort. " " "	200,000	7	—— & ——	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P.	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	95
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.	619,300	6	" "	" "	'84-,90	....
4th Mortgage, consol. 3d pref.	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net)	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Mortgage Bonds, various	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	...
Springfield and Northwestern:						
1st Mortgage gold	50,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	—— & ——	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	201,000	6	Jan. & July.	Philadelphia	1875	....
Lunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex:						
1st Mortgage	200,000	6	—— & ——	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	171,000	6	—— & ——	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,695,825	7	April & Oct.	New York.	1877	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,000,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	93½
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	88
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	86½
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88
Consol. M. (T.,W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	93
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	90½
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.& Boston	'95-'99	99
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81
Income Mortgage	10,000,000	10	March & Sept.	"	1874	86
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.& Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	78½
2d Mortgage	1,500,000	7	" "	"	1891	30
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	98
Equip. Loans of 1867	1,000,000	8	" "	"	1889	99
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	79
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	90
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	95
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	89½
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R. W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	102
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98½
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	92
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	94½
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	95
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	103
West Shore Hudson River:						
1st Mortgage	676,300	7	—— & ——	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	360,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	101
2d Mortgage	282,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	95
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....

Canal Bonds.

Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,690,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	104
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,656,277	6	J. A. J. & O.	Philadelphia.	1884	89½
Mortgage Loan	2,000,000	6	" "	"	1897	97
Gold Loan	4,944,000	6*	June & Dec.	"	1897	99½
Gold Loan	1,942,000	6*	" "	"	1894	93½
Convertible Loan	1,496,879	6	" "	"	1877	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	95
2d Mortgage	285,000	6	" "	" "	1876	93
Boat Loan, sinking fund	226,965	7	" "	" "	1885	95
Dividend Scrip	103,164	7	—— & ——	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	75½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82½
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79½
Plain Bonds	171,554	6	—— & ——	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	—— & ——	"	1888	77
Boat and Car Loan 1864	633,650	7	—— & ——	"	1889	86
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	78½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	603,000	6	Jan. & July.	Philadelphia.	1878	96½

Miscellaneous.

American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	98½
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95½
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1878	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1878	....
Western Union:						
1st Mortgage (S. F.)convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶....New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,718	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point.....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,596	.....	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	28	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	.....	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	50	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	.....	375,984	.....	1,650,000	20,000	355,984	.....	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	.....	.....	.....	.....	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151½
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	378	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Boa., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	157½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	151½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron.....Canada.	6,492,790	.....	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,920	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Buri., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	58.7	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River	.)	—	100	70
Apr. 30, 1871	45.0	—	302.0	3	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	.....	.....	.....	.....	.....	10	100	125½
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,630	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	61
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	107
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,966	.....	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	4	185	Charlotte,Columbia & Aug. N.C.S.C.& Ga.	4,959,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	.....	168,372	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,1?1,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	132½
Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...	Ind	2,500,000	156,000	10,000			1,50cash	1,000,000									

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	--	--	--	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861 0	516.0	244.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,406	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶.....S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased & oper by Tol. Wab. & Western.			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,600,392	2,920,197	179,865	9,238,924	9,322,000	2 273,640	631,250	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	37½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension.....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	784,000	93,998	820,071	75.0	675 644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14.447.202	5,051,366	858,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	...
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic.....Connecticut.	2,105,558	*	284,062	131,451	2,000,000	341,000	156,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,800,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,250	2,005,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	138
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	construction at $35,000 p.m.)		.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,686,497	7,891,000	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	188.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron.....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	139,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens.....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,566	86,718	526.973	1,895,000	217,602	308,746	116.0	310,000	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000			215 0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,008	2,000,000	4,923.000	456,985	—	226.0	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500.000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,160,000				300,000	800.000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.).....Ohio & Ind.	6,187,645	*			3 027,450	2,933.000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	500.000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706.000	*	.....	.....	306.000	400.000			42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840.000			—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640.000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....				.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14.708.284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1.209.000			112.0	(Oper. by bondholders.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1.335,000	2 279,385	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1.300.000	1.300.000			—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under	construction.)		.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500.000			37.0	46.561	.....	.....	60.686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	295	178	69	6,007	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,388,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000				—	(Under | construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	166.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500.000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence.....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49.507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,585	4,000,000	4,000,000		85,418	....	.....	2,649.250	2,556,030	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	86	16	6,996	Lehigh Valley.....Pennsylvania.	18,388,237	*			18,159.400	5.588.000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	*			900,000	900.000			—	(Under | constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia ....Ohio	6,000,663	974,891	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1.096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	.....	.....	...	Little Rock, Pine Bluff & N. O..Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill.....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	93½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1 500,000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				16,000pm	16,000pm			—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	80,718	2,472.188	2.559,520	1,245,770	350.337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	165.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950.704	*	2,164,956	2,579,694	8.680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,183	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	.....	.....	.....	289.0	(No returns of operations published.)					—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364.170	—	1,843,904	1.666	2,051,100	— —	161,923	17	10.0	(Recently opened 10 miles.)	954	17	—	—	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	8	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255	.....	15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)	.....	.....	.....	.....	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	190	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,500,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	217	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	15.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1871	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	331	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	339	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	—	—	40.0	166,280	.....	11,093,783	745,291	326,750	—	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	—	—	54.0	(Recenti	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv.	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	.....	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,576	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recenti	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	117½
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In proc	ress. Leas	to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	6	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	338,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	285,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	84½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	—	50	105
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	*	.....	.....	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	associati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	—	—	—	100	41½
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	5.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,367	*	295,492	108,683	4,371,858	10,083,343	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42.298	14,366	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufaia	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charles Morga	n of New	York w	ho bough	t it for $2	500,000.)	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	967,521	7	100	92
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	360	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga	Tennessee.	3,389,413	*	2,460.797	313,662	1,983,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	372,722	.....	.....	463,252	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern	Tenn. & Ky.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	hgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850.000	2,200,000	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800.000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	—	—	—	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	126½
Dec. 31, 1870	173.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	25
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	—	100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	....
Feb. 28, 1871	208.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	—	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,822	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	97
Sept. 30, 1870	180.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,800,017	.....	.....	8,000,000	5,072,840	645.500	.....	132.9	887,941	25,532,866	10,602,827	2,709 077	997,389	8	100	116
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	—	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221.700	141,500	33,400	—	5 1	10,800	88,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,430	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,842	10	100	146
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	238,659	.....	.....	748,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N.York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,442	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina	North Carolina.	4,947,746	*	320,200	280,728	4,000,000	568,418	292,030	763,211	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,618.800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	38.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90.000	.....	74.7	595,303	.....	.....	1,365,509	590,726	—	50	99
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,324,821	151,521,712	2,816,662	1,271,962	6	50	79
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,490	*	155,253	357,145	3,068,400	115,000	138,426	258,792	62.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	117
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	—	173.0	—	—	—	—	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	2,312,721	614,200	191,642	10	100	126½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,803	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	76½
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,034	3,188,137	1,037,414	—	100	45½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960 160	.....	.....	4,259,450	3,170,000	.....	.....	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	71
Sept 30, 1870	72.5	70 2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,292.163	676,816	231,249	283,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,908	7,461.065	1,276,848	474,712	6	100	113½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	899,000	1,571,282	141,013	2,992,540	5,340,676	574,313	.....	29.2.6	555,226	8,827,750	13,430.793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,850	6,698,247	349,635	85,959	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000									—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,667,413		855.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf.....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	122½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.6	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com		pleted.)	1,500,000	1,000,000			—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,891				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania.....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,333	.....	.....	17,531,707	6,271,222	10	50	117
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,00,0000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295.094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	178
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,158	9,582,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	114½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., L. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96½
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		—	(Leas.&	oper. by Bo	s.&Alb'y.)		27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	(Under	constructi	on.)			—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern.....New York.	629,198	*			488,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	99½
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,163,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	886,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	291,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600.87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,698	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Dept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*		.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland.....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	.....	8,314	256,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	.....	239.0	.....	10,016,562	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute..Illinois.	10,700,000	*			4,340,000	6,700,000			112.0	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*			6,000,000	3,200,000			209.0	.....	.....	.....	1,390,376	580,474	—	100	22
Dec. 31, 1870	196.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph.....Mo.	2,000,000				1,000,000	1,000,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.)..Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,936	.....	180.0	278,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*		.....	180,550	100,000			110.0	284,410	.....	.....	390,813	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell.....Massachusetts.	551,985	*		2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)			6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000			116.3	(Leas. &	oper. by B.	& Lowell.)			1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady.....New York.	484,684				300,000	40,000			103.6	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*		179,048	997,100	1,157,245	49,267	15,532	104.0	(Leas.&	oper. by Re	nsselaer &	Saratog.)			8	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill ¶ Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	—	—	—	(Leas. &	oper. by Ph	ila.& Read	ing.)	$ 28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	83
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	89⅞
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114⅛
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	71
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	56
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	12½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,000	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	66
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,586	6	6	48
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	126
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch, No. 1	per ton 56 — @	— —
Pig, American, No. 1	53 — @	55 —
Pig, American, No. 2	51 — @	52 —
Pig, American, Forge	48 — @	50 —
Bar, Refined, English and American	115— @	120 —
Bar, Swedes, assorted sizes	(gold).120— @	130 —
	—Store Prices.—	
Bar, Swedes, 1⅛ to 5 x ⅜ & ⅞ to 2 sq. & 6 to 12x⅜ & ¼	130 —	@145 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.	115 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.	120 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16	122 50	@ — —
Large Rounds, 2½ to 2⅞ to 3¾ to 4 in.	122 50	@132 50
Scroll	135 —	@165 —
Ovals and Half-round	135 —	@155 —
Band	— —	@130 —
Horse Shoe	125 —	@135 —
Rods, ⅜@3-16 inch	120 —	@160 —
Hoop	140 —	@187 50
Nail Rod	per lb. — —	@ — 8½
Sheet, Russia, as to assortment	(gold) — 17½	@ — —
Sheet, Single D. and T. Common	— 7	@ — 8
Sheet, Doubles and Trebles, Charcoal	— 7½	@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.	
Rails, English	(gold) per ton. 75 —	@ 76 —
Rails, American, at Works in Penna. c'y.	85 —	@ — —
Anvils, (Eagle)	per lb currency. — 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb. — 16½ @ — 19½
English Spring (2d and 1st quality)	— 9½ @ — 10½
English Blister (2d and 1st quality)	— 11½ @ — 16
English Machinery	— 11½ @ — 13½
English German (2d and 1st quality)	— 11½ @ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— 9 @ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— — @ 5 75
Cut, 8d. and 9d	— — @ 6 —
Cut, 6d. and 7d	— — @ 6 25
Cut, 4d. and 5d	— — @ 6 50
Cut, 3d	— — @ 7 25
Cut, 2d and 3d. Fine	— — @ 8 —
Cut Spikes, all sizes	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, 2 to 3 inch and over	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— — @	— 45
Straits	(gold).	— 35 @	— —
English	(gold).	— 35 @	— —
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal....per box.	13 50 @14 —	16 — @	16 25
I. C. Coke	12 50 @12 —	15 — @	15 50
Coke Terne	11 — @11 25	12 50 @	13 50
Charcoal Terne	11 75 @12 25	14 — @	14 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 11½ @ — 11½
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 16½
Refined, Standard White (in ship'g order)	— 22½ @ — 22½
Refined, S. W. (in jobbing lots)	— — @ — 23½
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)	— 14½ @ — 14½
Residuum	per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @ — 43
Copper, Bolts	— — @ — 45
Copper, Braziers' (over 16 oz.)	— — @ — 45
Copper, Nails	— — @ — 45
Copper, Old Sheathing, &c., mixed lots	— 26 @ — 28
Copper, English Pig	— — @ — 33
Copper, American Ingot	— 32½ @ — 35
Yellow Metal, New Sheathing and Bronze	— — @ — 30
Yellow Metal, Bolts	— — @ — 32
Yellow Metal, Nails, Sheathing & Slating	— 30 @ — 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb. — — @ 6 50
German	(gold) — — @ 6 50
English	(gold) 6 75 @ 7 12½
Bar	— — @ 9 25
Sheet	— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.	

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. 8 — @ 9 —
Liverpool Gas Cannel	— — @15 —
Liverpool House Cannel	22 — @23 —
Anthracite (by cargo)	per ton of 2,000 lb. 3 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12	Tu. 13.	W. 14.
Canton Co.	....	....	....	92½	93½	....
Central Pacific 6s	102	102	....	102	....	....
Central of N. Jersey	107½	107½	....	107	....	....
Chicago & Alton	....	....	....	118	....	....
" pref.	....	....	....	....	....	120
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	132½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	72⅞	73½	73⅞
" pref.	90	89½	89⅞	90	89½	....
" 1st M.	96½	....	....	97	....	96
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	110½	110	110½	110½	....
Chi., R. I. & Pa. 7s, 1896	....	....	....	101½	101½	....
Clev., Col., C. and Ind.	90½	....	....	....	89⅞	....
Clev. & Pittsburg guar.	91½	....	91½	....	91½	92½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	99
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	101	....	....	102	....	....
Col., Chi., & Ind. C.	34½	34½	33½	33½	34½	34½
" 1 M	92½	93	....	....	92½	93
" 2 M	76½	76	....	....	....	....
Del. & Hudson Canal	119	....	....	....	....	119½
Del. Lack. & Western	103½	104	104	....	104	104
" 1 M. 7s	....	....	....	102	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	48⅜	48	47½	46⅜	47½	46½
" pref.	70	69½	68½	70	71	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 100	....	....	....	....	....	....
" 4 M. 7s, 1880	....	95½	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	90	....	....	....	....	....
Hannibal & St. Joseph,	37½	....	....	....	....	....
" pref.	....	....	....	37½	....	....
" 8s, conv. 94	94	....	....	56	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	105½	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89½	89	88½	89½	89½
Lake Shore Div. bonds	....	....	....	97	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	12	12½	....	....	....	....
Michigan Central	117½	....	117½	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M	99½	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	....	....	2½	2½	....
Milw. and St. Paul	54½	54½	53½	53½	54½	54½
" pref.	80	79½	....	75⅝	75½	....
" 1st mort.	92½	92½	....	....	92½	....
" 2d mort.	....	....	....	....	....	....
" 8s	107½	....	....	....	....	....
" 7 3-10s con.	....	....	....	95	....	....
Missouri 6s	94	93½	....	....	92½	92½
" H. & St. J. 1ss	....	....	....	....	91	....
Morris and Essex	93	....	....	....	92	....
" 1st mort.	106	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	95	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96⅜	96½	96½	96½	96½	97
" certificates	....	....	....	....	....	....
" 1 M. 7s, 1873. 102	....	....	....	....	....	....
N. Carolina 6s, old	36	....	35	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	43⅜	43½	42½	42½	43½	43½
" pref.	....	....	....	....	....	75
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	74½	74	73½	73½	74½	74½
Panama	124	124	....	124	122½	122½
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	96½	....
" 1 M.	105	....	....	....	....	....
" 2 M.	100	....	100	....	....	100
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	42½	42½	....	41	41½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	45	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	75	74½	74½	....	82½	....
" new	75	74½	....	....	....	....
Tol., Wab. & Western.	75½	75½	75½	75½	75½	75½
" pref.	....	....	....	....	....	....
" 1 M.	95½	....	....	....	....	95
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	35½	35½	34½	34½	35⅜	35½
" 1st mort.	88½	88½	88½	88½	89½	89
" L. Gt. 7s	81	81	81	....	81	81
" Inc. 10s	86½	86½	86½	85½	85½	86
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	50½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	109¾	....	109¾	....	....
U. S. 5s, 10-40s, coup	113⅞	....	11..⅞	....	113¼	113
U. S. 5s, 1881, reg	112⅛	....	112⅞	....	....	....
U. S. 5s, 1881, coup	112⅞	....	....	112⅝	....	....
U. S. 6s, 1881, reg	116	115⅞	....	115⅛	....	115⅛
U. S. 6s, 1881, coup	118¼	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	116¼	....	....	....	116¼	116¼
U. S. 6s, 5-20s, c. 1862	116⅜	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	116¼	....	....	....
U. S. 6s, 5-20s, c. 1864	116¼	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116⅛	116¼	....	....	....	116⅛
U. S. 6s, 5-20s, r. n. '65	....	....	115⅞	....	....	....
U. S. 6s, 5-20s, c. n '65	115¼	....	....	115⅛	....	115⅛
U. S. 6s, 5-20s, reg. '67	....	115⅜	....	....	....	115⅛
U. S. 6s, 5-20s, c. 1867	115⅛	115⅛	116	....	115⅛	115⅛
U. S. 6s, 5-20s, reg. '68	....	....	115⅞	....	....	....
U. S. 6s, 5-20s, c. '68	115⅛	115⅛	115⅞	....	....	....
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	113⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	W.7.	Th.8.	F.9.	Sat.10.	M.12.	Tu.13
Catawissa preferred	45	45¼	....	....	....	45
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	90	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	98¼	98¼	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	28¼
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42¼	42¼	42	42¼	41¾	42
" 6s, 1884	....	....	....	....	....	89,
" Gold L	....	....	93¼	93½	....	....
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅜	59⅜	59⅜	59⅜	59¼	59½
" 6s new coup	....	....	....	....	96¼	....
" 6s new reg.	98½	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¼	....	52⅜	52¼	52¼	....
Morris Canal	52¼	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	49½	....
" 6s, 1880	100	....	....	....	....	....
" 7s	97½	97½	97½	97	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	39½	....	39½	....
Oil Creek & Alleg. Riv.	33¾	34¼	34¼	34¼	34¼	35¼
" 7s	....	....	....	....	....	....
Pennsylvania R. R	58¾	58⅜	58⅜	58¼	58	58¼
" 1st M	101¼	....	....	....	101¼	....
" 2d M	....	....	....	....	....	....
" Gen. mort.	94	....	....	....	94	....
" " reg	....	....	....	....	....	97½
Penn. State. 6s.1st series	....	....	....	....	....	102½
" 6s, 2d series	107¼	....	107	....	106⅜	....
" 6s. 3d series.	108	....	....	109	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58¼	58⅜	57⅞	57⅞	57⅜	57⅜
Philadelphia and Erie	....	....	....	....	27	....
" 6s	90½	....	91⅜	....	....	....
" 7s	90½	90½	....	....	....	90½
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	79⅞	....	....	....	....	79⅞
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	126	126	126	125⅞	125⅞	125⅞
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	57	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	W.7.	Th. 8.	F.9.	Sat.10.	M.12.	Tu.13
Baltimore City 6s, 1875	....	....	....	....	....	100
" 1880	98¼	....	....	....	....	....
" 1890	99¼	....	99¼	....	99	99¼
" 1884	....	....	....	....	....	....
" 1900	98¼	98⅞	....	....	....	98¼
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	96⅞	....	....	....	96⅞	96⅞
Marietta & Cin. 1st M	99	....	....	....	....	....
" 2d M	....	....	91	....	90⅞	....
" 3d M. 8s	....	....	....	....	....	83¼
Northern Central	39½	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	95¼	95¼	....	....	95⅞	95⅞
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	50⅞	....	51	....
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 14.

	Th.8.	F.9.	Sat.10.	M.12.	Tu.13.	W.14
Boston and Albany	....	151¼	151¼	....	151¼	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	137½	....	....	137⅞	
Boston and Providence	....	....	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	....	42¾	42¼	42¼	42	
Cheshire, pref	83	....	....	....	83	
Chi., Burl. & Quincy	132¼	....	132¼	....	132¼	
Concord	....	....	....	....	....	
Connecticut River	135	....	135	135	....	125
Eastern	109⅞	109¼	109¼	....	109¼	
Fitchburg	....	....	....	....	133	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	....	118	118	117¾	117¾	
Northern, N. H	....	....	....	....	....	
Ogdens. & Lake Champ	....	77	....	76½	76½	
" pref.	....	....	....	....	....	
Old Colony & Newport	114¼	....	114¼	....	113¼	113¼
Ph., Wil. & Baltimore	57	57	57	....	57¼	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	89	....	....	....	....
" Land Grant 7s	....	78¾	....	....	....	....
" Income 10s	81¼	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	87	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	68¼	66¾	66¾	66¾	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10	10	....	....	11¼	11¼
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	....	....	48	....	

London Stock Exchange.

	Closing Prices. July 26.	Aug. 2.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	67 — 69
Do. 2d mort., $1,000	59 — 61	59 — 61
Do. Con.mort. B'nds Bisch.'s Cert.	36 — 38	33 — 35
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	84 — 86	83 — 85
Detroit & Milwaukee 1st mort. Bonds	75 — 77	73 — 76
Do. 2d do.	75 — 80	73 — 76
Erie shares 100 dol. all paid	40¼— 41	37¼— 38¼
Do. Ticket of Protec.Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	93 — 95	94 — 96
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	102 —104	102 —104
Do. Redemption mort. bonds 6 p.c.	100 —102	101 —103
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	90 — 92	90 — 92
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	94½— 95½	94½— 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, August 17, 1872.

Stock Exchange and Money Market.

Notwithstanding the less favorable city bank exhibit, Money has been offered with much freedom to the leading speculative borrowers, generally on the basis of 3@4 per cent. in a temporary form. The demand for accommodation, though fairly active, has not been remarkably urgent in any prominent instance. The main call was from Stock Exchange operators, whose wants were supplied with promptness at the ruling figures. The Gold Exchange dealers were not large borrowers. The discount market was comparatively quiet. The best grades of commercial paper were offered rather moderately, and were in request at from 6½@8 per cent. per annum. The city banks, last week, were heavy losers, in the averages of specie and deposits, and also reported a falling off in their legal tender reserve. The U. S. Sub-Treasury added handsomely to its coin balances chiefly through the larger receipts from customs which amounted at this port alone, and for the week to $4,580,207. The office cut down its currency reserves nearly a million dollars.

The U. S. Sub-Treasury office last week added to its coin balance about 1⅝ millions and reduced its currency reserve nearly a million. The office received during the week $4,854,885 of currency, and $7,321,481 of gold, the latter including $4,952,000 from customs; and disbursed $5,839,912 of currency, and $5,670,687 of gold, the latter embracing $1,571,854 of coin interest. The city banks enlarged their loan and discount average nearly a million during the week, and again contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $7,627,913, and a coin reserve of $47,133,760.

The city banks, in their latest return, show a reduction of $481,100 of legal tender notes, $5,726,900 of specie, and $3,895,800 of deposits, also an addition of $958,300 to their loan and discount averages, and a contraction of $24,200 in their item of circulation. The city bank exchanges last week, averaged 99, and thus far, this week, about 93 millions daily. The banks now hold $6,516,600 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,199,000, against $12,361,749 same time last year. The city bank deposits are now $237,668,200 against $251,245,280, week ending Aug. 12, 1871. The legal tender reserve amounts to $54,570,600, against $72,890,400 same time last year. The circulation now stands at $27,313,000 against $30,285,409 same time last year. The loans are now $296,386,500 against $302,400,397 at this date last year.

The coin reserve of the city banks is now about 18⅛ millions as against about 29⅛ millions on the 20th of July; the legal tender reserve is about 54⅛ millions against about 55⅛ millions on the statement of June 15th.

Government revenues have been again quite prolific, particularly in the line of customs. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $18,911,098. The customs at the port of New York last week were $4,580,206, at the outports, equal to about $1,500,000 all in coin, or coin certificates.

Under the Treasury programme for August, Government proposes to sell gold as follows: Thursday, August 22, $2,000,000; Thursday, August 29, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, August 21, $2,000,000; Wednesday, August 28, $1,000,000.

The Gold speculation has been less spirited, particularly toward the close. The export call has been quite limited. The customs inquiry has been the main element of activity in legitimate dealings, through the week. The chances of an early resumption of specie shipments to Europe, on an extensive scale, are not considered strong enough to stimulate speculative operations at present, and the market closed languidly.

The range of the price during the week has been from 114⅝@115¾ and the closing quotation on Wednesday was 114⅝ against 115¼ the preceding Wednesday. The specie outflow last week, was only $377,227. The Gold Exchange Bank clearances have averaged about 52 millions per day during the week.

The customs demand for Gold last week, averaged $825,300 a day; thus far, this week. it has averaged $682,000 a day, or equal to a weekly aggregate of $4,092,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $2,790,522 against $7,424,449 same time in 1871. The total customs revenue of the Government, in coin, at this port since January 1, has been $92,691,278 against $97,577,219 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $55,773,110, against $60,599,053 during the same time in 1871.

The export drain of specie was $377,226 last week, against $727,500 same week preceding year. The shipments since January 1, 1872, have been $55,238,266 against $52,230,516 during the same portion of 1871.

Foreign Exchange has been moderately inquired for, opening lower and closing about steadily. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, 109½@109¾.

The week's exports hence of domestic produce have been to the currency value of $4,976,118.

The specie exports from San Francisco from Jan, 1 to Aug. 5th were $16,487,479 against $16,573,818 same time last year.

Government securities have been in fair investment demand, and prices for the favorite issues have been generally well supported, on comparatively limited offerings.

On Wednesday, Government bought in a million of Five-Twenties at 114 34@144 57 out of an aggregate offering of $4,612,200.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117⅞@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 116⅛@116⅜; U. S. Five-Twenties of 1864 at 116⅛@116⅜; U. S. Five-Twenties of 1865, 116⅛@116¾; U. S. Five-Twenties of 1865 consolidated, 115⅛@¼; U. S. Five Twenties of 1867, 115⅜@115⅞; U. S. Five-Twenties of 1868, 115¼@115⅜; U. S. Ten-forties at 112⅞@113⅛; U. S. Fives of 1881 (Funding Loan) 112⅝@112⅞; Six per cent. currency bonds, 113¾@113⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 31.	Aug. 7.	Aug. 14.
Consols	92¾	92½	92⅝
U. S. 5-20's of 1862..	91	91¾	92¼
U. S. 5-20s, 1865....	92⅜	92½	93
" 1867	93	92	92½
" 10-40s	90⅛	90	90⅛
New Fives of 1881...	89¼	89	90
Erie.	40⅛	39½	36½

State bonds have been in rather more demand but irregular as to prices.

The Central Pacific R. R. earned $305,999 more in July of this year, than the same month of last year; and thus far in the current year, its earnings show an increase of $1,853,600 on the earnings at the corresponding period in 1871.

Railway and Miscellaneous share property has shown more activity but has been unsettled in price, some of the speculative favorites having been depressed by heavy realizations, on speculative account.

Railway Mortgage Loans have been in very good request as a rule, chiefly on investment account, and the favorite loans have been strong in price. Central Pacific Sixes have met with a freer sale at 102@102¼. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

In the way of Metals, a less confident demand has been noted for Ingot Copper, which however has been held very firmly, since our last, on the basis of 33½c.@33¾c. per lb. Pig-iron has been strong in price on a moderately active inquiry, with sales reported of 300 tons Gartsherrie at $55; 150 tons Eglinton at $52@$52 50, with American quoted as before. Iron Rails have been in good request, with sales reported of 2,000 tons American at full prices, and 500 tons old on private terms. Lead, Spelter and Zinc dull at previous quotations. Pig-tin quiet but steady at 35c., gold, for Straits; sales, 100 pigs. Tin Plates have been moderately sought after, with sales of 750 boxes Charcoal Terne at $11 75; 600 boxes Coke Terne at $11 25, and 500 boxes Coke at $12 50@$12 75, gold, per box.

General business has shown more animation in the principal kinds of domestic produce. Flour Wheat, Corn, Rye, Oats, Pork, Lard, Bacon, Naval Stores and Tobacco were firmer. Middling upland cotton closed steadily on Wednesday at 21¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,675,166 bales, against 3,950,789 bales same time in the preceding year; exports 1,936,760 bales against 3,119,957 bales in the previous year; stock at the ports at latest dates, 90,663 bales against 149,875 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 8@13 cts.; Veals at 6½@10 cts.; Sheep at 5@7 cts.; Lambs, 6@10½ cts.; Swine, at 4½@4⅞ cts. per lb., all live weight. The week's receipts were 7,263 Beeves, 2,749 Veal Calves, 22,456 Sheep and Lambs; and 30,856 Swine.

Foreign goods have been in more general request and held with more confidence, in the leading instances. The week's imports of foreign goods reached the amount of $9,254,688 including $3,748,433 of dry goods.

Ocean freights have been fairly active and rates have been generally firm. Tuesday of the current week was an unusually brisk day in the line of grain and Petroleum charters.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern 1st mort., 80; Buffalo and Erie, new, 97½; North Missouri 1st mort., 92¾; St. Louis, and Iron Mt. 1st mort. 97; Ohio and Miss. consols, 95½; do. 2d mort., 86¾; Lake Shore and Michigan Southern consols, coupon, 100½; Toledo, Peoria and Warsaw consols, 86½; do. Burlington Div., 88; Gt. Western 1st mort. 1888, 93; Cleveland, Painesville and Ashtabula new, 96½; Long Dock bonds, 95¾; Mil. and St. Paul 1st mort. Iowa div., 88; Galveston, Houston and Henderson 1st mort., 82½; Cedar Falls and Minnesota 1st mort., 83¼; Missouri, Kansas and Texas R. R., 41¼; Pittsburg, Ft. Wayne and Chicago guar. Special Imp., 94; Albany and Susq. R. R., 92; Boston, Hartford and Erie R. R., 7⅜; do. 1st mort., 42; Rome, Watertown and Ogdensburg R. R., 95; Joliet and Chicago R. R, 95; Wells-Fargo Exp., 86¾; Am. Mer. Union Exp., 72; Western Union Tel., 73; do. 7s, 96½; Quicksilver pref., 52; Consol. Coal of Md., 43¾; Cumberland Coal and Iron, 72½; South Carolina 6s, old, 55; do. new, Jan. and July, 29; Texas 10s, 1876, 88; N Y. State 7s, B. L., reg., 107½; North Carolina Fund Act, 1868, 25; Brooklyn 6s, W. L., 95.

Philadelphia.—Lehigh Valley 7s, new, 106; Oil Creek and Allegheny River 1st mort., 83¾; Pittsburg, Cincinnati and St. Louis 7s, 80¼; West Jersey R. R. 6s, 96; Pennsylvania and New York Canal 7s, 97¼; Morris Canal 1st mort., 95; do. 7s, B. L., 95; Westchester and Philadelphia 7s, 102; Philadelphia and Reading Gen'l mort. 7s, reg., 103½; do. coupon, 102¾; Phila., Wil. and Balt. 6s, 1876, 95; Camden and Atlantic pref., 40; 17th and 19th Streets R. R., 25; East Pennsylvania R. R., 39¼; Pennsylvania State 5s, coupon, 100; Pittsburg 5s, 75. The latest quotations are: City 6s, 98@—; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 102¼@102¾; do. 2d series, 106¾@107¼; do. 3d series, 108@—; Philadelphia and Reading, 57⅝@57⅞; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94@95; United New Jersey R.R. and Canal Co., 125¾@126; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 90@92; do. 1889, 90½@92; Pennsylvania R. R., 58¼@58⅜; do. 1st mort., 101@102; do. 2d mort., 99@100; do. General mort. coupon, 93½@94; do. reg., 97@97½; Little Schuylkill R. R., 47¾@—; Morris Canal, —@50; do pref., 124@127; do. 6s, 94@97; Susquehanna Canal, 8@9; do. 6s, 77@78; Schuylkill Nav., 7½@8; do. pref., 15@15¼; do. 6s, 1882, 79½@79¾; Elmira and Williamsport pref., 39¼@41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 41⅞@42; do. 6s, 1884, 89¾@90; do. R. R. Loan, 96¼@97⅛; do. Gold Loan, 93@93½; North Pennsylvania, 49½@50¼; do. 6s, 99½@100½; do., 7s, 96⅞@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, 91⅛@91½; Minehill, 52@53; Catawissa, 14@18; do. pref., 45@45⅛; Lehigh Valley, 59¼@59⅜; do. 6s, new coupon, 98¼@98¾; do. reg., 98¼@99¼; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 63@63; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@33; Green and Coates, —45@; Chestnut and Walnut, 57@59½; Hestonville, 18@19½; Union, 74@74; Germantown, 35@37.

Boston.— Eastern R. R. 7s, 1882, 103; do. 6s, 1889, 95⅛; Vermont Central 1st mort., 78¾; do. 8s, 1891, guar., 99; Cincinnati, Sandusky and Cleveland R. R., 22½; do. 7s, 1887, 84; Boston and Albany 7s, 1892, 106¾; Grand River Valley 2d mort 8s, 1879, 102; Rutland R. R., scrip, 81¼; Atchison, Topeka and Sante Fe 7s, 81¾; Central R. R. of Iowa 7s, 1899, gold, 91; Ogdensburg and Lake Champlain 8s, 100⅝; Burlington and Missouri River R. R, 8s, in Nebraska, 102; Stanstead, Shefford and Chambly 7s, 79; Connecticut and Passumpsic Rivers R. R. pref., 91½; do. 7s, 100; Norwich and Worcester R. R., 126¼; Boston, Concord and Montreal R. R. pref., 86½; Summit Branch, 43½; Rutland pref., 66; Taunton Branch, 115; Portsmouth, Gt. Falls and Conway R. R., 99¾; Boston Water Power, 52½; Cary Imp., 11¾; New Hampshire 6s, 1900, 99;

do. 1872, 98½; Boston 6s, currency, 100⅝; Portland 6s, 1888, 95¼; Belfast 6s, 1898, 89½; Chicago 7s, 1892, 99¾; Salem 6s, 1891, 98¾; Lowell 6s, 1890, 97½; Cincinnati 7s, 1891, 103½; Allouez Mining Co., 9⅜; Calumet and Hecla, 150½; International silver, 4; Ridge, 10¾; Shuniah Silver, 7⅞.

Baltimore.—Virginia 6s, old, reg., 38; do. consol. 6s, reg., 45; Maryland Defense 6s, 105; Orange, Alex. and Manassas 7s, 81½; Western Maryland 2d mort. guar., 96⅛; Central Ohio 1st mort., 88. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95⅞@96; Baltimore and Ohio, 159¾@160; do., 6s, 1875, 96⅛@98½; do., 1880, 96⅛@--; do., 1885, 96¼@96¾; Parkersburg Branch, 10@15; Northern Central 39¼@39½; do. 6s, 1885, 94@95; do., 1900, 90¾@91; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99⅛@99⅛; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99¼@100; do., 2d mort., 7s, 90½@91; do., 3d mort., 8s, 83⅛@83½; Central Ohio, 34½@36; do., 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 94@—; do., 3d mort., guar., 94@97; do. 2d mort pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79¼@80; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79¾@80; do. 8s, 3d mort., 89@90; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98⅛@99; do., 1890, 99@99¼; do., 1893, exempt, 102½@102½; do., 1900, exempt, 98⅜@98½; Memphis City 6s, 54½@58; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 23⅛@24; George's Creek Coal, 92½@98; Atlantic Coal, 1.50@2.50.

☞ The estimated earnings of the Erie Railway for the week ending Aug. 7, 1872, were $323,372; against $414,346 for the corresponding period of 1871—a decrease of $90,974. Total earnings since April 1, 1872, $6,663,167—an increase over the same time in 1871 of $332,924.

☞ The earnings of the Central Pacific Railroad Company for the month of July, 1872, were 1,175,295; for the month of July 1871, $869,296—increase this year over 1871, $305,999. Earnings first seven months. 1872, $6,767,778; earnings first six months, 1871, $4,914,178—increase this year over 1871, $1,853,600.

☞ The sales of the land department of the Union Pacific Railroad Company for the month of July, 1872, were 30,389¼ acres, amounting to $133,897, being an average of $4 41 per acre. The total sales from July 28, 1869, to July 31, 1872, are 601,559 acres, amounting to $2,533,307, being an average of $4 21 per acre.

☞ The lease of the Cincinnati, Sandusky and Cleveland Railroad for 99 years to the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company is announced.

☞ All the stock of the Lee and New Haven Railroad has been taken. The stockholders met at Lee on the 15th for organization.

Misplaced Switches.

It is seldom that we notice cases of accidents upon railroads, and then only when, as in the present instance, we are enabled to call the attention of Railroad Companies to an effectual remedy. It is almost impossible, however, to take up a paper from any part of the country without meeting with some such paragraph as the following:

PORTLAND, Me., August 14.

MISPLACED SWITCH—By reason of a misplaced switch the engine, tender and baggage car on the Portland and Ogdensburg outward-bound train last night ran off the track, delaying the inward and outward trains two hours.

The "WHARTON SAFETY RAILROAD SWITCH" is a sure preventive of accidents of this nature. It provides perfect safety for both the main track and side tracks, besides removing all switches from the main track as effectually as if there were no sidings on the whole line. They have been in use on a large number of our most important roads for a number of years, and in every instance have given entire satisfaction; testimonials to that effect having been repeatedly published by us. It gives us pleasure to add the following in our present issue:

PENNSYLVANIA RAILROAD COMPANY.
OFFICE OF THE VICE-PRESIDENT,
Philadelphia, January 25th, 1871.

A. BARKER, Esq.,
President Wharton Railroad Switch Company.
My Dear Sir:

After careful experiment upon our road at several points where it could be most thoroughly tested, during which you have perfected the Wharton Railroad Switch, so that we think it adapted to all our wants, we have concluded to adopt it on our own road and the roads leased by us; and will give it place as rapidly as we can do so consistently with the proper maintenance and operation of the line.

I believe that it will prove of great practical value to all the Railways of the country.

Very Respectfully Yours,
THOMAS A. SCOTT,
Vice-President.

TEXAS AND PACIFIC RAILWAY COMPANY.
OFFICE OF THE PRESIDENT,
Philadelphia, August 13th, 1872.

ABM. BARKER, Prest. of
The Wharton Railroad Switch Company.
Dear Sir:

The Wharton Railroad Safety Switch having given complete satisfaction in use upon the Pennsylvania Railroad and branches, we have concluded to adopt it upon the entire line of the Texas and Pacific Railway.

Yours truly,
THOMAS A. SCOTT,
Prest. of Texas and Pacific Railway Co.

☞ The earnings of the Union Pacific Railroad in June, 1872, were $835,459 47; and the expenses, $391,666 08—making the net earnings $443,793 39. From January 1, to June 30, 1872, the earnings were $3,841,616 71; the expenses, $2,387,143 41—and the net earnings, $1,454,473 30. This shows an increase for June of $107,285 13; and for the six months ending June 30, 1872, of $431,332 13.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 12th inst., reports the net anthracite coal tonnage for the week ending on the 2d inst., from all sources, at 441,810 tons, and for the year 11,216,998 tons, against 6,851,594 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,365,404 tons. The production of bituminous coal for the week was 54,532 tons, and for the year 1,443,369 tons, against 1,293,761 tons to the corresponding time last year—an increase of 149,608 tons. The total production of all kinds of coal for the week was 496,292 tons, and for the year 12,660,367 tons, against 8,145,355 tons to corresponding time last year, showing an increase of 4,515,012 tons.

☞ The New Haven and Northampton Railroad Company has declared a dividend of $3 per share, payable on and after September 2.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO ANIMALS—DUTY TO FENCE LANDS OWNED BY COMPANY.

The facts in the late case of the Bellefontaine Railway Company *vs.* Reed (33 Ind., 476,) are fully and clearly stated in the following opinion by—

Downey, J.—This action was brought before a justice of the peace for the value of two hogs of the appellee, alleged to have been killed by a train of cars on the road of the appellant. There was a default by the defendant before the justice of the peace, and judgment for the plaintiff after an assessment of damages. The company appealed to the Circuit Court, when there was a trial by jury; finding for the plaintiff; motion for a new trial by the defendant, which was overruled; and judgment rendered on the verdict. The evidence is made part of the record by a bill of exceptions.

The errors assigned are that the court erred:

First. In overruling the motion for a new trial.

Second. In overruling the motion in arrest of judgment.

Third. In giving certain charges to the jury.

Fourth. In refusing instructions asked by the defendant.

Fifth. In refusing instructions as asked, and modifying the same.

Sixth. The verdict of the jury is not sustained by sufficient evidence.

Seventh. The verdict of the jury is contrary to law.

Eighth. The damages are excessive, as found by the verdict.

It may be remarked before proceeding to examine the questions on the verdicts, that the third, fourth, fifth, sixth, seventh, and eighth, assignments of error are all embraced in the first. They are each of them a ground for granting a new trial, and are properly assigned as reasons for granting the same, but are not necessarily, nor, perhaps properly, specified as assignments of error.

The new trial was asked for the reasons.—

First. That the verdict was not sustained by sufficient evidence.

Second. That the verdict is contrary to law.

Third. The damages are excessive.

Fourth. The court erred in giving instructions one, two, three and four by the court.

Fifth. The court erred in refusing to give instructions two and three asked by the defendant.

The motion in arrest of judgment was based on the alleged insufficiency of the complaint, and as that goes back to the foundation of the suit, we will examine it first.

The complaint alleges, that the defendant, on or about the 13th of July 1867, at and in said County of Randolph and State of Indiana, by its locomotive and train of cars, then running on its railroad, at a point on its said road in said county where its railroad track was not securely fenced ran over and killed two hogs of the plaintiff, of the value of fifty dollars, wherefore, &c.

No specific objection to the complaint is pointed out by counsel for the appellant, and we do not observe any.

The evidence discloses the following state of facts: That the hogs belonged to the plaintiff, and were killed by a train of cars on the defendant's road where it passes over lands owned by the defendant. The track of land was not inclosed, but there was a fence along the line of the railroad. It was in some places six rails high and in others four and two rails in height. At some places it had been thrown down and openings made through it in this way. In other places it had been removed entirely, and its place supplied with ranks of wood; and then the wood had been taken away in some places, and in others it had been burned away, leaving openings of from two to five rods, some of which had been open for a year, and others had been made more recently. The wood had been taken away by the employees of the Company. The plaintiff lived half a mile from the place where the hogs were killed, knew of the openings in the fence, and go upon the track of the railroad. They were killed on the railroad, at a point opposite to the openings in the fence. One of them would weigh four hundred pounds, and was worth six cents a pound. The other would weigh three hundred and twenty-five pounds, and, on account of her being of better stock, was worth eight cents a pound.

With reference to this evidence, it is insisted by the appellant that the plaintiff was guilty of negligence in allowing his hogs to run at large when he knew of the condition of the fence, and that, for this reason, the finding should have been for the defendant. We think this position cannot be maintained. See The Indianapolis, &c., Railroad *v.* McKinney, 24 Ind. 283. Again, it is urged, that as the railroad Company owned the land, and was using it as a place to deposit wood, and from which to remove it as the exigencies of the Company might require, the Company was not bound to keep it securely fenced.

We think that this ground cannot be maintained. The statute makes the company liable for stock killed when the road is not fenced. Some exceptions have been allowed in cases where it was unlawful or impracticable to fence. But, very clearly, it is not shown that it was impracticable or illegal for the company to make and maintain a fence in this instance. The facts that the company owned the land, and were using it for the purpose named, were no sufficient reasons why they should leave the way open for animals to go across their land and upon the railroad. If there was anything in the nature of the use which the company was making of the land which made it impracticable to keep up the fence, it is not shown.

The instructions of the court to the jury were in accordance with our views of the law, and the same is true of the modification of the second charge asked by the defendant, of which complant is made.

The judgment is affirmed with ten per cent. damages and costs.

☞ The Kansas City and Northern Railroad, better known as the North Missouri Railroad, will be sold at public auction, September 11th. The sale is ordered by the United States Court on the petition of William Hoge, of Philadelphia, and others, to satisfy a judgment against the road, obtained by them last fall, amounting to half a million dollars.

☞ The Buffalo, New York and Philadelphia Railroad is open from Buffalo to the State line.

Cleveland Bridge and Car-works.

We copy from a Cleveland paper the following description of these works. The proprietors are the McNairy & Claflen Manufacturing Company. The business of the concern has increased so rapidly within the last few years, that the works now cover an area of seven acres. The Vice President of the company, Henry M. Claflen, Esq., is a gentlemen whose enterprise and business capacity, no less than his agreeable personal qualities, are widely recognized in railway circles at the West and elsewhere; and his connection with the business, in filling the important position he occupies, has contributed largely to its success:

This concern was established in 1850, and moved along slowly until about seven years ago, when every thing in the city seemed to take a fresh start on the highway to prosperity. The Bridge and Car-works joined in the race. The recent purchase of more land, the employment of more men, the design to erect a large foundry this season, the rapid increase of orders for work, and the fact that present contracts will push the shops to their utmost capacity until December, are indications of extraordinary success. The development of this gigantic business has not been of a spasmodic nature, but steady, rapid, and healthy, and under practical management throughout. It is the only establishment in the country that combines the manufacture of railway and street-cars and bridges. They have facilities for building first-class passenger coaches, but dropped this line of business more than a year ago, on account of the great demand upon their capacity for other kinds of work.

Five hundred and fifty men, practical mechanics, are employed in the shops, and in putting up bridge-work all over the country. From 30,000 to 40,000 feet of lumber is required for daily consumption, and a little less than sixty tons of wrought and cast-iron. Fifty railway-cars, beside bridge and street-car work, are turned out each week. The workmen are just completing the last of fifteen hundred cars for the New-York Central Railroad, and are under way with a contract for three hundred coal cars for the Cleveland and Pittsburg road. Bridge-work is under way for the following railroads: Lake Shore; Tuscarawas Valley; Ashtabula, Youngstown, and Pittsburg; Buffalo, New York, and Philadelphia; Atlantic and Great Western; Ohio and Mississippi; Cleveland, Mount Vernon, and Pittsburg Railroad; Cleveland, Columbus, Cincinnati, and Indianapolis Railroad; and Canada Southern. The Canada Southern bridge is about three thousand feet long, and spans the American side of Detroit River, from Grosse Isle to the Michigan shore. The contract on this work includes the superstructure, as well as substructure, and the whole is to be completed by December 1st, 1872. The bridges for the Richmond and Atlanta Air-Line road, which is four hundred miles in length, are built by the McNairy and Claflen Manufacturing Company, and there are quite a number of them. The iron is shipped from Cleveland, ready for framing, and whatever wood-work is necessary is obtained along the road.

Street cars are made and shipped to almost every point in the United States, from Boston to New Orleans. The white-wood in these cars is obtained within a radius of one hundred miles from Cleveland. It is precisely the same that is shipped to New-York and made into cars there, to be returned to the Western market. With iron and wood near at hand, and skilled labor as low as the same can be had elsewhere, it is not reasonble to suppose that these cars can be furnished upon better terms from any other point. A large number are kept in stock, of all sizes and styles, so that street-car companies can safely anticipate an early shipment of any number ordered. No other car is in use at Cleveland, and we are free to say that the cars of this city cannot be surpassed for beauty, durability, and easy motion. The latter qualification is derived from a patent running-

gear, giving the car a motion similar to the easy swing of a palace passenger-coach, and its introduction on any road will prove popular with the people. The Cleveland Bridge and Car-works are organized in six divisions—paint, pattern, blacksmith, machine, railway-car, and street-car shops—with a foreman over each, and one superintendent over all. These men are selected on account of superior mechanical ability and executive capacity, and through long service in the employ of the firm have shown commendable zeal in turning out work promptly and in accordance with specifications. The machinery intrusted to their care includes every variety that can be of advantage in saving labor and obtaining quick results. It is driven by three engines, all receiving their power from boilers sheltered in a brick house, separate and apart from the other buildings. Steam is conveyed from the boilers to the engines, and to the heating apparatus in each department, by subterranean pipes, removing danger from fire to a point where it can be under the most perfect control. One of Holly's fire pumps, with hose constantly attached, stands ready for action in case of fire, while other improvements for quenching flames are found in almost every nook and corner of the vast edifice. A regularly organized fire department, composed of men in the shops, some of whom are on duty night and day, have charge of appliances for creating a young deluge at a moment's notice.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st of July, inclusive, during ing the years 1871 and 1872, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1871..	111,400	6,105,000	8,415,400	40,400
1872..	38,800	2,951,000	11,458,900	401,500
Dec.	72,600	3,154,000	*3,043,500	*261,100

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease equal to 703,400 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 31st of July, in the years indicated:

	1870.	1871.	1872.
Canal opened—	May 10.	April 24.	May 13.
Flour, bbls.....	154,900	111,400	38,800
Wheat, bushels..	6,752,600	6,105,000	2,951,000
Corn, bushels...	1,288,000	8,415,400	11,458,900
Barley, bushels.	82,400	40,400	401,500
Oats, bushels...	1,472,000	1,392,100	3,165,100
Rye, bushels....	271,000	57,900	245,800
Malt, bushels...	212,500	379,200	447,900
Feed, lbs.....	4,527,200	3,273,600	3,296,700

☞ The Alexandria *Gazette* learns from Mr. Benjamin Fendall, an engineer on the Lynchburg and Danville railroad, the southern prolongation of the Orange, Alexandria and Manassas railroad, that the grading and masonry of that road will be completed by the first of next December, and that trains will probably be running over its entire length three months afterwards—the first of the following March. Thus Baltimore will have a direct and unbroken connection through to Danville, Va., by a line in which it is largely interested.

☞ The Missouri, Kansas and Texas railroad has reached the Canadian river, and will be to the Texas line before September, meeting there the Texas Central. Through cars will run from Galveston to New York.

Alabama and Chattanooga Railroad.

We learn that negotiations are pending, if not concluded, between Governor Lindsay, representing the State of Alabama, and an English Company, for the sale of this railroad. The company desire to purchase the railroad and a large quantity of the coal and iron lands of North Alabama for the purpose of carrying on extensive mining operations. It is their intention, as soon as the purchase is consummated, to commence at once the work of constructing a railroad direct from Meridian to New Orleans. Arrangements have been made to go to work under the charters already granted by the Legislatures of Mississippi and Louisiana. This will give almost an air-line from New Orleans to New York and would become the great thoroughfare from New Orleans to the East. We learn that the agent of the company has fully agreed to the terms of sale proposed by Governor Lindsay, and that the only delay in closing the transaction is that it has to be referred to the Directors of the company in London.—*Madison Gazette.*

☞ The citizens of Bunker Hill (Ill.) are agitating the question of building a narrow gauge railroad from that town to St. Louis. The proposed route to be about midway between the Indianapolis and St. Louis and Decatur and East St. Louis Railroads, making a line of about thirty-six miles in length.

☞ The officers of the Springfield and Illinois Southeastern railroad are arranging to extend their line from Beardstown, its present northern terminus, to some point on the Mississippi river, and as soon as a location is definitely made, work will be commenced.

☞ The first installment of iron to complete the Quincy, Missouri and Pacific railroad from Edina, its present terminus, to Kirksville, has arrived at Quincy. The road will have trains running from Quincy to Kirksville by September 1.

☞ The Lansing Division of the Lake Shore and Michigan Southern is completed to Eaton Rapids, Mich., where the line crosses the Grand River Valley Division of the Michigan Central. The completion of the road to Lansing is being rapidly pushed forward.

☞ The Steamer G. H. Wilson, of St. Louis, has arrived at Dubuque with a thousand tons of railroad iron sent in bond from England via New Orleans, for the use of the Chicago, Dubuque and Minnesota Railroad.

☞ The Texas Central Railroad is in working order to Dallas, and will be completed to the Red river by January 1.



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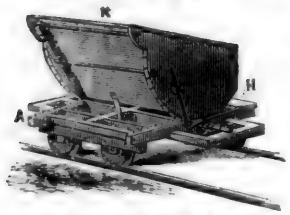
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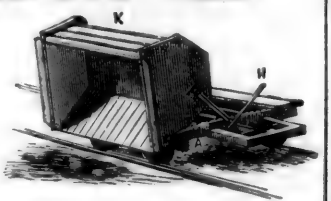


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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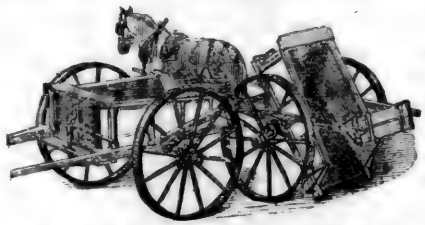
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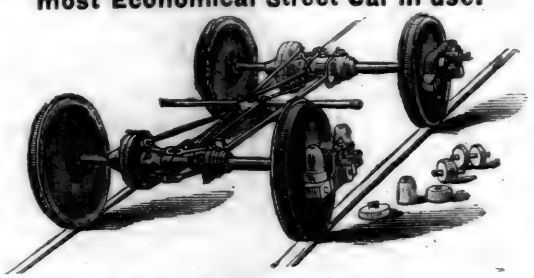
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BUILDERS OF
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BRIDGES,
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OF IRON AND WOOD.
Railroad Passenger & Freight Cars,
Street Railroad Cars.

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Hot Pressed Nuts ⅞x⅞ for ⅝ Bolts to 3¼x2 for 2 in. Bolts either Square or Hexagon.

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Coach or Lag Screws, Washers, Nut Hinges, Crow Bars, Miners' Drills, and a superior article of Boiler Rivets.

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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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Old Rails Bought or Re-Rolled, as Desired.

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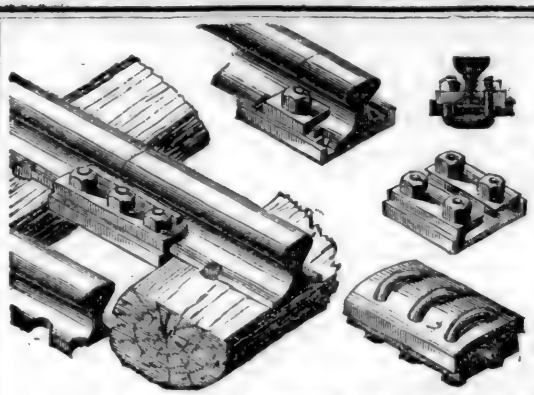
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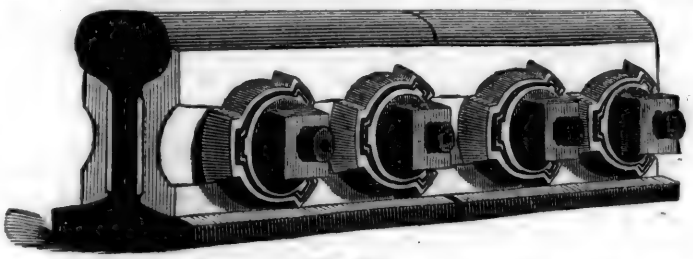
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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,

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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,

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RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,

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HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.
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Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, August 24, 1872.

Monte Video and its Railways.

We hear a very good account of the progress of the Central Uruguay railway, and impartial engineers who have lately looked into the progress making, as well as the traffic likely to result from the extension of this line, report that the latter will exceed that of the Buenos Ayres Great Southern. The line passes through a populous district which has hitherto laboured under great disadvantages for want of easy communication with Monte Video; and railway facility will be a great advantage both to the country and to the city, the expense of transit having been a serious draw back to agricultural products. As we have so often remarked and called attention to, the Republic of Uruguay, or the Banda Oriental, is a comparatively limited, but compact and very fertile territory, watered by the great river of that name, with tributaries which extend a considerable distance inland, but not sufficient to depend on water facility; hence the want of railways which will open up communication with the interior, and enable farmers to send their produce quickly to market, and this will be supplied by the Central Uruguay railway. On the other hand, the Northern railway to Salto will identify Monte Video with Brazil, and bring down large quantities of produce from the Upper Uruguay. What railways have done for the Argentine Republic will soon be exemplified in the sister State, yielding, we quite believe, even more profitable results, as the Government of Monte Video is doing everything to promote and assist the development of railways.—*Brazil and River Plate Mail.*

Banking House

—OF—

JAY COOKE & CO.

No. 20 Wall Street, N. Y.

We continue to sell at par, adding accrued interest, the

FIRST MORTGAGE GOLD BONDS

—OF THE—

NORTHERN PACIFIC RAILROAD CO.

Track-laying on the Road is now progressing at the rate of two miles a day, through the most fertile prairie region of Dakota. On the completion of this season's contracts there will be

Five Hundred and Seventeen Miles

of the main line in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of the road also entitles the Company to

Ten Millions Four Hundred Thousand Acres of Land,

located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by

A FIRST MORTGAGE

on the Road, its Traffic, and Franchise, and on the entire Land Grant received from the Government. The rate of interest is

Seven and Three-Tenths,

GOLD, equivalent to about EIGHT AND A QUARTER PER CENT. IN CURRENCY. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as

A Desirable Investment.

Holders of United States 5-20s and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for NORTHERN PACIFICS.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

Safety upon Railroads.

We recently saw an item going the rounds of the daily press, to the effect that statistics had proved that traveling by railroad is the safest of any means yet devised, as it unquestionably is the most rapid and comfortable, because it more nearly comports with the every day experience of most people. To ride in a vehicle of some sort is a novel experience to but very few—scarcely any that have occasion to travel by rail—and the steam car is but an improvement upon the road wagon, exerting the same physical influence upon the occupant. The steam vessel introduces the passenger to entirely new experiences, which soon become extremely irksome. Therefore, as we have said, traveling by rail is more comfortable, as well as safer and more expeditious than by other means yet invented, or which now seem practicable.

Yet it cannot be denied that loss of life and limb is often severe, and that accidents often occur under circumstances which bring a reproach upon the management of our railroads. It is no matter for congratulation, that in the destruction of life and injury to limb, one railroad is no worse, or even a little better, than its neighbors. It is the clear and bounden duty of railroad officials to use all precautions against accidents, to neglect no means that may be presented which promise a mitigation of the perils to which this means of locomotion are especially subject.

Probably there is no more fruitful source of accidents resulting in great destruction of property, loss of life, and maiming, than the switch. Take the record of railroad accidents, and the "misplaced switch" holds a painful prominence in them. The reason is plain. The switch as ordinarily constructed and operated, depends for its efficiency upon the intelligence, sobriety, and presence of mind of a poorly paid class of operatives, in whom those qualities are not tested at stated intervals, under the eye of their superiors, but are daily and hourly called in requisition, and often with none near to correct their mistakes and omissions. It is obvious, therefore, that whatever can contribute to security of the switch has special claims upon the attention of builders and managers of railroads. It is comparatively easy to guard

against accidents in other parts of a railroad, and its rolling stock. In the rail, in the road bed, in the bridges, in the wheels and trucks, and in the locomotive, it is easy to discover and prevent imperfections; the examiner may know just where to look for danger, and to apply the remedy at once. But in the switch, danger lurks when least expected. The switch tender, who has been vigilant and faithful for years, may fail at a time when his failure will involve calamities that could not have been incurred at any other time.

In fact, a moment's reflection will satisfy any man, that there may be criminal negligence in this matter—not on the part of the humble switch tender, for imperfections are a part of human nature, and lapses a human weakness—but on the part of railroad managers. We would not, however, insist upon the indiscriminate application to roads of the many patent contrivances, warranted as absolute security against accidents of this sort. Doubtless many railroad superintendents have been disgusted with the whole subject, by the many worthless inventions that have been urged upon them. But this does not relieve them of the responsibility of seeking out some effective aid to security. And for the purpose of aiding them in this duty, we call their attention to the WHARTON SAFETY RAILROAD SWITCH. We see that it is commended as having proved effective in many emergencies, and as having been adopted for use upon some of the great railroads. We have no space for details, but those interested may obtain further information by addressing WM. WHARTON, Jr., Superintendent, &c., 28 South Third Street, Philadelphia.

Transportation of Live Stock.

A meeting was held in Jersey City on the 17th inst., to organize a company or corporation for the transportation of live stock from Communipaw to any point in New York, Brooklyn or Williamsburg. The idea is to avert the necessity of driving cattle or sheep through the streets. A large boat is to be built, with engines powerful enough to stem the East River tide, and by this means land any number of animals at any point. Directors were elected as follows: Hon. John McPherson and Messrs David H. Sherman, Isaac Freese, J. Stearn and S. Shuster. The books were opened and $40,000 worth of stock was subscribed. The directors subsequently met and elected Mr. David H. Sherman President, and Hon. John H. McPherson Secretary and Treasurer. The directors were empowered to carry the work forward.

Cannon Valley Railroad.

The Red Wing *Argus* says the surveying party which, under the direction of Major Rogers, has been over a month engaged in surveying the proposed Cannon Valley Railroad between Faribault and Red Wing, arrived at Red Wing Saturday evening. The line run comes in nearly a direct course from Faribault to Belle Creek, passing about a mile north of Hader; thence to Belle Creek to near the Red Wing and Le on Railroad; thence over the divide into Hay Creek valley, and down that valley to this city; making from Faribault to Red Wing 46 1-2 miles, with favorable grades and but little curvature. On Monday, Major Rogers and party started on their return trip, to survey a route along the banks of Cannon, via Cannon Falls to Faribault; after which they will run two lines on the other half of the proposed road, between Faribault and Mankato.

Railroad Extension in Ohio.

The Marietta and Pittsburg Railroad Company has filed with the Secretary of State the necessary papers to enable them to construct branches to the main line, described as follows: Northwest Extension from a point on the main line in Liberty township, Guernsey county, through Guernsey, Coshocton, Holmes, Knox, Ashland and Richland counties, to a connection with the Mansfield, Coldwater and Lake Michigan road, at Mansfield; the McConnelsville Branch, from a point on the main line near Point Pleasant, Valley township Guernsey county, through Guernsey, Noble, Muskingum and Morgancounties, to a connection with the Marietta and Muskingum Valley road, at McConnelsville; East Fork Branch, from a point on the main line in Salem township, Washington county, to a point on the east line of Noble county, near Hafford township, Monroe county; Dexter Coal Branch, from a point near Dexter station, Jefferson township, Noble county, up Buffalo run; Marietta City Branch, from a point in Washington township, Washington county, through the city of Marietta to a connection with the Marietta and Cincinnati road in Harmar township.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1871 and 1872, were as follows:

	1870-'71.	1871-'72.
From passengers	$3,333,111 03	$3,260,654 06
" freight	7,700,808 79	7,521,275 09
" express	237,812 28	232,484 16
" mail	189,585 36	208,862 17
" miscellaneous	233,596 98	178,885 96
	$11,694,914 44	$11,402,161 44
Expenses, viz:		
Repairs of engines	$123,439 30	$536,780 42
" cars	547,347 24	669,970 74
" buildings	86,100 70	114,333 36
" fences	67,016 62	78,647 11
" bridges	201,802 33	148,346 10
" track	1,365,794 66	1,458,516 39
" tools, etc.	92,954 90	91,986 99
Fuel used on locomotives	647,063 09	682,110 59
Fuel and lights used on cars and at stations	102,763 90	120,515 97
Oil and waste used	82,875 76	85,926 62
Office and station furniture and exp.	43,570 79	55,803 12
Furniture & fixtures for cars	10,619 41	12,084 16
Foreign agents	40,611 33	41,272 01
Advertising	11,503 44	11,391 96
Stationery, etc	48,243 25	68,814 43
Engineers, etc	516,035 56	544,704 93
Conductors, etc	351,404 85	349,263 05
Laborers and switchmen	594,630 98	636,409 07
Agents and clerks at stations	425,595 06	457,579 04
Superintendence	73,411 52	92,611 97
Rents	41,980 28	24,328 73
Loss and damage	49,227 86	77,728 78
Injury to persons	26,512 21	43,163 18
Teaming freight, etc.	9,813 45	9,130 01
Insurance	13,580 00	.....
Miscellaneous exp.	72,941 17	51,681 99
Operating exp	$5,946,839 66	$6,463,100 72
Taxes	364,666 64	235,845 67
Losses, expenses and renewals account Chicago fire	.....	111,079 51
Total expenses	$6,311,506 30	$6,810,025 90
Balance of earnings	$5,388,408 14	$4,592,185 54
From which deduct—		
Interest on bonds ($1,109,397 91, less received from interest and exchange $37,403 57)	$1,071,994 34	
Sinking funds	45,120 00	
Rent of Chicago, Iowa and Nebraska R.R.	371,317 88	
Rent of Cedar Rapids and Missouri River Railroad	485,292 54	
Dividends on Chicago & Milwaukee Railway stock	87 00	
		1,973,811 76
Net earnings for the year		$2,618,323 78
From this amount two dividends of 3½ per cent. each have been declared on the preferred stock, amounting in all to		1,486,188 64
Balance of net income for the year		$1,132,135 14
To which should be added the balance standing to credit of income on the 31st of May, 1871		333,559 17
Leaving balance to credit of income account May 31, 1872		$1,465,694 81

The line comprising the different divisions of the road are as follows:

Wisconsin Division:	Miles.
Chicago to Fort Howard	242.2
Fort Howard to Marrinette	49.1
Kenosha to Rockford	72.4
	363.7
Galena Division:	
Chicago to East Bank of Mississippi River, opposite Clinton	137.0
Chicago to Freeport	121.0
Elgin to Geneva Lake	44.5
Geneva to St. Charles	2.4
	304.9
Iowa Division:	
Length of Bridge from East Bank of Mississippi River to Clinton	1.1
Clinton to Cedar Rapids, (Chicago, Iowa and Nebraska Railroad)	81.3
Cedar Rapids to Missouri River opposite Omaha, (Cedar Rapids and Missouri River Railroad)	271.6
Clinton to Lyons, (Lyons Branch Railroad)	2.6
Lyons to Anamosa (Iowa Midland Railroad)	68.8
	425.4
Madison Division:	
Belvidere to Madison	67.6
Madison to Reedsburg	52.6
	120.2
Peninsula Division:	
Escanaba to Lake Angeline Mine	67.9
Branches and Extensions to Mines	15.8
	83.7
Milwaukee Division:	
Chicago to Milwaukee	85.0
Total miles	1,382.9

The business of the different Divisions of the road during the past and preceding years compare as follows:

Earnings:	1871.	1872.
Wisconsin Division	$2,611,578 67	$3,037,341 31
Galena "	3,989,262 91	3,591,888 51
Iowa "	2,879,556 39	2,343,726 10
Madison "	202,705 91	269,428 65
Peninsula "	865,573 08	800,614 82
Milwaukee "	1,146,237 48	1,369,162 55
Total	$11,694,914 44	$11,402,161 44

Expenses:		
Wisconsin Division.	$1,587,543 01	$1,921,348 90
Galena " .	1,854,602 56	2.074,935 25
Iowa " .	1,820,263 40	1,638,496 92
Madison " .	145,687 64	244,206 13
Peninsula " .	367,630 80	373,484 22
Milwaukee " .	535,778 89	557,554 48
Total.....	$6,311,606 40	$6,810,025 90
Net, as above...	$5,383,408 14	$4,592,135 54

Compared with the previous year, the earnings show a decrease of $292,753, or 2.56 per cent. The extent of the loss occasioned by the stoppage of business, the temporary diversion of traffic from Chicago to other points, during the depression caused by the great fire in that city in October last, cannot be measured by this result. Of the deficit above shown, $143,966 16 belongs to first week, and $279,454 49, or nearly the entire amount to the four weeks immediately subsequent to the fire.

The total decrease in earnings for the first half year, ending November 30th, 1871, embracing the period of the Chicago fire, amounted to $765,562 21; while the earnings of the second half year, ending May 31st, 1872, show a gain over the corresponding months of the previous year of $472,-809 21; being an average gain for the six months, of nearly $80,000 per month.

The cost of operating, while comparing favorably with the expenses of other leading lines of railway, has been affected by the extra amount and price of labor and materials required for temporary accommodations in the City of Chicago, and in expensive renewals and repairs, consequent upon the destruction of property by the fire. Large outlays were also required for the maintenance of the track and rolling stock during a winter of much severity and long duration in the latitude traversed by a large portion of the company's lines. The whole expenses properly pertaining to operating for the year were $6,463,100 72, or 56.68 per cent. of gross earnings, and including taxes and charges to account of fire losses, were $6,810,025 90 or 59.72 per cent.

The net earnings for the year amounted to $2,-618,323 78, which is equal to 7.3 per cent. on both classes of stock; and with the surplus at the beginning of the year, amounted to $2,951,882 95, or 8.2 per cent. From these earnings the directors have declared two semi-annual dividends of 3½ per cent. each, on the preferred stock, leaving a balance of $1,465,694 31, to the credit of income account at the close of the fiscal year.

The amount of capital stock issued during the past year is as follows:

Common stock:	
For exchange of Beloit and Madison Railroad stock.....	$750 00
For dividends on Beloit and Madison Railroad stock.....	75 00
For conversion of Peninsula bonds....	36,000 00
" fractional dividends on stock.....	150 00
	$36,975 00
Preferred stock:	
For exchange of Beloit and Madison Railroad stock.....	$800 00
For dividends on Beloit and Madison Railroad stock.....	300 00
For conversion of Peninsula bonds....	36,000 00
" fractional dividends on stock.....	250 00
	$37,350 00

The total amount of capital stock outstanding, including the above, and that held by trustees, as explained in last report, is as follows:

Common stock and fractional scrip.	$14,810,980 40
Preferred stock.....	21,067,663 42
Total amount.....	$35,878,643 82

The last instalment of $275,000, of ten per cent. equipment bonds, due on the first of November, 1871, was paid off at maturity.

The amount of bonds retired during the year was as follows:

Of Peninsula bonds.....	$72,000 00
Of Appleton extension bonds.....	34,000 00
Of Green Bay " "	11,000 00
Of Beloit and Madison bonds.....	9,000 00
Of ten per cent. equipment bonds ...	275,000 00
Total.....	$401,000 00

Consolidated bonds have been issued in accordance with the terms of the mortgage for bonds retired, to the extent of $126,000, making a total reduction for the year of $275,000.

The aggregate of funded debt outstanding against the completed lines of the company, has been materially reduced by payments and conversion of bonds into stock during the last five years.

By reference to the report of 1867, it will be seen that the funded debt at that date, exclusive of the debts of the Chicago and Milwaukee and the Beloit and Madison Companies, amounted to $16,251,000. The same class of bonded indebtedness now stands at $12 575,500, being a reduction in the five years of $3,675,500.

Bonds outstanding	May 31, '67.	May 31, '72.
Flagg Trust Bonds.....	$200,000	None.
Preferred Sinking Fund Bonds.....	1,250.000	$1,245,500
Appleton Ext. Bonds....	184,000	148,000
Green Bay " " ...	300,000	289,000
Funded coupon " ...	756 000	755,000
General 1st mortgage...	3,600,000	3,588,000
1st mortgage G. & C. U. R. R. Bonds.....	1,919,000	1,785,100
2d mortgage G. & C. U. R. R. Bonds.....	1,173,000	918,000
G. & C. U. R. R. 6 per cent. Elgin and St. Line Bonds.....	189,000	135,000
G. & C. U. R. R. Mississippi River Bridge Bonds.....	200,000	200,000
7 per cent. Equipment Bonds.....	165,000	101,000
Peninsula Bonds..... ...	1,075,000	695,000
Consolidated Sinking Fund Bonds.....	3,040,000	2,686,000
10 per cent. Equipment Bonds.....	2,200,000	None.
Totals.....	$16,251,000	$12,575,500

The amount of Chicago and Milwaukee and Beloit and Madison Bonds then outstanding was.....	$2,097,400
The amount now is.....	2,048,500
Reduction in these bonds.....	$48,900

The more recent issues of gold bonds by this company were made for the purpose of providing means for the construction of the Madison and Menominee Extensions, described in the last Annual Report, and cover entirely new and additional property.

These extensions, when completed, will add about 250 miles of new railroad to our system; and should the expectations which are confidently entertained of their productiveness be realized, they will bring, even at moderate estimates, a large accession of business to existing lines, and greatly increase our annual revenues; sufficient, it is believed, to pay the interest on the bonds, and return a reasonable dividend on this new property.

The amount of these bonds, as stated in the general balance sheet appended to this report, is as follows:

For the 126 miles of Madison Extension.	$3,150,000
" 120 " of Menominee Extension.....	2,700,000
Total issues on new works.....	$5,850,000

The materials are purchased for the track of both these lines, and the grading is being pushed forward to complete them during the present year. Portions of the lines have been opened for use from time to time during the last year, as the work has progressed, and at the date of this report 101 miles have been in operation for a few months to accommodate local business.

The principal object of their construction as parts of the great thoroughfares to the Northwest and North cannot be attained, nor their value as feeders be felt, to any considerable extent, until by completion they shall come to connect with the other portions of our roads which lie beyond them.

The unparalled calamity which, in the month of October last, swept over a great portion of the City of Chicago, destroyed a large amount of property owned and used by this company, and seriously impaired those facilities, which, at their best capacity, were no more than adequate for the accommodation of the usual fall traffic. Among the most important property destroyed were two large brick freight houses, a brick flour warehouse, one large grain elevator, from which the company derived an annual rental of $25 000, and two other elevators belonging to other parties situated on our tracks, but which were exclusively used in the company's business. The passenger buildings and depot of the Galena Division, besides several smaller buildings, and the large block occupied by the general offices of of the company, were utterly destroyed.

One hundred and thirty-three freight cars, standing on the tracks and in the warehouses, were burned. These will be replaced by new cars and the equipment made good.

The total losses were estimated at $194,000, against which there was partial insurance in good companies. The amount of insurance realized up to the present time is $68,400. The total loss will probably be something more than the original estimate, and will by a little exceed $500,000.

The actual value of property destroyed was, however, less than the inevitable loss of business resulting from the first effects of the fire. But the immense recuperative power which inheres in the business of Chicago, was too strong for any permanent destruction of trade, and within sixty days after the fire the receipts of the company had recovered their decline, and exceeded the earnings of the same period in the previous year From that time the increase in earnings has steadily continued, although covering the dullest six months of the fiscal year.

The amount of elevator capacity destroyed was about 1,300,000 bushels, and this curtailment of our storage facilities necessarily restricted the transportation of grain, seeking market over our lines, during the winter and spring. Two new elevators—one on the company's grounds, and one on the old site on their tracks—are in process of construction, to be completed, with a capacity of over 1,500,000 bushels, in ample time for the next ensuing harvest. Two large temporary wooden freight houses were erected last fall in place of the brick one destroyed, to supply immediate and pressing wants. Since then, and during the winter and spring, the company has rebuilt and is rebuilding the brick freight and flour warehouses, and enlarging others for permanent occupancy. It is not expected that all the buildings destroyed, will be restored, but such as are needed from time to time will be rebuilt.

During the last year there has been expended on the Madison Extension the sum of $2,175,007 44, which includes payments for large quantities of iron, ties and materials for the completion of the entire track to the junction with the La Crosse, Trempealeau and Prescott Railroad. The grading is far advanced north of Wonowoc, to which point the track is now laid, and as soon as the tunnels can be finished, the whole line will be put in operation.

The sum of $1 503 560 52 has been expended during the year in the construction of the Menominee Extension, between Fort Howard and Escanaba, and about fifty miles were completed, including the bridge across the Menominee River, and put in operation in February last. The balance of the work is in progress, and will be completed to a connection with the Peninsula Division, by the close of the present year.

Other important expenditures for construction

have been made as follows: For new side tracks and extensions to various iron mines on the Peninsula Division, $122,425 67; for new buildings on the several divisions of the company's lines, $79,575 67; for the Erie Street Viaduct in Chicago, $23,884 87; for changing the old line of the Madison Division, between Syene and Madison, $10,608 06; for rights of way and depot grounds, $11,338 58; for construction of telegraph, $1,137 17; for the Saint Charles and Batavia branches of the Galena Division, $2,471 63; and for the difference in weight between the light rails taken up and heavy rails laid down to replace the same, the sum of $73,663 09; making a total expenditure for these Extension and for general construction purposes, less some items to credit of construction account, of $3,981,258 01.

Since the last annual report, the Winona and Saint Peter and the La Crosse, Trempealeau and Prescott Railroads have been connected by the completion of the new bridge, with an iron draw, across the Mississippi River at Winona with its necessary approaches; and the extension of the Winona and Saint Peter Railroad west of St. Peter has been vigorously prosecuted, and is now in active progress, with a view of completing the entire line within the period limited by its land grant. The rails, spikes and track materials were purchased in the early part of the year, before the large advance had taken place in the prices of these important and expensive items; and a large saving will be effected by these purchases in the cost of the road.

This line from St. Peter to New Ulm, 30 miles, was opened in February last, and the remaining portions are being rapidly constructed. The cost of this extension and its equipment is borne by the Winona and Saint Peter Railroad Company, and the means provided by the issue of its first mortgage gold bonds on the property, and further secured by the proceeds which will result from the sale of its land grant lands. There has been expended for account of this extension, within the year, the sum of $2,428,262 51, and the further sum of $20,317 81 for account of the previous extension east of St. Peter, and for the branch to Mankato.

The Iowa Midland Railway was finished to Anamosa in October last, where a connection is made with the Dubuque and South West Railway, with which reciprocal and permanent arrangements have been established, that will materially benefit and increase the business of both parties. The expenditures for account of the completion of this road for the year were $730,883 74.

The opening of the line to Anamosa was made at a period so nearly simultaneous with the occurence of the Chicago fire, as to seriously affect the natural course of its business during the entire fall, and caused a diversion into other channels of a large share of its traffic, which, under ordinary circumstances, would be forwarded over the Galena Division to Chicago.

The company have 269 locomotives; of these 98 are wood burners and 171 coal burners; 216 are first class and 53 second class and switching. The car equipment consists of 123 first-class and 27 second-class passenger cars, 4 business, 123 caboose and way, 76 baggage, mail and express, 7 boarding, 3,530 box, 960 platform, 337 stock, 25 dump, 1,121 iron ore, and 10 wrecking, etc., cars.

The number of passengers carried during the year was 2,224,705; do carried one mile, 99,299,476. Number of tons of freight carried, 2,510,016; do. carried one mile, 287,764,006. The total number of passengers and tons of freight was 4,734,721; total of same carried one mile, 387,063,482. Earnings per passenger, $1 47; earnings per ton $3; average earnings per passenger and per ton, $2 38. Earnings per passenger per mile, 3.28 cents; earnings per ton per mile, 2.61 cents; average earnings per passenger and per ton per mile, 2.92 cents.

General Balance Sheet, May 31, 1872.

Old Construction:		
Cost of road and property in accordance with terms of consolidation, to May 31, 1871		$39,972,412 62
For purchase of stock of the Beloit and Madison R. R. Co		3,950 00
For purchase of stock of the Chicago and Milwaukee Railway Co		300 00
		$39,976,662 62
New Construction:		
Balance to debit of this account May 31, 1871	$6,405,234 62	
Add for amount expended during the year for new rails.	73,663 09	
Right of way and depot grounds	11,338 58	
New buildings	79,575 67	
Erie St. Viaduct, Chi.	23,884 87	
New Telegraph line	1,137 17	
New side tracks etc.	122,425 87	
Changing road between Syene and Madison	10,608 06	
St. Charles Railroad.	1,786 15	
Madison Extension	2,175,007 44	
Menominee Extens'n.	1,503,560 52	
Batavia Branch	685 48	
	$10,408,907 82	
Less for discount on securities	22,414 69	
		10,386,492 63
New Equipment:		
Balance to debit of this account May 31, 1871	$5,623,011 79	
New engines and cars	213,950 88	
		5,836,962 67
Assets and securities on hand:		
C. & G. U. R. R. Co's bonds held for sinking fund	$36,520 00	
Expenditures, etc., on account Co's Land Grants	62,568 64	
Northern Pacific R. R. Co's securities	9,800 00	
Subscription for bonds and shares Northern Pacific R. R	4,888 88	
Northern Pacific R. R. 7 3-10 gold bonds	184,000 00	
Lake Superior & Puget Sound Co., through Jay Cooke & Co	2,083 34	
Lake Superior & Puget Sound Co	8,340 00	
Winona, Mankato and New Ulm R. R.	66,753 04	
W., M. & N. U. R. R. Co's stock	100,000 00	
D. & S. W. R. R. Co's preferred stock	1,540 00	
Other stocks & bonds.	119,250 00	
La Crosse, Trempealeau and Prescott R. R.	500,268 88	
	$1,046,012 78	
Excess of proceeds of bonds, etc., Winona and St. Peter R. R. over advances	240,883 16	
		805,129 62
Advances to State Line and Union R. R. account construction		96,682 40
State Line and U R. R. Co's stock.		45 00
Common and preferred stock held by Trustees		268,426 00
Advances to Iowa Midland Railway		205 971 31
Iowa Midland Railway Co's stock.		44,287 50
Advances to Northwestern Union Railway account construction		10,827 48
Materials on hand		911,200 45
		$58,542,637 68

Common Stock:		
Amount May 31, 1871 (including stock held by Trustees)		$14,774,005 40
Issued since for—		
Bonds of Peninsula R. R. Co		36,000 00
Stock of Beloit and Madison R. R. Co		750 00
Dividends on do		75 00
Fractional dividends on stock, etc.		150 00
		$14,810,980 40
Preferred Stock:		
Am't May 31, 1871 (including stock held by Trustees)	$21,030,313 42	
Issued since for—		
Bonds of Peninsula R. R. Co	36,000 00	
Stock of Beloit and Madison R. R. Co.	800 00	
Dividends on do	300 00	
Fractional dividends on stock, etc.	250 00	
		21,067,663 42
Funded debt:		
Preferred S.F. bonds.	$1,245,500 00	
Appleton Ext. bonds.	148,000 00	
Green Bay Ext. bonds	289,000 00	
Funded coupon (interest) bonds	755,000 00	
General First Mortgage bonds	3,588,000 00	
First Mort. bonds of G. & C. U. R.R. Co.	1,785,000 00	
Second Mort. bonds G. & C. U. R.R. Co.	948,000 00	
Elgin and State Line purchase bonds	135,000 00	
Mississippi River Br. bonds	200,000 00	
Seven per ct. equipment bonds	101,000 00	
Consolidated S.F.b'ds	2,686,000 00	
First Mortgage bonds Peninsula R. R. of Michigan	695,000 00	
		12,575,500 00
First Mort. bonds C. & M. R. R. Co	$397,000 00	
Second Mort. bonds M. & C. R. R. Co.	182,000 00	
Third Mort. bonds M. & C. R. R. Co	10,500 00	
First Mort. bonds C. & M. R. W. Co	1,135,000 00	
First Mort. bonds B. & M. R. R. Co	324,000 00	
		2,048,500 00
Madison Extension S.F. gold bonds		3,150,000 00
Menominee " " "		2,700,000 00
Operating debts	$2,902,328 96	
Less assets	2,388,029 46	
		514,299 50
Balance due D. N. Barney and associates on Winona and St. Peter purchases		210,000 00
Income account—balance to credit May 31, 1872		1,465,694 31
		$58,542,637 68

President.—John F. Tracy.

Vice President.—M. L. Sykes, Jr.

Directors.—J. M. Burke, Geo. S. Scott, A. G. Dulman, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, Francis H. Tows, R. P. Flower, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Wm. L. Scott, Milton Courtright, Erie; Wm. H. Ferry, Henry H. Porter, John F. Tracy, Chicago; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—Albert L. Pritchard.

General Manager.—James H. Howe.

Gen'l Superintendent.—Marvin Hughitt.

Liability of Telegraph Companies.

An important legal decision was announced at the last term of the law court in this district, which settles the law in this State as to the liability of telegraph companies to their employers in case of failure to transmit or deliver messages. As the case (George W. True *et als* against International Telegraph Company) is of novel impression in our courts and of interest to the public, we give a brief statement of the facts. In 1870 George W. True & Co., of this city, sent a dispatch to their correspondents in Baltimore, accepting an offer of a cargo of corn at a given price and freight. The offer had been made by telegraph the same day and the reply was sent on a "night blank" of the International Telegraph line at the usual night rates. The dispatch, on account of the carelessness of some operator on the line west of Boston, was not duly forwarded, and True & Co. failed to secure the cargo of corn. As the market price of corn and freights advanced immediately, they were obliged to buy other corn to meet the wants of their business at a price largely in advance of that offered. A claim was immediately preferred against the telegraph company for the damage resulting from their failure to promptly transmit the message to its destination, which was resisted by the company, on the ground that one of the conditions printed on their "night banks," subject to which the message was sent, was that the telegraph company should not be liable, in case of failure to deliver the message, to an amount greater than the sum paid for its transmission—in this case forty-eight cents. Suit was therefore brought to recover special damages; the case was argued July, 1870, and has been under consideration two years; the court has now rendered a decision in which the claim of the plaintiffs is sustained in full.

The ground of the decision being that although telegraph companies may establish reasonable rules for the conduct of their business, they cannot by printed notices on their blanks relieve themselves from the liability which the law imposes on them from motives of public policy; that the courts are to determine in the last resort whether the rules and limitations prescribed by the company are reasonable, and that the condition set up in defense in this case was not binding upon the plaintiffs, as it attempted to relieve the telegraph company from all liability, (beyond the amount paid for the message,) whether arising from carelessness, accident or willful default of the company and its servants. The measure of damage was declared to be the difference between the price of the cargo offered and of that bought to supply its place with the additional freight.—*Portland (Me.) Press.*

☞ An advantageous and more reasonable arrangement in regard to the pre-payment of newspaper postage has come into operation under the new law than prevailed heretofore. The new postal code provides that on newspapers and other periodicals sent from the office of publication to regular subscribers postage can be paid for one quarter or one year, commencing at any date, in advance. Formerly only the regular quarters of the official year could be paid for separately in advance.

The Supreme Court of Iowa has declared that where cattle are enticed by the dripping of water from a railroad tank, and are thereby brought upon a railroad track, and while there injured, the railroad company is liable.

☞ The contractors have begun on the Nashua section of the Boston, Nashua and Acton Railroad.

☞ The Summit Branch Railroad has declared a dividend of 3 per cent., or $1 50 per share, payable Aug. 15.

Milwaukee and Northern R. R.

The Milwaukee *Wisconsin* says that the Milwaukee and Northern Railroad Company are pushing their road ahead. They will reach New Holstein by about Thursday evening next. A large lot of iron, plates, &c., has just been received here, and the track is being laid as fast as possible. The distance by this road is materially shortened between Milwaukee and Fond du Lac and other cities between there and Green Bay, and as between Green Bay and Chicago the distance is so much less that it enables passengers to stop two hours in Milwaukee, and yet reach there destination as early as by the old route. For instance, passengers can leave Chicago on the Milwaukee Division of the Chicago and Northwestern rail road, reach Milwaukee at one P. M., stay in that city two hours, and taking the Milwaukee and Northern railroad, reach Green Bay at 10.30 P. M. On the old line via Janesville and Watertown they leave Chicago at 10 A. M. and reach Green Bay at 10.30 P. M., traveling all the time.

☞ The Petersburg *Index* says that "new iron is pouring in for the Atlantic, Mississippi and Ohio Railroad. Two cargoes, containing 1,500 tons of best rails, have already been received. The Norwegian ship Edwin is now discharging at City Point her cargo of some 530 tons, and lying below the Point, in James River, is the Italian ship Don Justo, with 1,000 tons. The road is improving in all its divisions, and we hope we may look before long for a reduction in the time made from Petersburg west."

☞ The Atchison, Topeka and Santa Fe Railroad, stimulated by a liberal land grant, is being built at the rate of from two to three miles per day. The end of the track is over 300 miles from Atchison, and a branch of twenty seven miles has been built from Newton to Wichita. There is about 120 miles more to be built before the conditions of its grant are fulfilled, which is to reach the west line of the State before the 1st of March, 1873. The company expect, however, to reach that point before winter sets in.

☞ A dispatch from Dakota states that track-laying on the Northern Pacific Railroad is progressing at the rate of three miles per day, and that trains will reach the Missouri river in October. The line is now being located along the Yellowstone, in Montana, and there is no opposition from Indians on any part of the route.

☞ The Cleveland and Mahoning Railroad Company, the Niles and New Lisbon Railroad Company, and the Liberty and Vienna Railroad Company, have filed with the Secretary of State of Ohio an agreement of consolidation under the name of the Cleveland and Mahoning Valley Railway Company.

☞ The Charleston (West Virginia) *Courier* says that the officers of the Chesapeake and Ohio Railroad Company and those of the Peytona Cannel coal company contemplate at no very distant time effecting a connection by rail between the cannel coal mines of the latter corporation and the railway of the former.

☞ The Providence and Worcester Railroad Company has completed its second track to Saundersville, nine miles from Worcester.

$5,000,000.

A

PRIME INVESTMENT

AT A

LOW PRICE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years'

7 PER CENT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

BANKERS,

NO. 27 PINE STREET.

Leonard, Sheldon & Foster

BANKERS,

NO. 10 WALL STREET

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,882	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371.544	321,597	387,289	322.638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	315,099	358,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	253.285	342,269	384,999	388,904	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,457	435,192	452,987	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724.890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,670,067	1,107,084	1,001,957	13,287,471
1869	592,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262.798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	258,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	240,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,193	.....	219,0 9	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	408.373	510,100	423,578	640.179	799,236	661,391	657,141	603,402	6.329,447
1865	571,536	528,972	616,665	616,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,068	7,181,208
1866	603,055	505,266	505,465	411,605	569.250	567,679	480,626	578,263	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524.871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626.249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,689
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	599,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	559,617	563,598	620,328	713,162	718,722	707,992	836,041	890,287	753,184	755,436	668,131	8,401,142
1872	642,466	527,068	572,175	647,988	638,373	641,410	616,680	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90.411	85,447	84.351	81,181	96,388	103.373	98,043	106.921	104,866	118,504	112,952	123,802	1.201,230
1867	94.136	78,976	92.910	92,768	90,526	96,535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	95.517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	96,275	101,879	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119.650	115,115	118,572	137,941	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401.456	365.663	329,105	413.501	476.661	490,694	447,670	328,870	4,520,550
1866	282 439	265,796	337,158	343.737	365,196	385,083	324,986	389,646	429.101	493.640	414 694	308,669	4,260,115
1867	304,095	288,661	375.210	362,783	393,962	284,977	313,021	398,993	464.778	506,296	412,984	330,373	4,371 0 3
1868	343.316	304,315	326,580	415,758	369,236	325.501	321,013	392,942	456,973	511,520	410,626	392,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384,431	412,080	408,283	363,187	326 591	378,880	467,990	511,447	458,873	387,927	4,755,958
1871	418,755	442 665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401.900	369.356	365,412	350,565	751,738	1.101,771	775,616	438,323	5 683,608
1868	360,228	321,203	338,508	436,412	565,718	458.191	423,398	522,682	1,024.045	1,037,464	856,917	468 880	6,517,646
1869	434.590	320,400	420,951	460,288	630 844	678,923	586,531	525,547	734,732	1,040,102	801 135	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,518	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	550,432	594,901	488,348	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	259,139	313.914	271,527	290,916	304,463	349.285	344,700	350.348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,421	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 290 583
1867	242,793	219,065	279,647	284,729	282,959	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,310
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,286	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,085	270,934	248,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2*8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	285,221	263,328	260,449	343,195	353 677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,096
1872	254,319	238,823	303,591	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125.635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566.979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,667,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.158	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 226	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,098
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593.966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172.933	220,788	219.160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,258	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167.305	158,627	168,285	152,909	137,794	1,871.031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103.716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,708
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	450,720	422,369	323,377	434,284	4,242,343
1870	267,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	516,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758.447	999,665	837,888	716,829	5,709,183
1870	528 529	500 139	539,228	706,606	802,586	746,450	643,058	644 051	798 521	719,698	570.168	605,053	7 654,094
1871	479 573	371,925	466,899	584 540	724,463	728,174	672,698	681,845	800,402	777,362	708,142	542,906	7,574,949
1872	478,938	534,115	565,861	699,430	890,442	835,469	.....	.....	.....	.....	.....	.....	.....

Leavenworth, Lawrence and Galveston Railroad.

The Superintendent and Chief Engineer, Mr. O. Channte, reports as follows for the fiscal year ending April 30, 1872:

At the date of our last report, the road was in operation to Thayer, 108 miles south of Lawrence, or 134 miles from Kansas City. Construction had just begun for its extension to the State line. This was pushed with vigor, and the road opened to Cherryvale, July 19, and to Coffeyville and the south line of Kansas, August 28, 1871.

Arrangements having been made to build a branch to Parker, 1 8-10 miles, and to undertake the construction of so much of the Southern Kansas Railroad as lies between Cherryvale and Independence (the county seat of Montgomery county) the former was opened on the 1st of November, and the latter on the 31st of December, 1871.

The system now operated by this company consists of the following:

Leavenworth, Lawrence and Galveston Railroad, main line—Lawrence to State line	144.16
Leavenworth, Lawrence and Galveston Railroad, Parker Branch—South Coffeyville to Parker	1.80
Southern Kansas Railroad—Cherryvale to Independence	9.70
Kansas City and Santa Fe Railroad—Ottawa to Olathe	31.91
Missouri River, Fort Scott and Gulf Railroad, joint track—Olathe to Kansas City	21.00
Total	208.57

The average number of miles operated during the year, over this company's own lines, amounts to 169 42-100 miles, and, including the joint track used in common with the Missouri River, Fort Scott and Gulf Railroad, to 190 42-100 miles.

These extension have been completed in the same style of excellence as the remainder of the road constructed by the present management and fully up to the first class Western standards.

The ruling maximum grades are 45 feet per mile, and the curves of long radius. The embankments are from 14 to 16 feet, and the cuts 20 feet wide at grade; while much greater care than is usual has been paid to thorough drainage. In grading the line, the stone from the rock cuts was saved and deposited on the sides, and no less than 20 miles are already ballasted with broken stone. The track is laid of 57 pound rails, well fished at the joints, and resting on abont 2,700 white oak and black walnut ties per mile. It is safe to run at the rate of 60 miles an hour over any part of it.

The stations, appointments and rolling stock are fully up to the same standard of excellence in character, and all passenger trains are equipped with Miller's platforms and couplers, and with Westinghouse' atmospheric brake.

The amount of the equipment now on the road is as follows: 20 engines, 10 passenger coaches, 4 smoking cars, 5 baggage cars, 4 mail and express cars, 7 caboose way cars, 165 box cars (combination), 90 flat and coal cars, 1 wrecking car, 86 hand cars, and 82 rubble cars.

This is barely sufficient for the present business. If this increases, as it is believed it will, additions will be required from time to time, and probably 50 or more box cars before the end of the year.

The country through which the road runs is a fertile, attractive prairie region, well watered, and sufficiently supplied with timber for all farming operations. The substratum of the soil is limestone. It is, as yet, comparatively thinly settled, the eastern tier of counties in Kansas having received the earlier emigration to the State.

The population is rapidly increasing, no less than 22,000 settlers having been added during the year. The country is so attractive that, should Kansas continue to be favored with the splendid crops of the last few years, it must, in a short time, afford a remunerative traffic. Every effort is being made to invite emigration to this portion of the State, and to promote the development of the country.

The earnings and operating expenses during the past fiscal year, upon the average of 190.42 miles operated, have been as follows:

Earnings from freight		$322,978 49
" passengers		238,499 41
" mails		20,266 62
" express		10,222 79
Miscellaneous		2,025 76
		$593,992 87
Operating expenses, 66 per cent.		395,678 92
Net earnings		$198,313 95

The operating expenses have been increased by the transportation of materials for the extension of the road, the volume of which has been nearly 22 per cent. of the whole tonnage carried.

As the road has a double northern terminus, at Lawrence and at Kansas City, and through cars have to be run to both cities, more passenger accommodation is furnished than would be otherwise required.

It will also be noticed, from the table of commodities carried, that 68,692 tons were transported southward, and only 16,258 tons, or less than one quarter, northward. This result is incident to the settlement of a new country. Immigrants import lumber, supplies of various kinds, and food, and have nothing to export. These causes greatly increase the percentage of cost and operating expenses.

During the past year a bridge has been built over the Kansas river at Lawrence. This structure consists of four spans of Howe Truss, 150 feet each, resting upon wooden piers, and, with the approaches, has cost about $70,000.

The city of Ottawa having voted $60,000 in city bonds, and furnished twenty acres of ground, to be used in the construction of the machine shops at that point, some 22 more acres have been secured by gift and purchase, and arrangements are now being perfected to go on with the work, so that this much needed accommodation may be furnished before next winter.

In closing, permit me to return my thanks for the valuable assistance furnished to me by the heads of the various departments, and to call your attention to the fidelity and zeal with which the agents and employees have, all alike, performed their services in the operation and construction of the road.

The report of the President, Mr. James M. Walker, which recites many of the facts contained in the Superintendent's report, says that the ten miles from Cherryvale to Independence were built from the proceeds of $75,000 of city and township bonds of Independence, donated for the purpose, and from the proceeds of $160,000 of 8 per cent. 20 year bonds of the Southern Kansas Railroad Company. The Leavenworth, Lawrence and Galveston Company has a perpetual lease of the line, the rental being the interest on the $160,000 of bonds ($12,800 yearly) and the provision of a fund for the purchase of the bonds in the market by setting aside 40 per cent. of the gross earnings on the main line from all traffic received from the leased road.

The company uses the 21 miles of Missouri River, Fort Scott and Gulf road between Kansas City and Olathe for through traffic, by paying half the cost of maintenance and 10 per cent. on half the cost of the road. It uses the depot grounds in Kansas one-fourth of which it owns, in common with the same company, and they are to be improved at their joint expense.

The company sold during the year 42,539.42 acres of land at an average of $3 15 per acre, making the amount, with the receipts of town lots $361,079 20. Sales were interrupted by a question as to the validity of the company's title to the Osage Ceded Lands, which has been fully confirmed, the patents having been granted. It is hoped that now the land will sell more rapidly. The assets and liabilities of the company are:

ASSETS.

Balance due for lands sold to date		$440,660 84
418,969 acres of land and estimated value town lots		3,275,727 14
County and townships bonds (par value)		1,349,400 00
		$5,066,787 98
Construction of main line, 146 miles of road	$4,300,319 97	
Construction of Kansas City and Santa Fe Railroad, 33 miles of road	913 623 05	
Construction of Southern Kansas Railroad, 10 miles of road	164,208 03	
Equipment	604,364 36	
		5,982,515 41
Due from Post Office department	$8,842 43	
Due from agents and foreign roads	64,207 52	
Materials on hand paid for	15,866 27	
Balance in treasury	36,202 99	
		125,119 21
Total		$11,173,422 60

LIABILITIES.

Funded debt:		
Leavenworth, Lawrence and Galveston R. R. bonds	$5 000,000 00	
Kansas City and Santa Fe R. R. bonds	720,000 00	
Southern Kansas R. R. bonds	160,000 00	
		5,880,000 00
Bills and accounts payable		278,616 12
Surplus		5,014,806 48
Total, as above		$11,173,422 60

The capital stock stands at $5,000,000.

☞ The Chicago, Clinton and Dubuque Road has a corps of engineers surveying the route for an extension of the road to Burlington. Engineers of the Chicago, Dubuque, and Minnesota road are also busily searching for a route for a branch north for a junction of that road with the Iowa and Pacific to Mankato and New Ulm, Minn. The Wisconsin Valley Road, building by the Chicago, Dubuque and Minnesota Road, is under construction on the whole route. The grading is nearly finished between Tomah and Grand Rapids, Wis. A branch from Sparta, via Black River Falls, to Neilsville, Clark county, Wis., is contemplated.

☞ Colonel Wm. J. Budd, the well known railroad contractor, has the contract for building fifty miles of the Texas Pacific railroad, west from Long View, and will set three thousand men at work at once. A section of sixty-five miles of this road between Shreveport, La., and Long View, is already built. Three branches of this road, one from Memphis, one from Vicksburg, and one from New Orleans, will concentrate at Fort Worth.

☞ The track of the Hastings and Dakota Railroad is laid to Young America, a distance of sixty-four miles from Hastings.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley.....50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,444,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl.'72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 2½
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '72 1½
Bloomsburg & Corning.*...50	250,000	J. & D.	June'72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N	May '72 5
Boston and Providence.100	3,950,000	M & N	May '72 5
Buffalo, N. Y. and Erie*.100	560,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J A J.O.	July '72 2½
Camden and Atlantic....50	577,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod.....50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,950,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.AJ&O.	July '72 2½
Central Ohio*.....50	2,426,600	J. & D.	June'72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	July '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref..100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Chi., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Chi., Sand. and Clev.*...50	2,967,800	— & —	Apl. '72 10s
" " pref...50	428,646	M. & N.	May '72 3½
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*.50	2,057,589	M. & N.	A " '72 3½
Cleveland & Pittsburg*..50	7,494,588	F.M.A.N	Mng '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*...5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val..100	848,804	F. & A.	Aug. '72 5
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River.....50	1,760,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn.50	18,808,850	J. A .J.O.	July '72 2½
Detroit & Milwaukee *..5	452,350	— & —	.....
" " pref.50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	600,000	F. & A.	Aug '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Sept. '72 1½
Fitchburg.....100	3,640,000	J. & J.	July '72 4
Georgia.....100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref.....100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	13,159,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref 100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200 000	A. & O.	Apl. '71 3
Lykens Valley.....20	600,000	F.M.A N	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,578	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,456	J. & J.	July '72 3½
Morris and Essex*.....50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,564,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	805,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N. Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May 67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J. A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	600,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	8,319,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,800	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch.....100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleeckerst. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000 000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,(00,000	J. & J.	July '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)....50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	July'72 1½
Somerville (Boston).....100	75,000	M. & N.	May '72 3
South Boston.....50	400,000	J.A. J.O.	July '72 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*.100	6,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 50c
" " (pref.) 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water...50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq....50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,893,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common....100	5,700,000	— & —	.....
" preferred ..100	4,300,000	— & —	.....
Spring Mountain Coal...50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Aug. 1, 1873.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	109¼
" " "	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,737,000	6	Jan. & July.	1880	115¼
" " "	coupon	4,678,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861	registered	125,331,450	6	Jan. & July	1881	115¼
" " "	coupon	63,989,750	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s)	registered	33,821,300	6	May & Nov.	1882	116¾
(5-20s)	coupon	240,009,750	6	" "	1882	116¾
Loan of March 3, 1863	registered	53,427,850	6	Jan. & July.	1881	115¼
" " "	coupon	21,572,150	6	" "	1881	118
Loan of March 3, 1864 (5-20s)	registered	2,349,500	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s)	registered	34,657,000	6	May & Nov.	1884	116¾
(5-20s)	coupon	37,878,150	6	" "	1884	116¾
Loan of March 3, 1865 (5-20s)	registered	39 346,650	6	May & Nov.	1885	116¾
(5-20s)	coupon	120,078,100	6	" "	1885	115¾
" " 2d series (5-20s)	registered	62,131,300	6	Jan. & July.	1885	115¾
(5-20s)	coupon	158,560,550	6	" "	1885	114¾
" " 3d series (5-20s)	registered	92,338,500	6	Jan. & July.	1887	115¼
(5-20s)	coupon	227,877,050	6	" "	1887	115¼
" " 4th series (5-20s)	registered	13,392,000	6	Jan. & July-	1888	115¾
(5-20s)	coupon	25,865,450	6	" "	1888	115¾
Loan of March 3, 1864, (10-40s)	registered	138,573,100	5	Mar. & Sept.	1904	109¾
(10-40s)	coupon	55,994,200	5	" "	1904	112¾
Consols of July 14, '70 & Jan. 20, '71.	registered	124,606,700	5	F. M. A. & N.	1881	112¾
" " " "	coupon	75,393,300	5	" "	1881	112¾
Consols " " "	registered	.....	4½	F. M. A. & N.	1886	....
" " "	coupon	.....	4½	" "	1886	....
Consols " " "	registered	.....	4	F. M. A. & N.	1901	....
" " "	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	9,840,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency		398,101,538	*nil.*	.....	.....	....
State Securities, latest dates.						
Alabama—State Bonds (original)		168,000	5	May & Nov.	1872	59
" — " " (extended)		2,414,800	5	" "	'83-'86	....
" — " " (sterling)		688,000	6	June 1.	1870	....
" — " " (" extended)		82,500	6	Jan. & July.	1886	....
" — " " (" ")		712,800	5	" "	1886	....
" — " " (new)		1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded)		3,000,000	6	Jan. & July.	1899	53
" — " (Aid R. R's)		3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857		2,138,000	7	Jan. & July.	1877	112
" " 1860		138,500	7	" "	1880	....
" —Relief Fund Bonds of 1863		424,000	7	" "	1883	....
" —Bounty Fund Bonds of 1864		805,000	7	" "	1884	....
" —Central Pacific R. R. Loan of 1866		1,600,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)		5,927,000	6	Jan. & July.	'81-'92	100½
" — " of 1863, (20s)			6	" "	1883	100½
" — " of 1864, (10-20s)			6	April & Oct.	1884	101
" — " of 1865, (20s) free			6	"	1885	....
" — " (various) registered		867,500	6	Various.	Var.	....
Florida—State Bonds 1868		300,000	6	Jan. & July.	1898	....
" — " " 1869		200,000	6	" "	1889	....
" —Railroad Loans $16,000 per mile		.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,900	6	Various.	'71-'74	....
" — " " " 1842 to 1843		273,000	7	Various.	'72-'74	89
" —Atl. and Gulf R. R. 1858 to 1866		800,000	6	Feb. & Aug.	'78-'86	60
" —Bonds (Act March 12, 1865)		3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847		980,896	6	" "	1877	100½
" — " Stock of 1857		134,311	6	" "	1877	....
" —Refunded Stock Bonds		348,000	6	" "	Var.	....
" —Normal University Bonds		45,000	6	" "	1879	....
" —Thornton Loan Bonds		103,000	6	Mar. & Sept.	1879	....
" —War Loan Bonds		416,800	6	Jan. & July.	1879	....
Indiana—State Bonds		.....	5	" "	1866	....
" —War Loan Bonds		204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861		300,000	7	Jan. & July.	1881	....
Kansas—State Bonds		100,675	6	" "	'83-'84	....
" — " "		1,059,500	7	" "	'76-'89	....
" — " military		176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42		913,000	6	April & Oct.	'71-'72	99¼
" — " " of 1843		160,000	5	" "	1873	....
" — " " military		309,300	6	Various.	1895	....
Louisiana—Charity Hospital		86,000	5	Mar. & Sept.	1872	....
" —State Bonds, general		750,000	6	Jan. & July.	1893	60
" —Railroad Bonds		561,000	5	Various.	70-'79	....
" — " "		2,052,000	6	Various.	'93-'06	69
" —Levee Bonds 1865		1,000,000	8	Various.	1886	79
" — " " 1867		4,000,000	6	May & Nov.	1907	59
" — " " 1870		3,000,000	8	Mar. & Sept.	1875	79
" —Funded coupons 1866		997,300	6	Jan. & July.	'86-'88	....
" —Funded Floating Debt		3,000,000	6	May & Nov.	1910	78¼
" —Ship Canal Bonds of 1869		474,000	7.3	Mar. & Sept.	1899	....
" —Penitentiary Bonds of 1869		500,000	7	" "	1909	....
" —N. La. & Tex. R. R. Bonds of 1869		546,000	8	April & Oct.	1909	92½
Maine—State Bonds		301,000	6	Various.	'75-'78	....
" —War Loan of April 25, 1861		800,000	6	Various.	1871	....
" — " " of Jan. 31, 1863	(cur.)	525,000	6	Mar. & Sept.	1883	100½
" — " " of Mar. 26, 1863	(cur.)	475,000	6	Feb. & Aug.	1883	....
" — " " of Mar. 19, 1864	(cur.)	2,832,500	6	June & Dec.	1889	....
" —Municipal War Debts assumed	(cur.)	8,034,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.		2,288,888	5	J. A. J. & O.	1890	....
" — " " converted		448,500	5	" "	1880	....
" —Ches. & Ohio Cur. Loans, Stg.		1,855,385	6	" "	1890	....
" — " " converted		1,687,345	6	" "	1890	....
" — " " of 1834		1,403,146	6	" "	1870	97
" —Balt. & Susq. R. R. Loans		289,000	3	" "	1890	....
" — " "		429,000	6	" "	1890	97
" —Annapolis & Elkridge R.R. Loans		96,420	6	" "	1889	....
" —Susq. and Tide-Water Canal Stg.		773,000	6	" "	1885	....
" — " " " converted		216,622	6	" "	1885	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
" —Defense Loan Bonds	3,651,398	6	" "	1883	104
" —Southern Relief Bonds	100.000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
" — " "	275,000	5	April & Oct	'73-'74	....
" — " "	320,000	5	May & Nov.	'72-'80	98½
" — " "	133,000	6	June & Dec.	'72-'77	107½
" —Union Fund Loan of 1861	3,000.000	6	Jan. & July.	'71-'76	....
" — " " of 1863	600,000	5	" "	'77-'78	....
" —Coast Defense Loan	888.000	5	" "	1883	....
" —Bounty Loan of 1863	200,000	5	" "	1883	98½
" — " of 1864	4,379,500	5	May & Nov.	1894	99½
" — " (stg.)	4,000,744	5	" "	1894	....
" —War Loan (cur. 5-20 yr.)	3,505.000	6	Mar. & Sept.	1886	100
" —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
" —T. & G. R.R. & Hoosac T. stg.	3,606,580	5	" "	'88-'90	97½
" — " "	966,500	5	" "	'91-'98	97½
" —Southern Vermont R. R.	200,000	5	" "	1890	....
" —Eastern R. R.	50,000	5	Jan. & July.	1871	....
" —Norwich & Worcester	400.000	6	" "	1877	....
" —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
" —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
" —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
" —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
" —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
" —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
" —Interest Bonds of 1868	2,727,000	6	" "	1888	....
" —Railroad Loans	13,112,000	6	" "	'74-'90	93½
" —South Pacific, guar	1,589,000	7	" "	1876	79
" —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861	899,200	6	" "	'71-'78	100
" — " of Sept. 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
" — " of Oct. 1, 1865	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
" " of 1863 (free)	1,002,900	6	" "	'86-'96	105
" — " of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	....
" — " Bonds	21,089,000	7	" "	1877	107½
" —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	107½
" — " "	860,000	6	" "	1876	101
" — " "	348,000	5	" "	pleas.	....
" — " "	900,000	6	" "	1875	....
" —Canal Fund Stocks	2,297,900	6	J. A. J. & O.	1872	106½
" — " "	5,150,100	6	" "	1873	104½
" — " "	2,099,000	6	" "	1874	106
" — " "	473,000	6	" "	1875	105½
" — " "	880,000	6	" "	1877	106
" — " "	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)	4,738,800	6	Jan. & July.	71-'91	....
" — " " (old)	3,639,400	6	April & Oct.	'71-'91	33
" —State Bonds for R. R. (new)	2,626,000	6	Jan. & July.	'92-'96	....
" — " " (new)	1,739,000	6	April & Oct.	'92-'98	21½
" —Funding &c. Bonds of '68-'68	2,800,400	6	Jan. & July.	1899	....
" —Special Tax Bonds	1,821,400	6	April & Oct.	1899	25
Ohio—State Loan (New York)	11,407,000	6	" "	1890	....
" — " (")	1,284,317	6	Jan. & July.	1870	15
" — " (")	1,600,000	6	" "	1875	....
" — " (")	4,095,300	6	" "	1881	101
" — " (")	2,400,000	6	" "	1886	101½
" —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	95
" — " " "	4,731,300	6	" "	1872	97
" — " " "	90,400	5	" "	1877	102½
" — " " "	7,890,550	6	" "	1877	98
" — " " "	726,950	5	" "	1882	108
" — " " "	9,237,050	6	" "	1882	98
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	109
" —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
" —State Stocks (old)	384,000	6	Jan. & July.	1882	102
" — " (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
" — " (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
" — " of 1863	736,000	6	Jan. & July.	1893	100½
" — " of 1863	239,000	6	April & Oct.	1883	100
" — " of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
" — " bonds (stg.)	484,445	5	" "	1868	55
" —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	....
" —State Capitol bonds	1,997,738	6	" "	'71-'90	....
" —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
" —Conversion Bonds of 1869	1,265,800	6	J. A. J. & O.	1888	29
" —Funding & Special Bonds '68	1,692,150	6	" "	1888	38
Tennessee—*State Bonds proper	1,398,640	6	April & Oct.	Var.	....
" —* " "	239,166	5½	" "	"	....
" —* " "	1,706,000	6	" "	"	....
" —*Railroad Loans	24,008,500	6	Jan. & July.	long.	74½
" —*Railroad Endorsements	2,172,000	6	" "	"	....
" —*Funding Bonds	4,060,503	6	" "	"	78½
Texas—No legal debt	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'76	100
" — " Certificates	201,000	6	" "	71-'76	....
Virginia—State Stock registered	21,617,578	6	Jan. & July.	long.	....
" — " Bonds coupon	11,108,000	6	" "	"	44½
" — " " stg	1,865,000	6	" "	"	....
" —Funding Stock of 1866 registered	1,372,968	6	" "	"	....
" — " Bonds of 1866 coupon	1,478,000	6	" "	"	64
" — " (sterling)	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,800	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	399,000	7	May & Nov.	" "	1881	99½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	....
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R., assumed	485,500	6	Jan. & July.	Baltimore.	1873	99
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,600,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. fr. tax	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	....
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	102
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	....
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	89½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	....
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	101½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State & Bonds (1st. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. F'd Okld & Aln.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1882	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	....
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	....
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1890	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	....
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m. & 76,000 ac.)	152,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	136,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	97½
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	...
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (") guar.	182,000	7	Feb. & Aug	" "	1874	....
3d Mort. (") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwn (C.P.& Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan. & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,002,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & I.a.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 2d) Mortgage guar.	1,096 000	6	Jan. & July.	" "	1892	99
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	92½
2d Mortgage Consol. skg fund	3,672,900	7	Feb. & Aug.	" "	1909	70½
Columbus, Springfield and Cin.:						
1st Mort. (assumed by CS&Clev)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,460,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	...
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,900	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y.L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern Mass.:						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	....
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1852	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,000,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds	68,800	6	Jan. & July.	Bangor.	1875	....
B'gor L'n, 2d on 14m. & 1st on 31m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	168,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (62,091) tx. f.	2,046,000	8	March & Sept.	" "	1889	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct.	Boston,	1890	....
2d Mortgage	500,000	8	Jan. & July.	"	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,235.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5',000	10	" "	"	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntington and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1895	48
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensack and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	795,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LS&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	....
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	....
1st M.(3dD.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,000	7	.....	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1866.	237,000	7	June & Dec.	" "	1886	....
Keok., Iowa C.& Minn.(T&WW):						
1st Mort. sold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	300,000	7	Jan. & July.	" "	1881	....
La C., Trempel.& Pres.(C.& N.W.):						
1st Mort. assumed by (C&NW).	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,331,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96½
1st Mort. (Junc.R.R.(Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July	" "	1882	....
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (Kal. W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ait.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jan. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	....
Lehigh and Lackawauna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	...
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'60-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland,	'90-'91	....
1st Mortgage (Ken .& P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framigh. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	99½
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	11½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	89½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92⅝
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mo t. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	....
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91½
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,00,0000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Intercst bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	660,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st Mortgage, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	....
Bonds for B.& N. R'r.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	91
Bonds of 1854 renew'd(")	2,900,000	6	Feb. & Aug.	" "	1887	....
1st Mort. (Hudson Riv.)	200,000	7	June & Dec.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	Feb. & Aug.	" "	1885	....
3d Mort. (")	180,000	7	June & Dec.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	May & Nov.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car:						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100¾
2d Mortgage	1,358,500	7	May & Nov.	"	1890	110¼
Chattel Mortgage	360,000	10	April & Oct.	"	1877	97
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	....
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,060	6*	" "	"	1900	94¼
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny Valley:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	....
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	103
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	....
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds..	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York (L.V.:						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	....
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103¾
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	....
	Dollar registered	1,462,000	7	" "	"	1911	....
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Con ol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1880	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Selma & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated, Mortgage	1,722,000	6	May & Nov.	New York.	75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97¼
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	93
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Cen.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	660,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	73
3d preferred bonds	448,600	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Bond Br.) 19 m.	250,000	7	June & Dec.	" "	1910	...
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. & B.):						
1st Mortg ge skg fund, guar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	645,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	....
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	93½
1st M. (Gt. W.Rwy of '89, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	....
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	94
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	....
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	....
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,600	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	....
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	....
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	88½
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	86½
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Val.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1876	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	....
Consolidated Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	.....	.....	1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000pm	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	78½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	....
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	99
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	....
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AtlV.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	....
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	103,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Wtn.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1890	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Por.23 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	....
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	103½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	....
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.).						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage re-registered — 3d series, Jan. 1, 1871	6,000,000	7	" "	"	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	....
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	....
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	....
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1899	....
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,015,670	6	Jan. & July.	"	1882	....
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1863	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna † ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	.....	.....	.....	.....	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	63.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line †. Ga. S.C. & N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf † ..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina †. N. Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* †..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	.....	.....	.....	3,994,900	3,149,920	175,197	.....	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Genesee and Mount Morris .. N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	.....	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	463.0	—	324	164	35	5,438	Baltimore and Ohio † .... Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	.....	.....	.....	.....	Washington Branch † ..... Maryland.	1,650,000	.....	.....	375,984	1,650,000	20,000	.....	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	.....	.....	.....	.....	Parkersburg Branch..... W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,893,629	.....	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	.....	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	.....	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.0	—	.....	.....	.....	.....	Bellville and Southern Illinois..... Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,865	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	.....	.....	.....	80	Berkshire..... Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	.....	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	.....	.....	.....	.....	Blossburg and Corning..... New York.	582,346	.....	.....	.....	250,000	48,000	.....	.....	.....	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	151
Sept. 30, 1870	41.6	1.3	7.0	—	18	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.0	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	3,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie †. M., R.L., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	157
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	18	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	.....	.....	.....	.....	Buffalo and Lake Huron..... Canada.	6,492,790	*	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	.....	.....	.....	.....	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo. River.)	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	31.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	....	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	.....	.....	.....	.....	Camden and Burlington Co.. New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	61
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Milliville..... New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper. b	y West J	ersey.)	.....	—	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	387,491	.....	.....	655,812	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	.....	.....	.....	.....	Cayuga and Susquehanna..... New York.	589,110	.....	.....	.....	589,110	.....	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	.....	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	3,510,000	*	.....	.....	2,550,000	2,960,000	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1,000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	107
Dec. 31, 1870	137.0	—	17.9	—	.....	.....	.....	.....	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B. & Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* †.. California.	125,356,960	*	.....	.....	54,001,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C. S.C. & Ga.	4,950,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	.....	.....	.....	.....	Chemung..... New York.	400,000	.....	.....	.....	380,000	.....	.....	.....	.....	(Oper.	by Erie &	N. Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	.....	.....	.....	.....	Cherry Valley, Sharon & Albany... N. Y.	600,000	.....	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hud	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,927	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,286	44,000	198,490	2,085,925	807,000	.....	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	.....	.....	.....	.....	Chester Valley ..... Pennsylvania.	1,371,900	.....	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila. a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,626	11,350,972	4,147,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,090	4,723,545	9,295,928	1 964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	132½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	———	73.0	Re-orga	niza. of Ch	n. Peru &	Chic.)	.....	———	100	....
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	———	....	(Is now	completed	to Danv.)	.....	———	100	....
Dec. 31, 1869	82.5	—	16.7	———	———	———	———	———	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	———	.....	.....	3,916,000	810,000	.....	———	———	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n..Ill., Wis. & Mich.	52,000,659	*	1,832,960	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....		100,802,521	268,417,381	11,694,914	5,383,408	10	100	73½
Jun. 30, 1871	200.0	24.0	....	———	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	———	.....	(Will be	completed	in 1871.)	.....	.....	———	100	.....
Mar. 31, 1871	494.0	50.5	109.5	———	145	63	26	2,965	Chicago, Rock Island & Pacific.Ill. & Iowa	26,703,243	*	439,304	1,354 451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	110½
Jun. 30, 1871	270.0	—	8.6	———	.....	.....	.....	.....	Chicago and South Western..Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	———	....	(Will be	completed	in 1871.)	.....	.....	———	100	...
Dec. 31, 1870	36.5	—	2.5	———	———	———	———	———	Chillicothe and Brunswick.....Mo.	845,000	———	.....	.....	345,000	500,000	.....	———	———	(Leased	and oper. b	y North M	issouri.)	.....	———	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	———	40.0	25,000	.....	.....	24,379	2,096	———	100	...
Mar. 31, 1871	60.1	—	33.4	———	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....		.....	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	———	———	———	———	———	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	———	———	———	2,000,000	2,000,000	———	———	———	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	———	100	...
Jun. 30, 1870	98.0	25.0	5.6	———	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	———	———	3,027,450	2,033,000	1,061,798	———	123.0	.....		.....	261,277	26,713	———	100	...
Jun. 30, 1871	13.0	—	0 3	———	———	———	———	———	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	———	———	———	1,000,000	———	———	———	———	(Leased	& oper. by	Kentucky	Central.)	.....	———	100	...
Jun. 30, 1871	40.0	—	2.9	———	———	———	———	———	Cincinnati and Martinsville.....Indiana.	800,000	———	———	———	400,000	400,000	———	———	———	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	...
Jun. 30, 1871	132.1	—	9.0	———	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	.....	.....	.....	.....	.....	.....	.....	———	132.1	(Reorga	nization of	Cin. & Zan	esville.)	.....	.....	———	100	...
Mar. 31, 1871	42.0	—	2.6	———	6	3	4	71	Cin., Richmond and Chicago..Ohio & Ind.	826,733	120,462	700	81,009	382,600	615,000	21,294	———	42.0	.....		.....	152,136	44,851	———	100	...
Jun. 30, 1870	155.0	16.0	20.1	———	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	———	171.0	603,581	6,090,000	21,667,196	810,476	272,432	———	100	22½
Dec. 31, 1870	340.5	49.9	62.5	———	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	———	192,365	390.4	2,609,033	27,294,924	148,875,519	3,328,281	980,044	7	100	89
Jan. 24, 1871	67.8	12.4	33.5	———	———	———	———	———	Cleveland and Mahoning .....Ohio	3,147,934	———	391,456	198,402	2,057,569	1,582,600	25,948	76,675	———	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	———	7	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,284,000	*	.....	.....	1,150,000	143,000	.....	———	76.7	.....		.....	199,157	60,617	———	100	...
Nov. 30, 1870	124.0	75.0	60.0	———	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	90½
Dec. 31, 1870	588.0	25.0	71.2	———	———	———	———	———	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	———	———	———	13,000,000	24,010,174	.....	———	———	(Leas. &	oper. by Pi	ts. C. & St. L.	3,293,198	1,107,470	———	100	34½
Dec. 31, 1870	75.3	13.0	4.7	———	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	———	69.8	244,386	.....	.....	372,229	210,914	———	100	...
Mar. 31, 1871	35.0	7.0	48.5	———	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	———	109,853	59,819	119.5	.....		.....	.....	.....	10	50	160½
Mar. 31, 1871	41.0	—	6.5	———	———	———	———	———	Concord and Portsmouth..N.Hampshire.	1,108,859	———	———	———	350,000	———	———	———	———	(Leased	& oper. by	Concord.)	25,000	.....	7	100	115½
Jun .30, 1871	110.3	—	12.7	———	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	8.4	13.6	———	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,854	319,422	53.4	.....		(10 mos.	591,972	217,174	10	100	136
Dec. 31, 1870	———	———	———	41.0	.....	.....	.....	.....	Connecticut Valley.....Connecticut.	982,000	———	———	———	789,251	———	194,752	———	———	———		———	———	———	———	———	———
Dec. 31, 1870	67.5	1.7	....	———	.....	.....	.....	.....	Connecticut Western.....Connecticut.	1,599,393	*	———	———	1,419,306	81,000	———	———	———	———		———	———	———	———	50	...
Dec. 31, 1870	6.8	—	9.5	———	———	———	———	———	Connecting (Phila.).....Pennsylvania.	2,278,300	———	———	———	1,278,300	1,000,000	———	———	———	(Oper.	by Phila.	& Trent.)	.....	———	6	100	...
Dec. 31, 1870	14.6	—	1.1	———	———	———	———	———	Contoocook River .....New Hampshire.	257,000	———	———	———	200,000	30,000	———	———	———	(Oper.	by Northe	rn N. H.)	.....	———	———	50	...
Sept 30, 1870	16.0	1.0	0.3	———	———	———	———	———	Cooperstown and Susquehanna..N.York.	447,528	———	———	———	307,383	100,000	28,606	———	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	———	3	———	———	117	Cornwall .....Pennsylvania.	384,228	*	———	———	300,000	———	———	———	7.5	12,000	.....	.....	91,984	47,500	———	50	...
Dec. 31, 1870	54.5	—	19.0	———	26	2	2	440	Cumberland and Pennsylvania..Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	———	34.0	286,186	.....	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	362,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	———	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	———	6,454	27.8	83,000	.....	.....	175,445	82,163	———	100	...
Dec. 31, 1870	47.0	22.0	6.9	———	.....	.....	.....	.....	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	———	568,900	1,006,500	222,316	———	———	(Nearly	completed	at date.)	.....	.....	———	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*	———	———	258,000	850,000	———	———	———	(Being c	onstructed	at $26,000	pr. mile.)	.....	———	100	...
Mar. 31, 1871	141.4	—	16.1	———	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	———	156,825	2,398,972	4,245,000	124,968	———	141.4	.....	.....	.....	1,062,406	395.011	———	100	...
Jun. 30, 1870	31.8	—	2.7	———	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	———	———	82,350	527,449	8,187	———	31.8	.....	.....	.....	124,327	15,071	———	100	...
Dec. 31, 1870	41.5	—	3.0	———	———	———	———	———	Dayton and Western.....Ohio.	850,000	———	———	———	309,276	701,000	———	———	———	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	———	———	———	———	———	Delaware ¶.....Delaware.	2,141,300	———	127,515	34,352	1,230,941	882,700	186,476	———	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	———	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	———	100	104½
Dec. 31, 1870	106.0	—	10.6	———	———	———	———	———	*Denver Pacific* .....Colorado.	5,000,000	———	———	———	2,500,000	2,500,000	———	———	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	———	100	...
Dec. 31, 1870	248.0	—	12.4	———	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	———	100	...
Dec. 31, 1870	189.0	—	20.7	———	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,094	*	.....	.....	2 547,350	7,530,048	236,812	———	189.0	690,924	.....	.....	1,421,122	603,228	———	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	.....	.....	.....	.....	.....	.....	.....	.....	57.0	(Leased	& oper. by	Mich. Cen.	)	.....	3	100	...
Dec. 31, 1870	14.0	—	———	———	———	———	———	———	Dexter and New York.....Maine.	300,000	———	———	———	122,000	175,000	———	———	14.0	(Leased	& oper. by	Me. Cent.)	18,000	.....	———	100	...
Dec. 31, 1870	33.5	—	1.7	———	2	———	———	———	Dorcester and Delaware .....Delaware	.....	.....	.....	.....	.....	.....	.....	———	33.5	(Leased	& oper. by	Phila., Wil	& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	———	———	———	———	———	Dover and Winnipissogee....New Hamp.	480,000	———	———	———	480,000	———	———	———	———	(Leased	& oper. by	Boston and	Miami.)	29,000	———	100	...
Dec. 31, 1870	———	———	———	50.0	———	———	———	———	Dubuque, Bellevue and Mississippi..Iowa.	2,000,000	———	———	———	500,000	1,000,000	———	———	———	(U	nder cons	truction.)	———	———	———	100	...
Dec. 31, 1870	54.8	—	2.8	———	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	———	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	———	———	———	———	———	*Dubuque and Sioux City*.....Iowa	5,850,000	———	———	———	5,000,000	850,000	———	———	———	(Leased	& oper. by	Ill. Centr.)	393,598	.....	———	100	60½
Sept. 30, 1870	———	———	———	54.0	———	———	———	———	Dunkirk, Warren & Pittsburg...N. York.	741,000	———	———	———	468,000	273,000	25,000	———	———	(U	nder cons.	to be comp	leted in 1	71.)	———	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N.Y.	2,406,173	*	———	———	1,458,470	1,500,000	115,639	———	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	———	———	———	———	———	East Brandywine and Waynesb....Penn.	264,000	———	———	———	89,800	175,000	———	———	———	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	———	———	———	———	———	East Mahanoy .....Pennsylvania.	391,604	———	———	———	392,550	———	———	———	———	(Leas. &	oper. by P	hila. & Re	ading.)	———	———	50	66
Dec 31, 1870	36.0	—	9.8	———	———	———	———	———	East Pennsylvania.....Pennsylvania.	1,484,290	———	———	———	1,309,200	495,900	———	———	———	(Leas. &	oper. by P	hila. & Re	ading.)	8	50	78½
Jun. 30, 1870	242.0	28.0	17.0	———	39	21	7	468	East Tenn, Va., & Georgia ¶..Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	———	100	...
Sept. 30, 1870	44.1	54.4	35.2	———	46	56	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	.....	(10 mos.	1,462,770	643,274	———	100	109
Dec. 31, 1870	23.0	6.4	1.3	———	3	1	—	81	Eastern Kentucky.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	———	28.4	.....	.....	.....	86,920	40,898	———	50	...
Dec. 31, 1870	40.0	—	2 1	———	2	———	———	———	Eastern Shore ¶ .....Maryland.	875,000	*	———	———	295,000	580,000	.....	.....	———	(Leas. &	oper. by P	.Wil. & B.)	76,772	25,320	———	100	...
Dec. 31, 1870	11.0	—	0.5	———	———	———	———	———	Ebensburg and Cresson....Pennsylvania.	122,000	———	———	———	100,000	80,000	.....	.....	———	(Leas. &	oper. by P	ennsylvan	ia.)	.....	———	100	...
Apr. 30, 1871	48.0	—	2.4	———	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	———	———	1,075,500	1,673,804	.....	.....	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	———	———	3,000,000	3,000,000	———	———	93.0	(No retu	rns—road	incomplet	e.)	———	5	50	...
Sept. 30, 1870	46.8	—	2.9	———	———	———	———	———	Elmira, Jefferson and Canandaigua. N. Y.	500,000	.....	———	———	500,000	———	———	———	———	(Leas. &	oper. by N	. Central.)	———	25,000	———	100	...
Dec. 31, 1870	78.0	—	14.0	———	———	———	———	———	Elmira and Williamsport..Penn. & N. Y.	2,620,000	———	———	———	1,000,000	1,620,000	———	———	———	(Leas. &	oper. by N	. Central.)	———	———	11	50	57
Sept. 30, 1870	459.0	386.5	449.7	———	440	274	71	8,840	Eric.....New Jersey, N. York & Pa.	64,972,451	8,440,588	582,548	———	83,536,900	23,398,800	.....	.....	845.5	9,326,379	130,589,109	898,862,718	16,179,462	1,354,001	———	100	49
Oct. 31, 1870	83.7	3.7	171.2	———	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,850	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	.....	———	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	———	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	———	100	...
Aug 31, 1870	132.0	—	12.0	———	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,063	1,240,000	36,664	522,377	142.0	506,838	.....	.....	516,800	166,000	———	100	...
May 31, 1871	90.0	—	3.6	20.0	.....	.....	.....	.....	Evansville, Henderson and Nashville.Ky.	3,000,000	*	———	———	2 000,000	1,000,000	———	———	90.0	(No	returns of	operat'n.)	.....	.....	———	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	.....	.....	.....	.....	Evansville, Terre Haute & Chi..Ind. & Ill.	.....	.....	.....	.....	300,000	750,000	.....	———	31.0	(Com'n	nced oper.	in Jan. 18	71.)	———	———	31	50
Sept. 30, 1870	5.8	—	———	———	———	———	———	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	26,450	———	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	———	———	———	———	———	Fayette County.....Pennsylvania.	130,000	———	———	———	90,000	———	35,800	———	———	(Leased	& oper. by	Pbg. & Co	nnellsv.)	———	———	100	...
Sept. 30, 1870	50.9	42.7	82.1	———	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	———	———	3,540,000	———	———	———	93.6	538,088	.....	(10 mos.	1,085,937	252,285	———	100	134
Dec. 31, 1870	13.0	—	1.0	———	———	———	———	———	Flemington.....New Jersey.	393,731	———	———	———	150,011	100,000	143,720	———	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	———	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	502,647	232,010	———	100	...
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	———	———	3,000,000	2,300,000	.....	———	154.0	.....	.....	.....	.....	.....	———	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	———	———	800,000	1,600,000	.....	———	100.0	.....	.....	.....	.....	.....	———	100	...
Dec. 31, 1870	109.0	—	1.1	———	.....	.....	.....	.....	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	———	———	.....	1,000,000	1,800,000	.....	———	109.0	(Opened	for traffic	in fall of 18	70.)	———	———	50	...
Dec. 31, 1870	4.2	—	0.7	———	———	———	———	———	Frankford and Holmesburg.....Penn.	159,427	———	———	———	80,000	14,000	65,632	,,	———	(Oper. b	y Phila. &	Trenton.)	.....	.....	———	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	.....	283,745	———	99,267	———	23.0	89,544	.....	62,912	5,834	———	———	100	...
Apr. 30, 1871	———	———	———	30.0	———	———	———	———	Frederick and Pennsylvania Line ....Md.	500,000	.....	.....	.....	306,000	250,000	———	———	———	(Rapidly	approac	hing comp	letion.)	———	———	100	...
Apr. 30, 1871	84.0	—	6.2	.....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	.....	.....	.....	.....	.....	.....	.....	———	84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)	———	———	100	...
Apr. 30, 1871	50.3	1.7	3.2	———	7	8	2	97	Galveston, Houston & Henderson..Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. b	y Receiver	.)	.....	.....	———	100	...
Mar. 31, 1871	171.0	61 0	23.2	———	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,963	———	232.0	910,753	.....	.....	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	.....	———	———	104,294	226,500	75,500	.....	11.7	31,940	.51,186	38,264	30,356	10,050	———	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—			492,000	1,500,000			—	(Leased and oper. by Mich'gan Central.)			.....	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,867,946	60,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	—			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....	—	—	(Leased & oper. by Tol. Wab. & Wester			.....	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000	—			450,000	1,100,000	.....	—	—	(Operated by Tol. Wabash & Western.			.....	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	38
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)			.....	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,667,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill ¶. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,756	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)			.....	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			884,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,397,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction on $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—			1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—			1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—			4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	136,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—			286,730	—			—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000	—			—	(Recently completed.)			.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—			1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)			.....	.....	7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—			300,000	800,000			—	(Leased & oper. by Michigan Central.)			.....	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—			180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(Recently completed.)	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	—	(Leased & oper. by L.Sh. & Mich. So.)			.....	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—			250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,562,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	.....	.....	112.0	(Oper. by bondholders.)			.....	.....	—	50	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss..Illinois.	.....	—			1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—			3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—			4,000,000	—			—	(Under construction at $33,000 p. m.)			.....	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—			260,250	360,000	5,000	—	—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49,507	.....	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			.....	.....	—	100	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co. & now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,996	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	—			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	—			6,000,000	5,000,000			—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	—			.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	10.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64,100	6½	100	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1 500,000	1,500,000			—	(Under cons. to be completed in 1871.)			.....	.....	—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	16,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13.955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago..Ind.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	289.0	(No returns of operations published.)			.....	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			.....	.....	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000		—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000		—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922			428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	217	Macon and Western	Georgia.					2,500,000	150,000		195,862	166.0	292,258			692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045		106,897		3,483,800	44,511	12,357		180.8	(Leased	& oper. by	Phila.& R	eading.)		—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349		123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000				200,000				—	(Owned	& oper. by	Concord.)			—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185		13,000	1,452	258,000	300,000	98,855		—	(Leased	& oper. by	Bos., Clin.	& Fitch.)		—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040		13,963,978	8,324,528	1,320,182		276.8	1,629,000			1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*			2,500,000	150,000			40.0	166,280		11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*			500,000	1,000,000			54.0	(Recentl	y compl. n	o statem't	of oper.)		—	100	....
Jun. 30, 1870	—	—	—	160.0	—	—	—	—	Massachusetts Central	Mass.					3,000,000				—	(Under	construct	ion.)			—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661			1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091			408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.		*				2,350,000			84.0				180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*			1,074,288	2,528,000	590,810		130.3	457,876	3,638,132		790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m				20,000p.m	20,000p.m			—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold by	y bondho	lders.)	800,000	250,000	424,500		27.0	....	....	....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774			4,978,070	1,439,866	10	100	117
Dec. 31, 1870	56.5	—	2.9	—	....	....	....	....	Michigan Lake Shore	Michigan.	832,085	*	....	....	41,048	880,000	....	....	56.5	(Commenced operations Aug 29, 1870.)			....	....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092		253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,668				84,537	....	10,151		—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883				110,050	225,000	56,350		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000		1,500,000	1,100,000			—	(Road o	perated by	contr'ct's.)	....	....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115				65,426	118,500			—	(Leased	& oper. by	Pennsyl.)	....	....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375				323,375				3.8	(Leased	& oper. by	Phila.& Re	ading.)		10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404				95,700		17,654		6.6	....	....	....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	169.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	54½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957				3,856,450				—	(Leased	& oper. by	Phila.& Re	ading.)		7½	50	105
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*			1,200,000	320,000			41.8	....	....	106,394	....	....	—	100	....
Dec. 31, 1870	—	—	—	140.0	....	....	....	....	Minnesota and North Western	Minn.					20,000p.m	20,000p.m			—	(Under	construct	ion.)			—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.		*				4,657,980			237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.					1,200,000	17,000p.m			—	(Under	construct	ion.)			—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.						20,000p.m			—	(Under	construct	ion.)			—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*			10,007,500	7,750,000			—	(Under	construct	ion.)			—	100	41½
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*			4,000,000	6,400,000			160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*		74,701	1,278,272	610,000	169,197		87.0	100,735			197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	657	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630			2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565				150,315	177,000	4,550		—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	....	....	....	....	....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex	New Jersey	24,105,155				11,900,950	12,184,000	12,205		124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	92
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68,675	720,000			144,483	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333		173.0	984,119			1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,618	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722			463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.									—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481			615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624				1,000,000				—	(Leas. b	oper. by L.	Coal & N	av. Co.)		10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793			23,824	977,400	600,000	726,217		—	(Leased	& oper. by	Central of	N. Jer.)		—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*			500,000	800,000			—	(Will be	compl. in	Aug.1871.)	....	....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578		500,000	172,500		124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249				605,000	93,300	2,000		—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)		10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000				400,000	150,000	35,000		—	(Oper. b	y N.Hav'n	& New Y	ork.)		—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.					850,000	2,200,000			—	(Under	construct	ion.)			—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115			1,800,000	1,400,000	186,205		99.0	240,535		(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey	New Jersey.	8,955,994	*	140,264	....	7,295,200	850,000	....	....	—	(Oper.in	cons. with	Camd. &	Amboy.)	....	10	100	126½
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	....	4,000,000	2,120,000	654,259	....	92.8	....	....	....	295,823	118,536	—	100	38
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.					3,000,000	3,000,000			—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	....	100.0	287,024	....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.					4,200,000	4,500,000	1,000,000	....	206.0	....	....	....	1,694,000	....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	....	....	....	....	....	....	—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	—	—	—	160.0	—	—	—	—	New York and Albany	New York.					5,000,000				—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.					3,000,000	3,000,000			—	(Under	construct	ion.)			—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,822	....	....	89,428,330	13,681,807	....	....	842.2	11,429,877	321,365,953	169,087,777	22,863,320	8,295,240	8	100	97½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	....	....	8,800,000	5,072,840	645,500	....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	116½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	....	....	221,700	141,500	33,400	....	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	....	....	....	2,313,959	1,063,342	10	100	146
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	899,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	128	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	....	47,791	67.5	338,659	....	....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000				1,000,000				—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	....	500,000	500,000	18,042	....	38.0	....	....	....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	....	....	....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,616	1,009,950	1,243,985	39,869	4,813	102.0	250,404	....	....	324,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.									72.0	....	....	....	....	....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	....	....	7,500,000	13,000,000	....	....	424.3	....	....	....	2,615,800	....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,546	1,079,316	1,180,775	....	3,150,000	3,862,887	90,000	....	74.7	595,303	....	....	1,355,509	590,726	—	50	99
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,242	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,641,635	27,334,821	151,521,712	2,816,662	1,271,962	6	50	79
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,485,927	21,357,261	689,628	256,272	8	100	118
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000		1,000,000	400,000			—	(Leased	& oper. by	Erie.)	....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	1739.0	....	....	....	....	Northern Pacific	Minn., Dak. &c.					10,000,000	50,000p.m			—	(Under	construct	ion.)	....	....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper. by V.	Central.)	....	....	6	100	77
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,607	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	....	393.0	....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	43
Dec. 31, 1870	95.0	8.5	49.3	—	31	17	8	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	....	....	4,259,450	3,170,000	....	....	98.5	650,381	....	....	2,718,702	1,422,833	10	50	74
Sept 20, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	114½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	....	292.6	555,236	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313				793,400	201,000			43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	61.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			.....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700						355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,784,136	.....		47.6	.....	.....	.....	.....	.....	12	100	125½
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			.....	(Leased	and oper.b	y Erie)	.....	.....		100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000			.....	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....		100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		.....	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			.....	(Leas.&	oper. by N	.Jersey So	uthern.)			100	....
Dec. 31, 1870	354.9	49.2	504.8	—	482	236	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,333	.....	.....	17,531,707	6,271,222	10	50	118
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	949,686	311,014		100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....		100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,00,0000	2,000,000			90.0	(Recenti	y complet	ed.)	.....	.....		100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				67,200	100,000	57,381		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167		100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898		100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744		.....	220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001		100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366,316		50	55
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	178
Nov. 30, 1870	98.4	55.0	301.3	42.1	164	145	*	11369	Philadelphia and Reading...Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,176	41,608,247	457,787,779	9,571,367	3,062,582	10	50	116
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120,.06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	113½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115		50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848		50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., L. & I.	24,894,193	*			19,714,288	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper.by Bo	s.&Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505,000	76,319		.....	.....	.....	.....	.....	.....		100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943		100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				.....	.....	.....	.....	.....	.....		100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	128
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170,000	200,000			.....	(Under	constructi	on.)	.....	.....		100	....
Sept. 30, 1870	20.8	—	25.4	—	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	100
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329		100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			.....	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....		100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,863			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200		50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	3,698,740	7,545,929	692,367	224,733		100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245		100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377		100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Richmond and York River ¶....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916		100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Roanoke Valley.....Va. & N. Carolina.	482,612				427,402				22.0	.....	.....	.....	.....	.....		100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026	*			557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334		218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602		.....	8,314	266,724	123,606	20,662	17,378		100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000			239.0	.....	10,016,552	19,603,470	1,189,969	297,492		100	13
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	1,890,376	580,474	—	100	22
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha...Mo.& Io.	.....	*			6,000,000	3,200,000			—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)		100	....
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803		100	100
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000		100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)	.....	.....		100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.byTe	rre H. & In	dianapo.)	.....		100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775		100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836		110.0	284,410	.....	.....	390,613	175,529		100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	.....	.....		100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady.....New York.	484,684		.....	.....	300,000	40,000	.....	.....	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	130,245		100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	.....	179,048	997,100	1,157,245	49,267	15,532							8	100	....
Dec. 31, 1870	20.0	—	1.0	216.0	1	—	—	14	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	*	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....		100	....
Dec 31, 1870	11.0	—	28.9	—	—	—	—	—	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....				—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....		100	....
									Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576 050	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....		100	....
																		—	(Leas. &	oper.by Ph	ila.& Read	ing.)	28,803	5	50	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	758,695	7	...	80
Catawissa,* pref. and guar.....	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	33
Chicago and Alton, pref.....	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	82
Erie, preferred	8,536,910	7	7	70½
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	50
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	12½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	104½
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	66½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,500	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	...
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	30
Union, preferred.....	.....	...	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	56 — @ 57 —
Gartsherrie.....	55 50 @ 56 —
Glengarnock	54 — @ 55 —
Eglinton	52 — @ — —
Pig, American, No. 1.....	53 — @ 55 —
Pig, American, No. 2.....	51 — @ 53 —
Pig, American, Forge.....	48 — @ 49 —
Bar, Refined, English and American.....	115— @120 —
Bar, Swedes, assorted sizes.....(gold).	120— @130 —
	—Store Prices.—
Bar, Swedes, 1¼ to 5 x ¾ & ⅞ to 2 sq. & 6 to 12x¾ & ¼.....	145 — @155 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ¾ to 1 in.....	120 — @ — —
Bar, Refined, 1¼ to 6 by ¾ & 5-16 in.....	125 — @ — —
Bar, Refined, 1 & 1¼ by ¾ & 5-16.....	127 50 @ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.....	127 50 @140 —
Scroll.....	140 — @170 —
Ovals and Half-round.....	140 — @160 —
Band.....	— — @185 —
Horse Shoe	125 — @140 —
Rods, ¾@3-16 inch.....	120 — @166 —
Hoop.....	140 — @190 —
Nail Rod .....per lb.	— — @ — 9
Sheet, Russia, as to assortment.....(gold)	— 17½@ — —
Sheet, Single D. and T. Common	— 7 @ — 8
Sheet, Doubles and Trebles, Charcoal.....	— 7½@ — 8½
Sheet, Galvanized.....List. 15 per ct.disc.	
Rails, English.....(gold).....per ton.	75 — @ 76 —
Rails, American, at Works in Penna..c'y.	85 — @ 90 —
Anvils, (Eagle).....per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.	— 16½@ — 19½
English Spring (2d and 1st quality).....	— 9½@ — 10½
English Blister (2d and 1st quality).....	— 11½@ — 16
English Machinery.....	— 11½@ — 13½
English German (2d and 1st quality).....	— 11½@ — 12
American Blister.....	— — @ — 12
American, Cast, Tool.....	— 15 @ — 16
American, Spring.....	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German.....	— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg.....	5 50 @ 5 75
Cut, 8d. and 9d.....	— — @ 6 —
Cut, 6d. and 7d.....	— — @ 6 25
Cut, 4d. and 5d.....	— — @ 6 50
Cut, 3d.....	— — @ 7 25
Cut, 2d and 3d. Fine.....	— — @ 8 —
Cut Spikes, all sizes.....	— — @ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25 @ 7 75
Clinch, 2 to 3 inch and over	7 25 @ 7 75
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating.....	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold).per lb.	— 42 @ — 44
Straits .....(gold).	— 34½@ — —
English.....(gold).	— 34½@ — —

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	13 50 @13 75 16 — @ 16 25	
I. C. Coke.....	12 50 @13 — 15 — @ 15 50	
Coke Terne.....	11 — @11 25 12 50 @ 13 50	
Charcoal Terne.....	11 75 @12 25 14 — @ 14 50	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	— 11½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 16½
Refined, Standard White (in ship'g order).	— — @ — 22½
Refined, S. W. (in jobbing lots).....	— — @ — 23½
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity).....	— 15 @ — 15½
Residuum.....per bbl.	4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @ — 43
Copper, Bolts.....	— — @ — 45
Copper, Braziers' (over 16 oz.)	— — @ — 45
Copper, Nails	— — @ — 45
Copper, Old Sheathing, &c., mixed lots.....	— 26 @ — 28
Copper, English Pig.....	— — @ — 33
Copper, American Ingot.....	— 32½@ — —

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish.....(gold) per 100 lb.	— — @ 6 50
German.....(gold).	— — @ 6 50
English .....(gold)	6 75 @ 7 12½
Bar.....	— — @ 9 25
Sheet.....	— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.	8 — @ 9 —
Liverpool Gas Cannel.....	— — @15 —
Liverpool House Cannel.....	22 — @23 —
Anthracite (by cargo) ....per ton of 2,000 lb.	3 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	Th. 15.	F. 16.	Sat. 17.	M.. 19	Tu. 20.	W. 21
Canton Co..... 94	93½	....	....	....	....	....
Central Pacific 6s.....	....	....	101½	101½	....	101½
Central of N. Jersey....106	106½	....	....	....	....	107
Chicago & Alton.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	132½	....	....	....	....	....
" 8s, 1883	....	....	....	....	113	....
Chic. & Northwestern . 74½	74½	73½	73½	73½	73½	
" pref..... 90	89½	....	90	....	90½	
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac...111	111	110½	110½	110½	110½	110½
Chi., R. I. & Pa. 7s,1896.....	101½	....	....	....	101½	101½
Clev., Col., C. and Ind.. 90½	90½	....	89	....	....	....
Clev.& Pittsburg guar.. 91½	....	....	90½	....	....	90½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 34½	34½	34½	34½	34½	34½	
" 1 M.....	92½	....	....	....	....	92½
" 2 M.....	....	....	76½	....	....	....
Del. & Hudson Canal	....	....	119½	120	....	....
Del. Lack. & Western..104	104	....	104½	....	....	....
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway..... 45	45½	45½	46½	45½	49	
" pref.....	....	70	....	70½	....	....
" 1 M. 7s, 1897.....	....	....	....	103	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	100	99½	
" 4 M. 7s, 1880 95½	....	....	95½	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
Great Western 2d mort.....	....	....	....	....	....	90
Hannibal & St. Joseph.....	....	....	....	38	....	....
" pref.....	....	....	....	....	50	....
" 8s, conv.....	93½	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	105
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich.S'th. 89½	90	89	90½	89½	89½	
Lake Shore Div. bonds.....	....	....	....	....	....	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	117	....	....	....	....	....
" S.F. 8s,1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.102½	....	....	....	102½	....	....
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul..... 55	54½	....	54½	....	....	....
" pref.....	76	76	....	....	....	....
" 1st mort.... 92½	....	....	....	....	....	....
" 2d mort.....	....	....	....	84	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
Missouri 6s..... 92½	93½	....	....	93½	....	....
" H. & St. J. 1ss	....	....	92	....	....	....
Morris and Essex..... 92	91½	92	92	....	....	....
" 1st mort.....	....	....	....	....	103	....
" 2d mort.....	....	....	98	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F.1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	....	95
" 6s, S.F. 1887.....	....	....	....	91	....	....
N. Y. Cen. & Hud. Riv. 97½	97½	97½	97½	97½	97½	
" certificates.....	....	....	....	....	....	....
N. York and Harlem...116½	....	....	116½	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s, old.....	34	....	....	33	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 43½	43½	43½	43½	43½	43	
" pref.....	....	....	....	....	....	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co.... 74½	74	73	74½	73½	73½	
Panama 123	122	124½	124½	124½	125½	
Phila. and Reading.....	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.....	....	....	....	96½	97	
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	100	
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref... 91	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	....	....	....	....	....	74½
" new.....	....	....	73½	....	....	....
Tol., Wab. & Western.....	....	75½	75½	75	75½	
" pref.....	....	....	....	....	....	....
" 1 M..... 95	....	....	....	....	95	
" 2 M.....	....	....	....	94	....	....
" Equipment.....	....	....	....	....	....	....
" St.Lou. Div. 90½	....	....	....	....	....	....
Union Pacific..... 35½	35½	35½	35½	35½	35½	
" 1st mort... 89	89½	....	88½	88½	....	
" L. Gt. 7s.... 80	80½	....	....	81	....	
" Inc. 10s.... 86½	86½	....	86½	86½	86½	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	50½	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug.2 1.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	109½	....	....	109¾	....	109¾
U. S. 5s, 10-40s, coup.	113½	113¾	113¾	113¾	....	112½
U. S. 5s, 1881, reg.	....	....	....	....	112¾	....
U. S. 5s, 1881, coup.	....	112½	112½	....	....	....
U. S. 6s, 1881, reg.	....	....	....	115½	....	....
U. S. 6s, 1881, coup.	118	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62.	....	....	116¾	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	. .	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	115½	....	115½	115½	114¾	114¾
U. S. 6s, 5-20s, reg. '67.	115½	....	115½	115½	....	....
U. S. 6s, 5-20s, c. 1867.	115½	....	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '68.	115¾	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	115½	115¾	....	....	115½	....
U. S. 6s, Pac.R.R.issue.	....	....	....	....	113¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Catawissa preferred	45	....	....	....	....	45
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90	....	....	91½	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	98½	98½	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42	....	....	42	42½	42¾
" 6s, 1884	89¾	....	....	....	....	....
" Gold L.	94	....	....	93¾	....	....
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59¾	59½	59½	59¾	59¾	59¾
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	48¾	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52½	52	....	52½	....	....
Morris Canal	....	....	....	....	....	....
" pref.	125	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	49½
" 6s, 1880	....	....	....	100½	....	....
" 7s	....	....	....	97	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	36¾	37½	37	37½	37¼	37
" 7s	....	....	....	....	80	....
Pennsylvania R. R.	58¾	58½	58¾	57¾	58¾	59
" 1st M.	102	....	....	....	101¾	101¾
" 2d M.	....	....	....	....	....	....
" Gen. mort.	94	....	....	....	....	93¾
" " reg.	97½	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	102	....	102½
" 6s, 2d series	....	....	....	....	....	106
" 6s, 3d series	....	....	....	109	....	....
Philadelphia City, 6s	98½	....	98½	98½	....	....
" new	....	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57½	57½	57½	57½	57½	58
Philadelphia and Erie	27½	26	....	....	....	27½
" 6s	....	....	....	....	....	....
" 7s	90½	....	....	90½	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	15	....	....	15	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	125¼	....	125¼	....	126	126¼
Hestonville, (Horse)	18¼	18¼	....	....	18¼	18¼
Chestnut & Wal.	....	57¼	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	62	62	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20
Baltimore City 6s, 1875	100	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	99	....	....	99½	....	99
" 1884	....	....	....	....	....	....
" 1900	98½	....	....	....	98½	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875.	97½	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	96¾	96¾	....	....	....	....
Marietta & Cin. 1st M.	99½	99½	99½	....	....	....
" 2d M.	90½	90½	....	91	91½	....
" 3d M. 8s.	....	....	....	....	....	....
Northern Central	39½	....	....	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	96	....	....	....	....	95¾
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	50¾
" Defer. Certif.	....	15¼	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 21.

	Th.15.	F 16.	Sat.17	M.19	Tu.20.	W.21.
Boston and Albany	151½	151¾	151	....	151	151
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	137½	137	....	137	137	
Boston and Providence	....	....	151	153	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	41¼	41	40½	40¾	41	40¾
Cheshire, pref.	....	....	....	....	83	
Chi., Burl. & Quincy	....	133	....	....	132¾	
Concord	....	....	....	....	....	
Connecticut River	....	135½	....	....	136	
Eastern	109½	109½	....	109	109	
Fitchburg	134	....	....	134	134	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	117¾	117½	117	....	117½	117
Northern, N. H.	....	....	118	....	....	
Ogdens. & Lake Champ	76¾	77	77½	77	77	77
" pref.	....	....	....	....	....	
Old Colony & Newport	114	....	114¼	....	....	114½
Ph., Wil. & Baltimore	....	57	....	....	56¾	56¾
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	89½	....	....	....	....	....
" Land Grant 7s	78¾	....	....	....	....	....
" Income 10s	81¼	....	81¾	....	81¾	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	86½	....	....	87½	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	66¾	....	66¾	....	
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	11½	11	11	....	....	11
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	11¾	....	....	12	12	
Quincy	48	47¾	47	47	48	48

London Stock Exchange.

	Closing Prices. Aug. 9.	Aug. 2.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	67 — 69
Do. 2d mort., $1,000	57 — 59	59 — 61
Do. Con.mort. B'nds Bisch.'s Cert.	33 — 35	33 — 35
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	82 — 84	83 — 85
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	37½ — 37¾	37¾ — 38¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	94½ — 95¼	94 — 96
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	103 —105	102 —104
Do. Redemption mort. bonds 6 p.c.	102 —104	101 —103
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— —	— —
Panama General mort.	90 — 92	90 — 92
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95 — 96	94¼— 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, August 24, 1872.

Stock Exchange and Money Market.

Under speculative manipulations, designed mainly to influence stock values, Money has been quoted firmer in price, ranging from 3@6 per cent. on call, on a more active inquiry for prompt aid, but at the advanced rates, there has been an adequate supply available to responsible borrowers on good callaterals, and the market has shown no indications of anything like uncomfortable stringency. In the line of mercantile credit, a fair business has been reported, with strictly choice to good paper rated at from 6½@9 per cent. per annum. The fall trade prospects are quite encouraging, in most instances. The new importations are large, while the withdrawal of goods, of the previous importation, from bond, continue quite free. The city banks, last week, were again losers, in the averages of legal tender notes and of deposits, while reporting a handsome gain in their specie reserve. The U. S. Sub-Treasury added liberally to its coin balances chiefly through the free receipts from customs which amounted at this port alone, and for the week to $3,609,000. The office cut down its currency reserves slightly.

The U. S. Sub-Treasury office last week added to its coin balance about 2⅛ millions and reduced its currency reserve about an eighth of a million. The office received during the week $3,327,095 of currency, and $4,691,425 of gold, the latter including $3,780,000 from customs; and disbursed $3,453,218 of currency, and $2,527,952 of gold, the latter embracing $525,919 of coin interest. The city banks reduced their loan and discount average over 3¼ million during the week, and again contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $7,759,849, and a coin reserve of $49,252,061.

The city banks, in their latest return, show a reduction of $2,037,200 of legal tender notes with an increase of $2,200,300 of specie, and a loss of $1,910,600 of deposits, also a contraction of $3,583,700 in their loan and discount averages, and of $22,400 in their item of circulation. The city bank exchanges, last week, averaged 91¼, and thus far, this week, about 92 millions daily. The banks now hold $7,170,650 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,399,300, against $9,408,805 same time last year. The city bank deposits are now $235,757,600 against $247,257,470, week ending Aug. 19, 1871. The legal tender reserve amounts to $52,533,400, against $70,098,500 same time last year. The circulation now stands at $27,290,600 against $30,247,552 same time last year. The loans are now $295,802,800 against $304,537,429 at this date last year.

The coin reserve of the city banks is now about 20⅜ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 52½ millions against about 55½ millions on the statement of June 15th.

Government revenues yielded liberally during the week. The excises yielded within the week about three millions, and thus far in the current fiscal year beginning with July 1, 1872, about 21½ millions The customs at the port of New York last week were $3,609,773; at the outports, equal to about $1,200,000 all in coin, or coin certificates.

Under the Treasury programme for August, Government proposes to sell gold as follows: Thursday, August 29, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, August 28, $1,000,000.

Gold has been offered much more freely, chiefly on speculative account, and the price has been depressed, closing rather steadier. The dealings have been more extensive and mainly speculative. The customs call has been moderatively active, and the export drain light.

The range of the price during the week has been from 113¾@115 and the closing quotation on Wednesday was 114 against 114⅝ the preceding Wednesday. The specie outflow last week, was only $582,175. The Gold Exchange Bank clearances have averaged about 62¼ millions per day during the week. On Tuesday of the current week, they were up to $142,974,000; and on Wednesday over 90 millions.

The customs demand for Gold last week, averaged $630,000 a day; thus far, this week, it has averaged $518,500 a day, or equal to a

weekly aggregate of $3,111,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $21,838, and since Jan. 1, 1872, $2,819,260 against $7,465,207 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $96,474,277 against $101,984,954 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $56,299,029, against $61,090,565 during the same time in 1871.

The export drain of specie was $582,185 last week, against $647,340 same week preceding year. The shipments since January 1, 1872, have been $55,820,441 against $52,877,856 during the same portion of 1871.

Foreign Exchange has been rather steadier in price, on a moderate offering of prime bills, and a somewhat better supply. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@109⅞.

The week's exports hence of domestic produce have been to the currency value of $3,906,951.

Government securities have been less active, and rather lower in price, influenced by the decline in Gold. At the close, the market was firm, and the investment inquiry for the gold bearing issues, fair, at the ruling figures.

On Wednesday, Government bought in only $34,300 of Five-Twenties at 113 50@113 60 out of an aggregate offering of $3,236,650.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 117½@118; U. S. Five-Twenties of 1862, (other than the bonds called in) 115⅜@115⅜; U. S. Five-Twenties of 1864 at 115⅜@115⅝; U. S. Five-Twenties of 1865, 115⅞@116¼; U. S. Five-Twenties of 1865 consolidated, 114½@114⅝; U. S. Five-Twenties of 1867, 115@115⅛; U. S. Five-Twenties of 1868, 114½@115; U. S. Ten-forties at 112⅜@113⅞; U. S. Fives of 1881 (Funding Loan) 112⅜@112⅝; Six per cent. currency bonds, 113½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 7.	Aug. 14.	Aug. 21.
Consols	92½	92⅝	93
U. S. 5-20's of 1862	91¾	92¼	92¾
U. S. 5-20s, 1865	92½	93	93⅛
" 1867	92	92½	92⅝
" 10-40s	90	90⅛	*88¼
New Fives of 1881	89	90	90¼
Erie	39½	36½	39½

*Less September coupon.

State bonds have been in limited demand and generally weak in values.

Railway and Miscellaneous share property has been pressed for sale and quoted lower, influenced by heavy realizations, on speculative account, closing irregularly.

Railway Mortgage Loans have been in fair demand, on investment account, at generally firm prices. Central Pacific Sixes have been in good request at 101¾@102. Chesapeake and Ohio have been in more general demand at 94 per cent. and accrued interest. This loan is nearly closed out by the financial agent of the company, Messrs. Fisk & Hatch, who have successfully marketed nearly sixty million dollars of railroad bonds within the past few years, or since the Government commenced to call in its 7-30 and six per cent. debt. The greater part of this was on account of the Central Pacific Railroad and branches, the bonds of which have been received with unusual favor by investors both in this country and in Europe. The Central Pacific Road is now earning about $12,000,000 per annum.

There has been less activity in domestic produce, since our last. Breadstuffs closed lower, Provisions firmer. Naval Stores and Petroleum cheaper. Middling upland cotton closed steadily on Wednesday at 21⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,677,535 bales, against 3,958,067 bales same time in the preceding year; exports 1,944,483 bales against 3,135,630 bales in the previous year; stock at the ports at latest dates, 76,647 bales against 135,828 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand at 9@13 cts.; Veals at 6@9 cts.; Sheep at 4@6½ cts.; Lambs, 6@9½ cts.; Swine, at 4½@4¾ cts. per lb., all live weight. The week's receipts were 8,538 Beeves, 3,570 Veal Calves, 35,565 Sheep and Lambs; and 38,025 Swine.

In the way of Metals, there has been an active call for Ingot Copper on the basis of 33½c. for prompt and 35c. for forward delivery; sales, 500,000 lbs. Pig iron has been quiet at about steady rates, including Eglinton at $52@$52 50, Glengarnock at $54 50@$55, Gartsherrie at $55@$56 per ton and American as before; 100 tons Glengarnock sold on private terms. Iron Rails have been moderately sought after on the basis of $73@$75 gold for England, with sales reported of 2,000 tons on private terms. Old Rails have been quoted stronger at $50@52, with sales of 200 tons on private terms. Wrought Scrap Iron has been in less request and less firm, offering at $50 from dock; 100 tons sold on private terms. Lead, Spelter and Zinc quiet at former figures. Pig-tin dull, with Straits quoted at 33½c@35, gold, the latter an extreme; sales 50 slabs on private terms. Tin Plates, though quoted firm, have been less inquired for; sales 750 boxes assorted Char coal at $13 50, gold, and 500 boxes Coke Terne on private terms.

Foreign goods adapted to the fall trade, have been attracting more attention, at generally steady rates. The week's imports of foreign goods reached the amount of $10,139,006 including $5,422,036 of dry goods.

Ocean freights have been quite active with rates quoted stronger. On Tuesday of the current week, the grain engagements both on berth and charter were again very liberal, with a fair business in Petroleum, Cheese, Tobacco, &c.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw R. R., 24; do. 1st mort. E. D., 93; do. W. D., 89¼; do. 2d mort. 76; Missouri, Kansas and Texas R. R., 41⅞; New Jersey Southern R. R., 38; do. 1st mort., 79; Illinois and Southern Iowa 1st mort., 94; Gt. Western 1st mort. 1888, 93½; Toledo, Wabash and Western consols, 89⅛; Lake Shore and Michigan Southern consols, coupon, 100½; Boston, Hartford and Erie R. R., 7⅜; do. 1st mort., 41; do. guar. bonds, 55; Chicago and Northwestern Interest bonds, 100½; Buffalo and Erie, new, 97⅛; St. Louis, Jacksonville and Chicago 1st mort., 95; Belleville and Southern Illinois 1st mort. 8s, 100; Central of New Jersey 1st mort. new, 104; do. scrip, 103¼; Chicago and Milwaukee 1st mort., 92¼; Ohio and Miss. 2d mort., 87; North Missouri 1st mort. 93; St. Louis and Iron Mt. 1st mort., 97½; Long Dock bonds, 95; Western Union Tel., 72⅝; Quicksilver pref., 42½; Am. Mer. Union Exp., 72; U. S. Exp., 82½; Maryland Coal, 18; Consol. Coal of Md., 42½; N. J. Central L. and I. Co., 76; South Carolina 6s, new, Jan. and July, 27⅜; North Carolina 6s, issued to North Carolina R. R., 44; New York State 7s, B. L., coup., 108; Brooklyn 6s, W. L., 95.

Philadelphia.—Elmira and Williamsport 5s, 61; Pittsburg, Cincinnati and St. Louis 7s, 81; Wilmington and Reading 7s, 103½; Philadelphia and Reading Gen'l mort. 7s, reg., 103¼; do. 6s, 1880, 95; Lehigh Valley 7s, new, 106; West Chester and Philadelphia 7s, 102½; Allegheny Valley 7 3-10s, 94; Allegheny Co. 5s, 77; do. scrip, 75; Pittsburg 5s, 75. The latest quotations are: City 6s, 98¼@99; do. free of tax, 101½@101⅝; Pennsylvania State 6s, 1st series, 102@102¼; do. 2d series, 105⅞@106; do. 3d series, 108½@109; Philadelphia and Reading, 57⅞@58; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94½@95; United New Jersey R. R. and Canal Co., 126¼@126½; Camden and Amboy mort. 6s, 1889, 97½@98½; do. 1883, 90@92; do. 1889, 90½@92; Pennsylvania R. R., 58¾@59; do. 1st mort., 101½@101¾; do. 2d mort., 99@100; do. General mort. coupon, 93½@94; do. reg., 96½@97; Little Schuylkill R. R., 48@48½; Morris Canal, —@50; do pref., 124@125; do. 6s, 94@97; Susquehanna Canal, 8@9; do. 6s, 76@80; Schuylkill Nav., 7@8; do. pref., 14¾@15; do. 6s, 1882, 79@79½; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 42½@42¾; do. 6s, 1884, 89¾@90½; do. R. R. Loan, 97½@97¾; do. Gold Loan, 93⅞@94; North Pennsylvania, 49½@50; do. 6s, 100@100½; do., 7s, 96¾@97: do. Chattle 10s, 110@112; Philadelphia and Erie, 27⅜@—; do. 6s, 91@91½; Minehill, 52½@53; Catawissa, 14@18; do. pref., 45@45⅜; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 98¼@98½; do. reg., 98¼@100; do. 7s, 105½@106½; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@62; Thirteenth and Fifteenth, 20½@20½; Spruce and Pine, 32@33; Green and Coates, —@46; Chestnut and Walnut, 57@59; Hestonville, 18@19; Union, —@73; Germantown, 35@37.

Boston.—Vermont and Canada 8s, 99; Eastern R. R. 7s, 1882, 103; Fitchburg and Worcester 7s, 1889, 88¾; Vermont and Massachusetts 7s, 1879, 100; Boston and Albany 7s, 1892, 107; Ogdensburg and Lake Champlain 8s, 100¼; Old Colony and Newport 7s, 1877, 103; Grand River Valley 2d mort. 8s, 1879, 102; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 91⅞; Dixon, Peoria and Hannibal 8s, 1889, 95¾; Ottawa, Oswego and Fox River Valley 8s, 96¼; Quincy and Warsaw 8s, 1890, 100⅞; Illinois Grand Trunk 8s, 1890, 101; Vermont Central 1st mort., 78¾; Stanstead, Shefford and Chambly 7s, 78; Cincinnati, Sandusky and Cleveland R. R., 22⅛; Norwich and Worcester R. R., 125¾; Summit Branch, R. R., 43½; Rutland pref.,

66¼; do. scrip, 82; Connecticut and Passumpsic Rivers R. R. pref., 91; Portsmouth, Gt. Falls and Conway R. R., 100; Cary Imp., 11½; Waverly Land, 8; Massachusetts 6s, 1873, gold, 111; Maine 6s, 100; New Hampshire 6s, 1900,@1902, 98¾; Lynn 6s, 1892, 98¼; Charlestown 6s, 1892, 97⅞; do. 1881, 97⅞; do. 1876, 98⅛; Bath 6s, 1898, 90¼; Cincinnati 7s, 1899, 104⅞; Salem 6s, 1891, 98¼; Lowell 6s, 1890, 97½; Boston 6s, 1874, currency, 100¼; do. 1876, 101; do. 5s, gold, 100¼; Allouez Mining Co., 9½; Calumet and Hecla, 150¼; International silver, 4⅛; Ridge, 11½; St. Clair, 2; Shuniah Silver, 7½; Rockland, 2⅞.

Baltimore.—Northern Central 6s, 1900, gold, 94⅛; Orange, Alex. and Manassas 7s, 81; Western Maryland 3d mort. guar., 95¼; Virginia and Tennessee 6s, 79½; South Side R. R. 2d mort. 73; Maryland Defense 6s, 104; Virginia consol. 6s, reg., 45½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95½@96; Baltimore and Ohio, 159¾@160; do., 6s, 1875, 96½@98½; do., 1880, 96@97; do., 1885, 96½@97; Parkersburg Branch, 10@15; Northern Central 89¼@89⅜; do. 6s, 1885, 94@95; do., 1900, 90@91; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99½; do., 2d mort., 7s, 91@91½; do., 3d mort., 8s, 83@83⅞; Central Ohio, 35@36; do., pref., 35@40; do. 1st mort., 87¾@89; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 94@—; do., 3d mort., guar., 94@97; do. 2d mort pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79¼@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st 6s, mort., 94@98; do., 6s, 2d mort., 79¼@80; do. 8s, 3d mort., 89@90; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98¼@98¾; do., 1890, 99@99¼; do., 1893, exempt, 102½@102½; do., 1900, exempt, 98⅜@98½; Memphis City 6s, 55@55½; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 23@24; George's Creek Coal, 92½@98; Atlantic Coal, 1.50@1.95.

☞ Messrs. W. Bailey Lang & Co., 54 Cliff Street, this city, have for sale "Alarm Torpedoes, or Fog Signals," for Railway Tracks. See their Advertisement.

☞ The Frederick and Pennsylvania Line Railroad is being pushed forward in the direction of Frederick, and has reached a point about three miles south of Woodsboro. It is expected that by the 15th of September the trains over this road will run into Frederick.

☞ Application will be made to the next session of the Vermont General Assembly for a charter for a narrow gauge railroad, from some point on the Vermont Central Railroad in the county of Washington, through the Mad River valley, thence through the counties of Addison, Windsor and Rutland, to connect with the Rutland and Burlington Railroad at some point in the county of Rutland.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH, Bankers,
No. 5 Nassau st., New York.

As Government Bonds are so high that the income derived from them is too small for ordinary investments, and as the number of persons seeking permanent and safe securities, other than Governments, is constantly increasing, we have, in order to accommodate our friends and customers, made thorough and searching examinations of several which we can fully recommend as possessing the requisite qualifications of a good investment. Prominent among these are the Six Per Cent. Bonds of the Chesapeake and Ohio R. R. Company—the interest and principal of which are payable in New York City, in gold coin. They are issued in denominations of $100, $500, and $1,000, either coupon or registered. The price at present is 94 and accrued interest. The amount remaining unsold is small.

This road is now nearly completed and will soon become one of the great trunk roads from the Atlantic tide-waters to the heart of the great West, and opening a low grade and direct line with Cincinnati, Dayton, Louisville, St. Louis, and other great cities.

FISK & HATCH.

Chicago and Canada Southern.

A few weeks ago the builders of the new air line railroad between Buffalo and Chicago, which is to be the shortest, lowest graded, and most easily worked of the trunk lines which connect the great West with the Atlantic seaboard, marketed the bonds on the eastern link of the line, to wit, the Canada Southern, at 90 and accrued interest—and they were on the market less than three months. They have now brought out, as will be seen in their advertisement, the bonds on the western link, to wit, the Chicago and Canada Southern. Both roads are under the same management, they being two corporations simply because one part of the road is in Canada and the other (the western link) in the United States. The builders of the line are among the leading railroad men of the West who control the Chicago and North-western, the Chicago, Rock Island and Pacific, two of the most important lines centering at Chicago, and the Toledo, Wabash and Western, which has its eastern terminus at Toledo. The Chicago and Canada Southern will therefore have a large business from the start—in fact, is building to accommodate business already waiting for it. The features of the loan, which are calculated to attract the attention of investors, are, that the enterprise is in the hands of men who have the means, ability, and interest to make the road a success; that the road will have the shortest and straightest route attainable between Buffalo and Chicago, the lowest grades, and, even with steel rails, the smallest capital. The bonds, therefore, have elements of strength which are calculated to insure their speedy sale. Messrs. Winslow, Lanier, & Co., and Leonard, Sheldon & Foster, are the agents for the sale of the bonds.

☞ The estimated earnings of the Erie Railway for the week ending Aug. 15, 1872, were $398,296; against $483,448 for the corresponding period of 1871—a decrease of $85,108. Total earnings since April 1, 1872, $7,061,463—an increase over the same time in 1871 of $247,816.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 19th inst., reports the net anthracite coal tonnage for the week ending on the 10th inst., from all sources, at 441,889 tons, and for the year 11,599,449 tons, against 7,322,876 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,276,573 tons. The production of bituminous coal for the week was 55,308 tons, and for the year 1,498,775 tons, against 1,325,434 tons to the corresponding time last year—an increase of 173,341 tons. The total production of all kinds of coal for the week was 467,197 tons, and for the year 13,098,327 tons, against 8,648,310 tons to corresponding time last year, showing an increase of 4,450,017 tons.

The lease of the Western and Atlantic Railroad to the Brown-Cameron party has been ratified by both branches of the Legislature at Atlanta.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF, TO ITS EMPLOYES FOR INJURIES SUSTAINED IN ITS SERVICE—WHO ARE FELLOW-SERVANTS.

The facts in the late case of Wonder *vs.* The Baltimore and Ohio Railroad Company (32 Maryland 411) are fully and clearly stated in the following opinion by—

ALVEY, J.—This is an action by an employe against his employer to recover for an injury received while engaged in the work for which he was employed, by reason of defective machinery that he was required to operate.

The plaintiff was a brakeman in the employ of the defendant, on one of its burden trains, and, while engaged in his work, he received the injury complained of, which was occasioned by an alleged defect in the brake to one of the cars that he was using in the regular course of his duty. The supposed defect consisted in the use of a hook instead of an eye bolt on the brake, and in having the point of the hook turned the wrong way. In attempting to use the brake, in consequence of the defect, the plaintiff was suddenly thrown from the car to the track, and was caught between the brake-shaft and the trucks of the car and dragged a considerable distance, and seriously injured. He alleges that there was negligence on the part of the defendant in regard to the use of this defective brake, and that he is entitled to recover from the company the damages sustained by him as the consequence of such negligence.

It is now settled that there is no contract obligation imposed upon the master from the mere relation that he bears to the servant, to provide machinery of any character or description, to be operated by the latter, nor is there any implied undertaking on the part of the former, resulting from the mere relation as employer that the machinery shall be kept free from defects, such as may expose the servant to danger: The servant is a free agent to select the employment into which he enters, and in contracting for the wages that he is to receive, must be supposed to take into account the risks to which the employment may expose him; among those risks are the defects and accidents of the machinery and the negligence and want of caution of fellow servants in the common employment. To hold the master liable to the servant for all the injuries resulting to the latter from defects in the machinery or materials upon which he may be employed, or from the negligence of fellow-servants, engaged in the common employment, would go far to impede, if not to make it impossible to carry on, many of the great works of the country. All that can be required of the master, and for the neglect of which he is responsible to the servant, is, that he shall use due and reasonable diligence in providing safe and sound machinery, and in the selection of fellow-servants of competent skill and prudence, so as to make it reasonably probable that injury will not occur in the exercise of the employment. He is required, also, as far as he can by reasonable care, to avoid exposing his servants to extraordinary risks which could not have been reasonably anticipated at the time of the contract of service, though, as to such extraordinary risks it would seem does not guarantee against them.

From these general principles it follows that the master is not liable to his servant for any injury occasioned by a defect of machinery furnished to the latter to operate, unless he was negligent in providing such machinery, or, if he knew of the defect, in omitting to warn the servant of its existence. And where the defect producing the injury complained of, was the consequence of the incompetency or neglect of a fellow-servant, or where the origin of the defect did not appear, it has been held that the master was not liable to his servant, it not appearing that he had been guility of negligence, either in selecting the fellow-servant or in providing the machinery in which the defect occurred.

Who is a fellow-servant, within the meaning of the rule, has been a question of some diversity of decision, though the decided weight of authority is to the effect that all who serve the same master, work under the same control, deriving authority and compensation from the same source, and are engaged in the same general business, though it may be in different grades and departments of it, are fellow servants, each taking the risk of the other's negligence. Or, to state the rule more generally, in the language of a decision that has been approved by this court, "all who are engaged in accomplishing the ultimate purpose in view—that is the running of the road—must be regarded as engaged in the same general business, within the meaning of the rule." It follows, therefore, that the brakeman on the train is in the same common employment with the mechanics in the shops to keep in repair and order the machinery and with the inspector of the machinery and rolling stock of the road and the superintendent of the movement of trains.

If, therefore, the defect in the brake that caused the injury in the present instance existed by reason of the neglect or want of care on the part of such empfoyes of the defendant, the latter cannot be held liable, unless there has been negligence in the selection of those servants and the *onus* of proof of such negligence is on the plaintiff.

The case ot Searle *vs.* Lindsay before referred to, well illustrated this. There the plaintiff was employed by the defendant as their third engineer on board their steam-vessel. While turning a winch, one of the handles came off, in consequence of the want of a nut or pin to secure it, and the plaintiff was thereby seriously injured. He was, with others at work at the winch by the orders of the chief engineer, who knew that the instrument was out of order, but was, nevertheless, a competent person for the position he occupied. There was no evidence of personal negligence on the part of the defendants, and it was held that the chief engineer and the plaintiff were fellow-servants, and that as the defect existed by reason of the negligence of the chief engineer whose duty it was to see that the machinery was kept in proper condition, the plaintiff could not recover. And, in the concurring opinion of Mr. Justice Williams in that case, the law is briefly but clearly stated that governs cases like the present. He said "I think there was no foundation for the argument that Simpson, the chief engineer of the vessel, and the plaintiff stood in any other relation towards each other than that of ordinary fellow-servants. Then applying the rule of law which is now firmly established, the common employer is not liable to either for an injury sustained through the negligence of the other. In order to take this case out of the ordinary rule, it was contended that here there was negligence on the part of the employers themselves. In order to make that out there must be reasonable evidence to show that they were to blame, either in respect to their not having provided proper machinery and appliances, or not having retained competent workmen. I do not find any evidence at all of any default in either of these particulars.

If the winch was out of order, it was owing to Simpson's negligence.

There was no evidence, nor any suggestion, that Simpson was not a perfectly competent engineer. And such was the view of all the judges.

In the case before us, the question, depending upon a diversity of opinion as to whether the eye-bolt or the hook is the better mode of fastening the brake, is immaterial, as both seem to be approved appliances, tested by trial and experience; and if it were conceded that the eye-bolt has superior merits, it by no means follows that the defendant was bound to discard the hook that had been used for a long time, and on so many of its cars, without accident.

A master is not bound to change his machinery, in order to apply every new invention or supposed improvement in appliances, and he may even have in use a machine, or an appliance for its operation, shown to be less safe than another in general use, without being liable to his servants for the consequences of the use of it.

If the servant thinks proper to operate such machine it is at his own risk; and all that he can require is, that he shall not be deceived as to the degree of danger that he incurs.

As to the defective attachment of the hook, it was shown to have been the duty of the employes, Fairbanks, Buckingham & Day, to see that the cars and their appliances were kept in proper and safe repair.

Whatever negligence, therefore, may have existed in regard to the arrangement of the brake, and of the defective attachment of the hook thereto, was the negligence of those employes, the fellow-servants of the plaintiff, and there is an entire absence of evidence to show that there was the least negligence on the part of the defendant in the selection and employment of those servants; but, on the contrary, there is the most abundant evidence that such servants were of sufficient competency and skill; nor is there the slightest evidence in the case, that any superintendent or other agent, having control and general direction of the employes, and for whose negligence and conduct the defendant would be responsible to the plaintiff ever had knowledge of the defective condition of the brake before the occurrence of the injury.

The proof wholly failing in these important particulars, the court below could not have done otherwise than instruct against the plaintiff.

The essential proofs of the gravaman of the action was wanting and of course the plaintiff could not recover.

The several prayers of the defendant were unobjectionable and the court was therefore right in granting them.

And as by the granting of the defendant's prayers the case was taken from the jury, the plaintiff's prayer, which was rejected became unimportant. For these reasons the judgment will be affirmed.

Judgment affirmed.

☞ The Cumberland *News* says that the leasing of the Bedford and Bridgeport Railroad to the Pennsylvania Railroad Company seems to have infused new life into the first named corporation, and that "orders have been given to push the work at once vigorously, with the design of having the route open if possible by September 1. The track is laid from this end as far as the State line, while the grading is nearly done on the route between the State line and Bridgeport."

☞ A correspondent of the Alexandria Gazette, writing from Rappahannock county, Virginia says: "The Piedmont and Potomac railroad has had a corps of engineers seeking a pass through the Blue Ridge, in this direction, for more than a month, headed by Col. Pryor, the chief engineer of the road. They have surveyed two routes, either of which they report practicable. They ask only the right of way, which the land owners will doubtless readily give."

☞ The Union Pacific Railroad Company will proceed at once to iron the grade previously made from the air line to Coalville, thereby furnishing an outlet for the coal and silver deposits of Parley's Park.

☞ The Kansas Central narrow gauge road is now completed forty-five miles from Leavenworth. The grading is finished eleven miles further.

LOCOMOTIVES
FOR SALE.

1 Locomotive, with tender, in use two months, gauge 4 ft. 8½ in., cylinders 16 in. by 24 in., weight about 25 tons.

1 Tank Locomotive, in use two months, gauge 4 ft. 8½ in., cylinders 7 in. by 12 in., weight 6 tons, steel tires; cheap.

1 Tank Locomotive, gauge 4 ft. 8½ in., cylinders 10 by 16 in., weight 12 tons.

3 Locomotives, with separate tenders, gauge 3 ft., cylinders 11 in. by 16 in., weight 15 tons, 6 drivers, 36 inch, steel tires, etc., new.

2 Locomotives, with separate tenders, 3ft. gauge, 9 in. by 16 in. cylinders, 4 drivers, 40 in., steel tires (new). Further particulars will be given.

8 Second hand Locomotives, 4ft. 8½ in. gauge, from 12 to 23 tons, and two 5½ ft. gnage Locomotives; some of these are in excellent condition, one or two entirely overhauled, not used since, in good repair.

GEO. R. DUER,
52 Broadway,
Railroad Equipments and Supplies.

☞ NOTICE TO RAILROAD CONTRACTORS—Sealed proposals will be received at the office of the NEW YORK, WEST SHORE AND CHICAGO RAILROAD COMPANY, until Monday noon, the 2d of September, 1872, for the grading and masonry of the Eastern Division of said road, from Jersey City to Catskill, 110 miles in length.

Proposals can embrace any portion of the work not less than five miles in length.

Maps, profiles and specifications can be seen at the office of the Engineer in Chief, from and after the 22d inst. New York, August 19, 1872.

J. M. COURTENAY,
President.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R.
MOBILE, ALA., August 18, 1872.

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

FOG SIGNALS,
OR
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ALWAYS RELIABLE.
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CIVIL ENGINEER,
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NEW YORK CITY.
Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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Sole Agents in the United States for
SAMUEL FOX & CO.'S
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RAILROAD SECURITIES NEGOTIATED.

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PATENT LAWYER.
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NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.
Address or call as above.

THE INDIANA
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ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 Per Cent.
SINKING FUND
GOLD BONDS,
FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 Miles, Indianapolis, Ind., to Decatur, Ill.

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

$1,300,000 in cash already expended on the road, and $1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of $700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, $1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO.,
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RAILS MADE BY THE
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Rotherham, England,
SUPERIOR QUALITY, FOR SALE BY
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NEW JERSEY STEEL AND IRON COMPANY,

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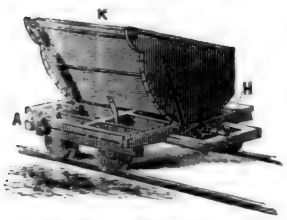
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CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,

THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

CAMP'S IMPROVED DUMPING CAR.



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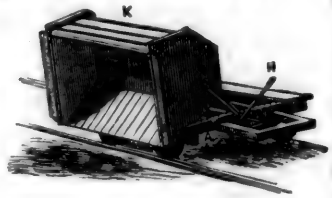


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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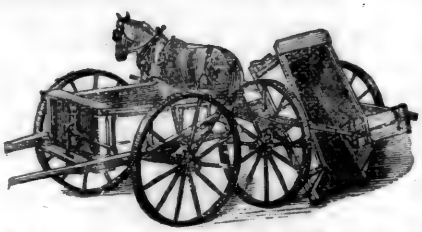
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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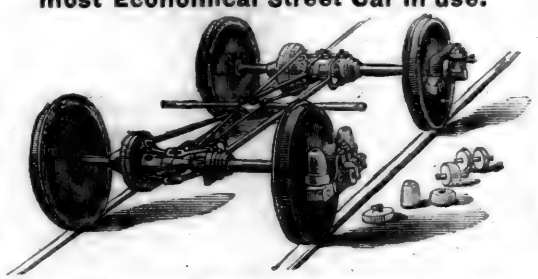
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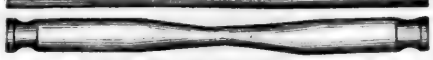
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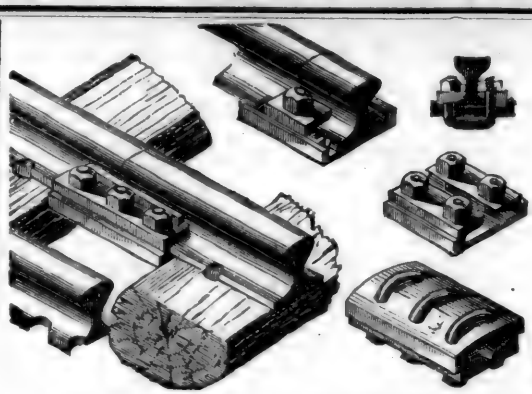
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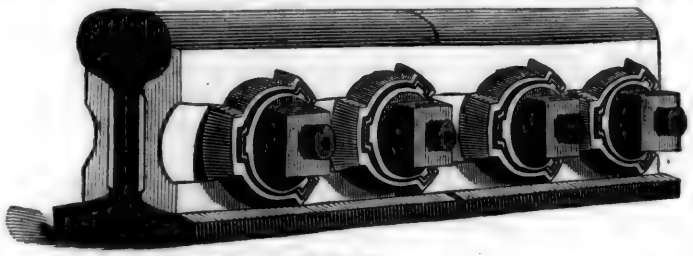
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 35.] SATURDAY, AUGUST 31, 1872. [WHOLE No. 1,897, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 31, 1872.

Montreal and its Trade.

The growing trade and rapid progress of Montreal must be gratifying to every true friend of the Dominion. As the commercial centre of Canada, its fast increasing importance is indicative of the advancement which is going on all over the country. The annual trade of the city—taking both imports and exports—amounts to close upon one-third of that of the whole Dominion, although it must be borne in mind that the province of Ontario supplies the greater part of its exports, and takes from it a corresponding portion of its importations.

Year	Dols. Imports.	Dols. Exports.
1835	3,783,864	1,080,000
1840	5,036,676	1,677,124
1845	10,459,644	2,777,096
1850	7,174,780	1,744,722
1855	12 371,580	1,910,844
1860	15,479,463	6,020 715
1865	19,843,448	5,361,184
1870	31,012,864	19,027,153

The increase in the city's trade during the five years ending in 1870, was 98.58 per cent., a very marked and gratifying advance. During the last year, 1871, its commerce was the largest ever known, having reached the large sum of $54,637,853. Of this amount $19,138,519 were exports, and $35,504,334 imports. But for a change in the manner of making up the customs returns, it is claimed that the exports for 1871 would show at least five millions more.—*Canadian Monetary Times.*

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JAY COOKE & CO.

No. 20 Wall Street, N. Y.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths, Gold, equivalent to about Eight and a Quarter per cent. in Currency. Believing the security to be ample, and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20s and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

Northern Pacific Railroad.

LETTER FROM CHIEF ENGINEER ROBERTS.

RAILROAD TRAFFIC—CHARACTER OF DAKOTA LANDS—AN EXCELLENT COUNTRY—INDIAN MATTERS.

Chief Engineer W. Milnor Roberts, who has recently (July 15, 1872), completed a tour of inspection along the line of the Northern Pacific Railroad in Minnesota, and as far west as the valley of Heart river in Western Dakota, writes as follows of the results of his professional observations:

A heavy business is constantly passing over the completed section of the road through Minnesota, consisting of the local carrying trade of the country traversed by the line, the business of the Hudson's Bay Company and the British settlements in the lower Red River Valley; the transportation of railroad iron, cross-ties, materials and supplies for the large amount of track now being laid by the St. Paul and Pacific Company in Western Minnesota, and similar material for the Dakota division of the Northern Pacific Road. I passed across Dakota, between the Red river and the Missouri, going and returning in a wagon, travelling only by day and camping at night, so that I had a full view of every portion of the railroad line, and of the country through which it is located. I carefully observed not only the grading and construction, but also the character of the country and the soil. The distance across is about 200 miles, and we were seldom out of sight of our engineers' and contractors' camps.

There has been no difficulty whatever in obtaining at all points good water for men and stock, either from natural springs or from excavations of eight to ten feet in depth. This settles one important question relating to the early settlement and successful cultivation of this section. This is entirely a prairie region, intersected by a few streams, such as the Rush, Maple, Sheyenne, and James Rivers. The valleys of these contain what timber there is.

After much careful exploratory work and preliminary location, the assistant engineers have secured an admirable line, with generally very light grades and easy curvature. Even in passing into and out of the larger valleys—the Sheyenne and James—we were not compelled to exceed (and only for very short distances to reach) our maximum of sixty feet per mile ascending westward, and fifty per mile ascending eastward. The whole country is a gentle undulating plain, affording ample drainage interspersed with occasional lakes, some of which are brackish and the others of fresh water. The rain fall the present season, through all this region, has been abundant, and at times superabundant.

The *mauvais terre*, or bad lands, so called, of the great valley of the Missouri, are not met with on the line of this road. About thirty miles east of the Missouri our line enters the wide and beautiful valley of Apple Creek, down which it passes by a gentle grade, over excellent soil all the way to the river. The entire region from the Red river to the Missouri and beyond, at the time I passed over it, was clothed with nutritious grass, affording fine pasture, without exception, along the whole 200 miles. For a large portion of the distance the soil is very superior, equal to the best of any land. It is safe to say that at least nine-tenths of the country that I saw is good, arable land, constituting one of the most fertile and attractive prairie regions I have anywhere seen.

Some of our exploratory lines were traced through what is called the *mauvais terre*. These so-called 'bad lands' are not designated thus on account of their soil, but more on account of their shape, being water worn, or broken, so that they are not adapted to cultivation, while they would also increase materially the cost of railroad construction through them. The 'Coteaux' (hillocks) through this portion of Dakota are by no means formidable. They are rounded, gently sloping, and covered with good grass. Within a recent period this whole region has been a vast pasture land for the buffalo and the antelope, which no longer roam here.

Of the productive qualities of the soil, I saw sufficient evidence of the superb appearance of a garden of several acres at the second Sheyenne crossing, fifty-six miles west of Red river. The potatoes, corn, peas, beans, radishes, &c., were among the finest I have anywhere seen, and it was no fault of the soil or the climate that, ten days later, that occasional scourge of all new prairie regions, the grasshopper, had appropriated the growing crop to his private use.

The valleys of the Sheyenne and the James, where our line crosses, are particularly lovely, having abundant water, trees enough to relieve the eye, and a rich soil. The Missouri is a noble river where the road strikes it—wide and deep, with a swift current, and heavily wooded along its shores and islands. It is navigable for a thousand miles above, to Fort Benton, and quite a number of large steamers, heavily laden with merchandise for Montana, had recently passed up. It is the opinion of an experienced Missouri river steamboat man, that on the completion of the Northern Pacific Road to the Missouri, the business will be done over this road, not merely to all points on the river above, but also to points several hundred miles below.

I spent a day on horseback west of the Missouri river, along Buck creek and Heart river valleys, and found good grass everywhere. The valley of Heart river, which our line follows some distance toward the Yellowstone, comes fully up to, and even exceeds, the expectations I had formed from Division Engineer Rosser's reports, maps and profiles, and his verbal explanations. It is a source of great gratification to me to know that our assistant engineers have been very cautious in their statements respecting all the country west of Minnesota—knowing as I do, the desire of the company to have all their published representations understate, rather than overstate the advantages of the region through which the road is building. Fortunately, our final and critical surveys are proving that the facts may be considerably understated, and yet make a perfectly satisfactory showing.

The newspaper stories about Indians, and danger from them to the railroad across Dakota, have no solid foundation in fact. The Indian situation, so far as the Northern Pacific Railroad is concerned, is this: As far west as the Missouri river, the question is settled, and no danger need be apprehended. Our men travel all over the country between the Red and Missouri rivers, by day and by night, without escort and unarmed. The few troops at the James and Missouri rivers will suffice to prevent theiving raids by straggling natives, until the last have finally disappeared before the army of white settlers. West of Fort Ellis, in Montana, all the way to the Pacific coast, the Indian question is forever disposed of. All our engineering parties, six in number, between Montana and the Pacific, are operating without escort. The only portion of the line yet in abeyance between the Indians and the whites is between the Missouri river and the westerly bend of the Yellowstone, east of Fort Ellis; there our parties, now taking the field, have strong escorts of United States troops, well prepared to fight, if necessary. But no fighting is to be apprehended. If our escorts were weak, there might be some risk. Frontier speculators who wish to see Government money freely spent in their vicinity and to their advantage, will doubtless continue to furnish the newspapers with prophecies of imminent "Indian Wars" in the Northwest.

The construction of the Northern Pacific Railroad will entirely settle the Indian troubles on a belt at least one hundred miles wide and fifteen hundred miles long, embracing one hundred and fifty thousand square miles, a large portion of which will ere long contain an industrious population, giving profitable employment not only to the main line, but to the numerous branch feeders which will surely be opened as the country becomes settled and its many resources developed.

Mobile and Montgomery Railroad.

The receipts from operations of this road for the years ending April 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$222,366 00	$257,482 84
" freight	376,942 06	369 219 41
" express	20,750 98	22,236 82
" mail	18,600 00	18,600 00
	$638,649 04	$667,539 07
Expenses, viz:		
Conducting transp.	$197,226 31	$216,961 42
Motive power	116,485 03	121,982 00
Maintenance of way	145,718 76	144,526 86
Maintenance of cars	34,863 72	33,944 53
	$494,293 82	$517,414 81
Leaving net income	$144,355 22	$150,124 26

It will be seen that the receipts have increased from passengers $35,126 84, and from express $1,475 84; but there has been a falling off in freight of $7,722 65—making a total increase of $28,880 03. The President in his report says:

The gross earnings of the road, as shown by the Report of the Superintendent, herewith submitted, were $667,539 07, against $638,649 04 for the year ending 30th April, 1871; being an increase of $28,880 03, not as good a result as was expected when the last Annual Report was made to you, but when the short crop of cotton, made in the section of country from which the road derives its support is taken into consideration, as the receipts in Montgomery alone show a deficiency as compared with the last season of 40,000 bales, and at the stations on the line of road the falling off in receipts will be in about the same proportion, we have every reason to be satisfied with what has been done.

The extension to Mobile was not opened for use as soon as it was promised by the contractors, but with all the difficulties they had to encounter, and particularly that of keeping up a full force of workmen during the sickly season, the entire extension was pushed through in less time than any work of the same magnitude has ever been constructed in the Southern country. It has been most faithfully done, and reflects great credit on the contractors and on your Chief Engineer, G. Jordan, Esq., under whose superintendence the work has been constructed. Although the trains commenced running over the new work early in March, it was not considered safe to rely entirely on it and discontinue the boat service between Tensas and Mobile until late in the month, and the use of the extension as to its effects upon the income of the road may be dated from the 1st of April. It is gratifying to be enabled to report that the receipts for the two months that it has been in use, show an increase of $15,000 upon the same month of last year, and a decrease of the expenses of $12,000, giving good reason to hope that the anticipated value of the work will be fully realized and the close of the fiscal year to end 30th April, 1873, will show an increased income and a reduced ratio of expenses.

The amount charged up to the Extension on the books of the company up to April 30th, is	$1,003,803 95
To this will have to be added the cost of property purchased in Mobile for depot purposes and on the line of the extension	167,608 00
And to pay off the reserve on Boynton & Co.'s contract not yet completed, and to complete the grading between Mobile River Bridge and the city of Mobile, will require about	78,588 05
Showing that the cost of Extension, entirely completed, will be	$1,250,000 00

This of course includes the loss on the $1,000,000 of State endorsed bonds appropriated to this work, which were sold to nett the Company 82, and also includes the interest on money paid as the work progressed, computing it up to the time the road was opened for use. It is a large outlay, but the construction of the work was a necessity to preserve the position of the road as a part of an all rail line from New Orleans to New York, and give it a chance of successful competition with rival lines.

Taking up the previous reports made to you, beginning with the report made for the year ending 30th April, 1869, one year after the consolidation, and you will find that there has been expended in the reconstruction of the road between Montgomery and Tensas from 30th April, 1869, up to 30th April, 1872 $644,836 35

And an increase of outfit and machinery 351,400 47

Making a total of	$966,236 82
And on Mobile Extension and purchase of property	1,171,411 95
Making a total amount expended	$2,167,648 77
Which has been provided for by sale of bonds	1,617,942 50
Leaving a debt of	$549,706 27

yet to be provided for. To do so the Board of Directors authorized the issue of one million of dollars of second mortgage bonds, from the proceeds of which this debt will within the year be paid off. Upon reference to the general statement of the condition of the company, you will find that there is yet outstanding, which is a lien on the road, $41,000 of the old first mortgage bonds of the Mobile and Montgomery Railroad Company, to provide for which, either by exchange or payment, we hold on hand an equal amount of the new first mortgage bonds, endorsed by the State. There is also, yet outstanding of the old debt of the Alabama and Florida Railroad Company, not a lien on the road, $27,500 of Bonds issued in 1862 and sold for Confederate money. 300,000 of these bonds were issued to complete the road and make it available for the purposes of the Confederate Government, and although under the peculiar circumstances of their issue the company could not be made legally responsible for their payment, it was deemed advisable to give for them the preferred stock of the company, which has been done for $272,500, and leaving yet outstanding, as above stated, 27,500 which will be settled in the same way.

I ask your very careful consideration as stockholders, and your influence upon your representatives in the legislature, upon the subject of taxation of railroad property and their regulation of

transportation—they are destined to effect most seriously the value of your property unless more liberality is manifested, and unless the laws now in force are very materially modified, the future of railroads in Alabama is not encouraging. Liberal aid has been extended by the use of State credit to build roads, but the fact seems to have been entirely overlooked, that with the present population of the State, these roads can only be kept up and sustained by moderate taxation and by allowing them to charge, as is done in other States, compensating rates for the transportation of freight and passengers. There is not to day a railroad in the State of Alabama paying a dollar of dividend to the stockholders, and indeed hardly making net income enough to pay interest on their debts, and still they are forced to pay as heavy a tax on the property as if it was a paying investment, and to transport passengers at as low rates as roads charge in other States where passenger trains are always crowded. More careful considerations must be given to this subject by our legislature, or in three years many of the roads brought into existence by State aid will be forced into bankruptcy, entailing upon their stockholders a total loss of what they have invested, and heavy losses upon the State—nothing can save them but the recognition of the fact that they are great instruments of wealth to the State, by increasing its population and productive property, and that those who use them should be required to pay such rates of transportation as will work and keep them up until an increased population will warrant a change.

Very important connections of your road, now in progress, will be completed within the year.

The first of these will be the South and North Alabama Railroad, which will, I have no doubt, be completed and in operation to Decatur by November, giving a line under one control and management from Montgomery to Louisville, Kentucky.

The next to be completed will be the Atlanta and Charlotte Air Line Railroad, giving the shortest through line from New Orleans and Mobile to New York that will probably be built in many years. These two lines completed and in operation must add largely to both the passenger and freight business of this road.

The board have recently been apprised that an effort will soon be made by the Atlantic and Gulf Railroad Company of Georgia to extend their road, now in operation from Savannah to Bainbridge, through to Pollard, so as to carry out the original intention of giving to the road a Gulf connection. The distance from Bainbridge to Pollard is about one hundred and sixty-five miles, and although when completed it may turn from our road at Pollard, some business that would otherwise pass over the entire road, still the board believe the benefit arising out of the construction of this road would greatly exceed any losses we might sustain from a division of a part of our business at Pollard; and they believe it to be the interest of this Company to meet the friends and managers of the Atlantic and Gulf road, with the most friendly assurance, that we recognize their line as of great value to us, and that arrangements for a connection at Pollard and for interchange of business and trains will be made upon the most liberal terms. It is to be regretted that our finances are not in a condition to offer material aid to this work, as it would open up to us a tier of counties in Alabama and Florida containing about 50,000 inhabitants, and producing about 25,000 bales of cotton that at present are entirely lost to us; and it would complete the Coast Line from New Orleans to New York, that would only be about one hundred miles longer than the Atlantic Air Line, and one of the most attractive Winter routes on the Continent. Savannah, Mobile and New Orleans are deeply interested in this line—as it would not only open up to them a section of country that now has access to the sea only, via the Apalachicola and Choctawhatchee rivers, but would give you a line at least one hundred and fifty miles shorter than the present line between those cities.

The financial condition of the company April 30, 1872, was as follows:

LIABILITIES.

Capital stock M. M. R. R.		$1,148,300 00
In the name of the Ala. and Fla. R. R. not exchanged		86,500 00
In the name of the Mobile and G. N. R. R. not exchanged		27,800 00
		$1,262,600 00
Preferred 8 per cent. stock		1,772,200 00
Bonded Debt of Company:		
First mortgage bonds Ala. and Fla. R. R	$2,000 00	
Second mortgage bonds Ala. and Fla. R. R	17,500 00	
First mortgage bonds M. & M. R. R	41,000 00	
		60,500 00
First mortgage bonds endorsed by State of Alabama		2,500,000 00
Bonds not secured by Mortgage:		
Bonds endorsed by directors	$8,500 00	
Income bonds	27,500 00	
		36,000 00
Floating Debt:		
Due on open accounts	$247,783 50	
Due on preferred stock	2,182 04	
Bills payable	519,081 00	
		769,046 54
		$6,400,346 54

ASSETS.

Cost of 164 miles of road, from Montgomery, Ala., to Tensas		$4,174,553 74
Car account—For value of freight and passenger cars (345)	$284,090 00	
Locomotive account—For value of locomotives (31)	340,500 00	
Steamboats—St. Elmo & Sumter	13,000 00	
Depot buildings, station and section houses, and water tanks	191,565 82	
Machine shop tools and machinery	41,886 00	
Car factory tools and machinery	9,605 00	
Car factory material	11,759 31	
Road way material	11,811 85	
Road tools and train equipments	16,270 45	
Machine shop material	7,160 15	
Old iron on hand	9,000 00	
		936,648 58
Due on open account	$184,651 54	
Cash on hand	34,688 73	
First mortgage bonds endorsed by the State of Alabama on hand	66,000 00	
		285,340 27
Mobile Extension—For amount expended to date		1,003,803 95
		$6,400,346 54

President.—CHARLES T. POLLARD.

Vice President.—L. M. WILSON.

Directors.—Wm. D. Dunn, Thos. St. John, Henry C. Semple, John W. Durr, Andrew Jay, W. H. Crenshaw, H. B. Plant.

Engineer and General Sup't.—G. JORDAN.

Assistant Superintendent.—C. P. BALL.

Secretary and Treasurer.—JOHN J. BEASLEY.

☞ The freight and express business on the Poughkeepsie and Eastern Railroad has been good and is rapidly increasing. The passenger trains have commenced running to Ancram Lead Mines.

The Late Mr. George C. Satterlee.

At a special meeting of the New York Board of Fire Underwriters, held August 8, after eulogistic remarks had been made, it was voted that Messrs. Crowell, of the Phenix, Hodges, of the Hoffman, McDonald, of the Royal, Martin, of the Home, and Ely, of the Peter Cooper Insurance Companies, prepare suitable resolutions, and by the unanimous vote of the Board the resolutions were directed to be sent to the family of the late Mr. George C. Satterlee:

Resolved, That by the sudden death of Mr. George C. Satterlee, for so many years President of the Washington Insurance Company, and for a long term of years a member of the New York Board of Fire Underwriters, we are most forcibly reminded of man's frailty and the uncertainty of life.

Resolved That as vice-president of the New York Board of Fire Underwriters from 1858 to 1861, and for years one of the members of the executive committee, the deceased discharged his official duties with distinguished ability, and all his official acts met with general approbation.

Resolved, That we shall do well to emulate his virtues, to pattern after his unvarying uprightness, his Christian charity, his pleasant deportment and great kindness, with which he ever greeted all.

Resolved, That while we deplore his death, and would offer our sincere condolence to his family, we would and should be thankful to Almighty God for having continued his useful life beyond "three score and ten years," that his family, the members of the Board and the community might enjoy the good influences of his life, so constantly manifested by precept and example.

(Attest). WM. W. HENSHAW.
Sec'y N. Y. Board of Fire Underwriters.

The following resolutions in regard to the death of Mr. Satterlee were adopted by the directors of the Washington Fire Insurance Company, at a meeting held on August 21:

Whereas, By the unlooked for death of Mr. Geo. C. Satterlee, it has pleased Divine Providence to take from us our late friend and president, who has for more than twenty years presided over both organizations of the Washington Fire Insurance Company with watchful care and signal ability; and,

Whereas, Many of us have had intimate social and business relations with him during this time and a long period antecedent thereto, in which he has always been held in the highest estimation by us.

Resolved, That in all these years the life and character of the deceased, as exemplified in the high-toned and honorable merchant, in the faithful and just performance of all the duties pertaining to the many positions of trust and confidence conferred upon him, in his kind and courteous demeanor in all the social relations of life, and in all the graces and attributes of the true and dignified Christian gentleman, have endeared his memory to us in no ordinary manner, and we hold and cherish it with the most affectionate regard and esteem.

Resolved, That our heartfelt sympathies are tendered to his family in their sorrowful bereavement and irreparable loss, and that a copy of these resolutions be sent to them by our secretary.

Resolved, That these proceedings be entered in our minutes.

(Attest) W. K. LOTHROP, Secretary.

☞ The railway between Yokohama and Shinagawa—the first railway constructed in Japan—was opened on the 12th of June. The line is worked on the block system, by which accident is rendered impossible. The Stations are plain but substantial, and the arrangements are such that any press of traffic can be easily dealt with.

Elizabethtown and Paducah Railroad.

PRESIDENT'S REPORT.

To the Stockholders of the Elizabethtown and Paducah Railroad Company:

The president and directors herewith submit their Fifth Annual Report for the fiscal year ending May 31st, 1872.

Since your last annual meeting eighty-eight miles of the western half of your road has been completed, leaving only four miles of unfinished track to open your road to Paducah. We ventured to predict, in our annual report of 1871, the completion of your road in July of the current year, and but for the annoying delay in raising a part of the superstructure of Tennessee River Bridge and the non arrival of rails in New Orleans within contract time, the hope we then hesitated to express would have been more than realized, and to-day the cars would have been running through to Paducah. The rails necessary for the completion of the road have been landed at Paducah, and the work on the Tennessee River Bridge will be completed during the month of July. In order that the travelling public may have the benefit of a through line, a transfer by means of a steam ferry will at once be established across the Tennessee River until the completion of the bridge.

By reference to the Secretary's report it will be seen that of the $2,103,000 of mortgage bonds held on June 1st, 1871, only $18,000 remain in the hands of the company.

Of the $1,009,900 of county bonds held at that time the company have paid out to contractors the sum of $377,900, holding $632,000. We look for a decided improvement in the value of our county bonds as the contractors have ceased flooding the market with them, and as the road grows in public favor and its value is fully realized by the citizens along its line.

There is yet due the company $81 742 42 from individual stockholders. The leniency extended to stockholders, in both city and counties cannot longer be indulged. The necessities of the company in stocking the road for successful operat on, its entire length, and bringing it up to a point where it can be safely worked through the approaching winter, and providing the interest on the mortgage bonds accruing Sept. 1st, will require the closest management and the use of every dollar due the road. Delinquent subscribers must not therefore complain if harsh means be adopted in collecting outstanding subscriptions.

The company has purchased 13½ acres of ground in Paducah since your last meeting and had previously purchased 30 acres in Elizabethtown for depot grounds, machine shops, &c. No steps have been taken toward building machine shops beyond having the plans and specifications prepared for a machine shop at Elizabethtown. The Attorney of the company was instructed to present these plans to the parties at Elizabethtown, who were suing the company to test the validity of the subscription of $75,000 by said town to the capital stock of your company, and authorized to agree that if they would withdraw the suit the machine shop should be put under contract. This proposition being rejected no further steps have been taken toward building it.

The outlay necessary to place your road in a condition to be operated with safety and comfort, after passing into the hands of the superintendent, together with the ordinary expenses of running a new road have been very great. These extraordinary expenses must continue until the road from Nortonville to Paducah is in as good running order as that portion of it from Elizabethtown to Nortonville.

The local trade from Elizabethtown to Greenville, to which point the road has been in operation for twelve months, has not met our expectations. Larger revenues were confidently anticipated from the vast coal deposits known to exist in Ohio and Muhlenberg counties, but capital and skilled labor were wanting, and the coal famine of last winter in Louisville, which offered great inducements for a speedy development of the coal, passed away, giving to your company the transportation of only a little over half a million bushels of coal, six fifteenths of the profits went to the Louisville and Nashville road. I am gratified, however to state that many new mines are now being worked by men of means and experience, and the opening of the road to Paducah will give a new and valuable market for the coal of your road.

The completion of the Owensboro and Russellville Railroad to the junction of your road, in the month of July, will add, it is believed, largely to the receipts.

President Weir expresses the fullest confidence in his ability to continue his road to Nashville within a reasonable length of time, which will at once open to your road the travel and traffic centering at that point.

A consolidation of the Paducah and Gulf with the Mississippi River Railroad was effected last autumn, and the work on the road being pressed forward with much energy under the new organization known as the Paducah and Memphis road. Most of the road is now under contract and the remainder will be let in July. One third of the rails have been purchased, and we are informed by President Ex Norton that the road will be completed in twelve months from this date. We cannot over-estimate the importance of this road to your enterprise, affording as it will a most direct connection with Memphis and the whole system of southwestern railroads and an unlimited market for your coal.

The report of the Chief Engineer, George MacLeod Esq., is herewith submitted which contains much information of interest to the stockholders. The full report of the line surveyed from Louisville, via the mouth of Salt River and Grahamton to Leitchfield, and a very accurate map of the same, with a carefully estimated cost of the extension, is also submitted.

The length of this extension will be sixty five miles, and total cost of road without equipment, $1,500,000, and it is thought no additional equipment is required to operate this part of the road should it be made.

Your attention is called to the following abstracts from the minutes of the company of Oct. 9th, 1871.

Louisville, Oct. 9th, 1871.

A meeting of the board of directors held this day. Present, W. H. Dulaney, President. Jas. Trabue, J. S. Lithgow, S. B. Thomas, Dennis Long and L. M. Flournoy.

The minutes of the last meeting were read and on motion they were approved.

On motion of Jas. Trabue the following resolutions were offered:

Resolved 1st. That the chief engineer be and he is hereby directed to make, at once, an examination of the various routes for a line of railway from the city of Louisville to some practical point on the Elizabethtown and Paducah Railroad.

2d. That the chief engineer be also directed, so soon as said examination is completed, to place a corps of engineers upon the lines inspected and report as early as practical the cost of the various routes surveyed.

3d. That a committee of this board (the president being the chairman) be appointed to communicate the purpose of this board as indicated in the two foregoing resolutions, to the railroad committees of the two boards of the General Council of the city of Louisville, which were unanimously adopted.

At this important meeting all the members of the board were present except R. A. Robinson and T. L. Barret, who subsequently fully approved its action.

When these resolutions were adopted there was pending in the General Council of the city of Louisville, an ordinance asking the subscription of $1,500,000 to build the L. M. & N. O. Air Line Road out of the city of Louisville, through the counties of Jefferson, Hardin, Meade, Breckinridge, Ohio and Muhlenburg, in the direction of Memphis. Your board believed that such a subscription on the part of the city would not only embarrass your company in the completion of its road, by lessening the value of its bonds, but if built would destroy the future value of your enterprise to its present stockholders.

In consideration of these facts, and in view of what has been considered a vital necessity for two or more years and even anticipated by an amendment to your charter, in February, 1868, (the extension of your road into the city) your board byits unanimous voice directed an ordinance to be presented to the Council, which, if approved by the city and the stockholders of the company, would not only remove all apprehensions of a parallel road being built, but would raise your enterprise from a mere local and tributary road to a great thoroughfare. In the opinion of your board the necessity and advantages of extending your road into Louisville still exists, and the danger which threatens your enterprise from the construction of a road running parallel with your line some 48 miles, and only an average distance of four miles from it, is yet imminent.

In this connection is is proper that the stockholders should know that the board of directors had by resolution respected the opinion and protected the interest of all stockholders, in requiring that the whole action of the board should be submitted to a stockholders meeting for ratification.

The amendments to your charter, approved February 16th, 1872, and March 27th, 1872, are herewith submitted for your acceptance or rejection. The amendment of March 27, 1872, regulating the tariff of your road, is considered ambiguous and may lead to much litigation and should therefore be carefully considered. The board acknowledge their obligations to the Secretary and Treasurer, A. A. Gordon, and the Assistant Secretary, Robert Howe, for a faithful and efficient discharge of their respective duties, also to Superintendent, D. Brock, whose report is herewith submitted, for the able and energetic attention given to the practical working of the road. To the Chief Engineer, George MacLeod, your company is largely indebted for this gigantic enterprise, so full of promise, a monument to his science and skill. With untiring energy he has marked out the pathway of your road, and brought to successful completion the work you have watched with deepest interest.

W. H. DULANEY,
President.

SECRETARY AND TREASURER'S REPORT.

Construction		$4,689,043 29
Motive power and rolling stock		280,593 89
Interest and discount		595,668 66
Leitchfield survey		6,087 85
Profit and loss		17,925 41
		$5,589,318 80
Cash		45,750 03
County bonds on hand		632,000 00
L. & N. R. R. Stock	$12,207 00	
Bills receivable	2,456 45	
Real estate	5,183 94	
Shop and fuel stock	6,630 98	
		26,478 87
Due by counties		86,213 51
Due by sundry persons		2,121 78
Due by stockholders		81,742 42
		$6,463,624 97
Capital stock		$3,107,050 00
First mortgage bonds		2,982,000 00
Bills payable		118,877 17
Due Drexel, Morgan & Co. for rails		177,682 20
Due contractors, (reserve account)		74,605 54
Due sundry persons		2,670 42
Due Grayson County		789 58
		$6,463,624 91

A. A. GORDON, *Sec'y and Treas.*

☞ The Poughkeepsie and Eastern Railroad will be completed to Millerton, Ct., by the first of October.

Iowa Railroads.

The following statement of the railroads of Iowa has just been made by the Census Board of the State:

Statement showing the number of roads, number of miles of main track, and gross earnings for the year ending Dec. 31, 1871:

	No. miles m. track.	Gross Earnings.
*Chicago, Iowa & Nebraska.	81.30	$890,498 75
*Cedar Rapids and Missouri.	273.71	1,379,540 55
*Iowa Midland	66.80	53,428 59
Chicago and Northwestern	423.81	2,323,467 89
†Chicago, Rock Island and Pacific	367.87	1,975,792 98
†Chicago and Southwestern	128.87	183,450 00
†Des Moines and Indianola	22.62	2,330 63
Chicago, Rock Island and Pacific	519.37	2,161,573 61
Dubuque and Sioux City	142.85	945,247 37
Iowa Falls and Sioux City	183.64	282,277 90
Iowa Falls and Minnesota	75.56	121,146 08
Illinois Central	402.04	1,348,701 35
Creston Branch Burlington and Missouri	42.67	1,087 73
Burlington and Missouri Riv.	349.59	2,545,390 10
Burlington and Missouri	28.29	.....
Dubuque Southwestern	54.76	161,547 86
Des Moines Valley	248.49	771,962 42
Kansas City, St. Joseph and Council Bluffs	52.05	225,065 42
Burlington, Cedar Rapids and Minnesota	219.00	499,472 33
Burlington and Southern	59.65	10,878 48
Sioux City and Pacific	79.86	152,824 09
Central Railroad of Iowa	189.14	418,790 12
Keokuk and St. Paul	42.46	152,487 58
Davenport and St. Paul	43.00	61,117 13
Sabula, Ackley and Dacota	51.75	12,215 59
Milwaukee and St. Paul	247.00	808,295 56
Chicago, Dubuque and Minnesota	56.76	9,704 70

*Operated by the Chicago and Northwestern railway, and the total appears in the statement of that company.

†Operated by the Chicago, Rock Island and Pacific railroad, and the total appears in the statement of that company.

☞ The Sodus Point and Southern Railroad, extending from Sodus Point, on Lake Ontario, to Newark, N. Y., a distance of 35 miles, is now open for business. The officers of the company, just elected, are: S. K. Williams, President; R. F. Norris, Vice President; F. A. Bassler, Treasurer; C. A. Pusey, Financial Agent, and C. E. Pomeroy, B. F. Rogers, E. Granger, E. Mather, C. Dawson, W. A. Connett, L. R. Rose, W. S. Turner, C. M. Atkins, and E. Blackman, Directors.

☞ Six railroads are now running into Keokuk, Iowa, viz: Toledo, Wabash and Western; Toledo, Peoria and Warsaw; Mississippi Valley and Western; Chicago, Burlington and Quincy; Missouri, Iowa and Nebraska; and Des Moines Valley, while one or two others are under process of construction, which taken in connection with the Mississippi river, affords rare import and export facilities.

☞ Two new locomotives have been ordered for the Marietta and Pittsburg Railroad. The cars will be running to Cambridge from Marietta by the middle of September. The whole work is progressing satisfactorily.

☞ The people of White Oak township, Highland Co., Ohio, have voted, 109 to 28, to appropriate $28,800 toward building the Columbus and Marysville Railroad.

Narrow Gauge Suspension Railway.

A narrow gauge suspension railway, eighteen inches wide and one mile in length, has been laid at the Aldershott Camp, England, as an experiment. This railway is specially calculated to meet military requirements and consists of a continuous structure formed of wood or iron. A single row of pillars stand at intervals along the line, the lower ends resting upon wooden sleepers, and being steadied by diagonal struts. The lengths of the pillars vary from three to thirty feet, according to the contour of the ground. The superstructure consists of two longitudinal beams of wood or iron placed side by side, with a distance of eighteen inches between them, and bolted to, strutted from and supported by the pillars. These longitudinal beams form continuous sleepers and carry four rails, two on their upper surfaces and two on their outer sides. The surface rails are of iron, and carry the train. The side rails are of wood or iron, are nailed along the beams, near the lower edges, and act as guides for the horizontal wheels of the wagons. Where sidings occur, the switches are formed by making a twenty-feet length of the railway to pivot on one end, while the other end, resting on a pair of rollers, travels from the main line to the siding. The carriages are suspended below the axles, and are furnished with horizontal wheels running against the guide rails. The locomotive is specially designed for traveling on this peculiar track. Several miles of this road are to be laid down about the camps at Aldershott, and the soldiers at leisure times are to be exercised in taking the structures down and putting them up again for military transport service. Aldershott, it may be mentioned, is a large, permanent camp, with barracks, situated about thirty-five miles southwest of London.

☞ The Ellicott City *News* says: "It is credibly reported that parties are already at work upon a preliminary survey of the new railroad from Baltimore to this city. The Canton Coal Company are the principal corporators of the work, and it is understood that they are prepared to push it through at once. Various conjectures as to the exact route are afloat, one report having it that the new road will be extended through this county to the Potomac river."

☞ Work has been suspended on that portion of the Pembina branch of the St. Paul and Pacific road between Alexandria and Glyndon, the point of junction with the Northern Pacific on the Red River. The grading and track laying as far as Alexandria will be completed as fast as possible.

☞ Application will be made to the next Vermont Legislature for a continuous line of railway through the centre of the State, from Newport on the north, through Montepelier, Chelsea, Woodstock and Cavendish, to Brattleboro' on the south.

☞ The Silver mining Company of Silver Islet, Lake Superior, have declared a dividend of $2 per share, payable September 3.

☞ There is a probability of a branch of the Dubuque and Minnesota Railroad being built up the Black River Valley, in Wisconsin.

☞ Engineers of the Milwaukee and Northern Railway are now surveying a line from Menasha to Appleton.

☞ Track-laying on the Turkey Valley Branch of the Chicago, Dubuque and Minnesota Railroad has been resumed and is progressing rapidly.

$5,000,000.

A

PRIME INVESTMENT

AT A

LOW PRICE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund

30 Years'

7 PER CENT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout: is practically straight and level: much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running: seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

BANKERS,

NO. 27 PINE STREET.

Leonard, Sheldon & Foster

BANKERS,

NO. 10 WALL STREET

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	261.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278.910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435.945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000.086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,670,067	1,107.084	1,001,987	13,384,471
1869	892,093	880,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,631	3,095,985
1870	203,069	226,897	244,182	248,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,059	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,578	640,179	799.236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616.665	516,608	460,573	617,682	578,403	747,469	789,736	641,589	643.887	518,088	7,181,208
1866	603,053	506,206	505,466	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417.071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.932
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92.910	92,768	90,526	96.535	106,594	114,716	121.217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 888	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144.023	141.316	1,418,861
1871	130,883	126.224	140,740	118,173	119.650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866	282,439	265,796	237,158	343,737	365,196	335,083	324,986	359,646	429.161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384.120	320,636	386,527	411,514	403,646	366,023	329,950	353 569	473,546	490,772	448,419	374,542	4,744,104
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261.143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5 083,608
1868	369,228	321,203	333,508	436,412	565,718	458.191	423,398	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420.951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	398,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3.311,077
1865	259,223	239,139	318,914	271,527	290,916	304,463	349,285	344,700	360,348	372,618	412,563	284 319	3 793,096
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,095	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3.459,319
1868	211.973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,657	235,861	2,964,041
1869	180,366	216,080	221.459	214,409	218,639	223.236	192,364	275,220	292,803	328,044	298,027	254,896	2,915,545
1870	196,787	218,234	253,065	270,934	248,266	249.987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,488,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,857	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735,081
1869	479.236	525,490	755,433	904,824	499,463	650,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,119,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	152,623	127,817	176,990	171,868	157,398	154,133	144,164	186,889	202,238	205,750	188,351	160,085	2,008,205
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,142	186,459	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,206
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,708
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,766	351,750	333,490	3,809,355
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,293	429,898	323,270	399,439	4,013,298
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,577	434,284	4,242,243
1870	257,864	293,645	295,279	318,699	340,892	348,633	322,756	466 431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393.455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	867,888	716,829	5,709,1[illegible]
1870	528 529	607 139	559,238	706,603	802 586	746,450	643,058	664 251	708 591	719,698	570 168	506,053	7 654,094
1871	479,573	371,995	499,562	504 540	724,463	738,174	671,693	681,885	800,402	777,362	708,142	642,908	7,574,959
1872	676,959	631,110	669,801	699,401	824,443	845,899	[illegible]	.....	.....	.....	.....	.....	.....

Bridge over the Mississippi River.

AN ACT to authorize the construction of a bridge across the Mississippi river at or near the city of Red Wing, in the State of Minnesota, and to establish it as a postroad.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, being first thereto authorized by the legislatures of Minnesota and Wisconsin respectively, to build a bridge across the Mississippi river, at or near the city of Red Wing, in the state of Minnesota, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are, or shall be, constructed to the said river at or opposite said point, under the limitations and conditions hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction, or alleged obstruction, to the free navigation of said river, the cause may be tried before any district court of the United States of any State in which any portion of said obstructions or bridge touches.

Section 2. That any bridge built under the provisions of this act may, at the option of the company building the same, be built as a drawbridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken and continuous spans, it shall not be of less elevation, in any case, than fifty feet above extreme high water mark, as understood at the point of location, to the bottom chord of the bridge; nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also,* That if any bridge built under this act shall be constructed as a drawbridge, the same shall be constructed as a pivot drawbridge with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet, in length in the clear on each side of the central or pivot pier of the draw; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet; and said spans shall not be less than thirty feet above low-water mark, and not less than ten above extreme high-water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river: *And provided also,* That said draw shall be opened promptly, upon reasonable signal, for the passage of boats; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post-route, upon which, also no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge, and the United States shall have the right of way for postal-telegraph purposes across said bridge.

Section 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the plans and specifications, with the necessary drawings of said bridge, shall be submitted to the Secretary of War for his approval, and until he approve the plan and location of said bridge it shall not be built or commenced; and should any change be made in the plan of said bridge during the progress of the work thereon, such changes shall be subject to the approval of the Secretary of War; and all changes in the construction of said bridge that may be directed by Congress shall be made at the cost and expense of the owners thereof.

Section 6. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, is hereby expressly reserved.

Approved June 10, 1872.

Iron versus Steel.

The following extract from an article in the *Journal of the Franklin Institute* for July seems to show iron to be in some respects superior to steel, but for rails we believe steel still reigns supreme.

"So loud, of late, have been the praises of steel over iron, and so general the confidence in it, that only the minor shafts of the great (St. Louis) bridge were designed to be of iron; the remainder, embracing the more important parts were to be of steel. In order to be assured of the excellence of every portion of the structure the engineer in charge, not content with the results obtained from the straining of small sections, determined to subject every shaft supplied to a similar strain; and for this purpose constructed an enormous hydraulic testing machine. Thirty-two shafts, each nearly forty feet long, and weighing nearly two tons, were furnished by Messrs. Macpherson, Willard, and Co., the well-known iron forgers. These were subjected to a strain of about 300 tons without stretching—a strain so nearly approaching the resistance of sound iron that a slight flaw in any of them would have caused rupture; a fact which speaks well for the excellence of the work. With the steel shafts, from which so much was expected, the result was very different. Many of them snapped under strains in some cases even less than those which the iron ones stood perfectly, and so great became the distrust of them, that the forge was ordered to proceed with more iron ones to take the place of steel, and have now furnished nearly a hundred without a single failure. These results also emphasise, if they do not inaugurate, a tendency in the engineering world to return from steel to iron when employed in large masses. We have long known all about steel in small sections, but till recently no large masses of steel could be produced, and this series of tests by Captain Eads is the first instance on record of attempts to ascertain whether the known laws of strength of small sections hold good in large masses of either wrought-iron or steel. A practical comparison of the two metals was made two years ago on the C. & A. R. boat "Red Jacket," with its two screws—the shafts being of equal size, one steel, one iron. The steel one twisted off in a week, while the two iron ones (one now replacing steel) both made here, have been running ever since. What the difficulty is with steel in the large mass is not clear, but the long list of failures of steel guns confirm the facts. Krupp, the great Prussian steel maker, has already abandoned the solid forged steel gun. The matter is exciting considerable interest in the engineering fraternity and journals, and in practice, for large masses, there is a probable return for the present, to the old-fashioned wrought iron in vogue ever since the days of Tubal Cain."

☞ The following gentlemen were chosen directors of the Maryland and Delaware Canal on the 23d inst: Horace B. Tebbetts, C. B. Smith, Gerhard Jansen and Gen. Stabel, of New York, and Levin Woolford, Robert Lehr and John W. Garrett, of Maryland. The directors afterwards organized by the election of Mr. Tebbetts as president and Mr. Emil Sauer, president of the German American Bank, New York, as treasurer.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 Per Cent.
SINKING FUND
GOLD BONDS,
FREE OF GOVERNMENT TAX.

An East and West Air Line of 152 *Miles, Indianapolis, Ind., to Decatur, Ill.*

This road passes through a belt of the best settled and richest agricultural and mineral country of Indiana and Illinois, averaging thirty miles in width, with no other East and West Railway built or projected through it. It crosses, in Parke and Vermillion counties, the rich

BLOCK COAL FIELD

of Indiana, which alone will supply an ample business.

Thirty miles through Douglas County, Ill., just completed, opened and paid for.

Whole Western Division, Montezuma to Decatur, 85 miles; to be finished in 1872. Grading nearly done and materials (except iron) already procured; Bridge over Wabash ready for superstructure.

Eastern Division, 67 miles, partly graded and to be finished in 1873.

$1,300,000 in cash already expended on the road, and $1,500,000 remaining to be called from 20 subscribers, among whom are W. H. Guion, Sidney Dillon, Jay Cooke & Co., Clark Dodge & Co., J. Seligman, Vibbard, Foote & Co., and Paul S. Forbes, of New York; Benj. E. Bates of Boston, Henry Lewis of Philadelphia, and G. M. Pullman of Chicago.

Besides its right of way, the Company owns 32,000 acres of land, chiefly in Indiana, of which 2,000 acres are the best BLOCK COAL LANDS. It has also SUBSCRIPTIONS IN BONDS AND CASH from counties, towns, and individuals of $700,000.

The road connects at both termini with the most important THROUGH RAILWAY LINES of the West, and being by many miles shorter than any other line, will be indispensable to them, while its local business alone will insure good dividends on its stock.

Bonds, $1,000 each, payable to Union Trust Co., Trustee or bearer, July 1, 1901, in gold coin. Coupons, also in gold, payable Jan. 1 and July 1, in New York, or at Union Bank of London, at fixed exchange of £7 sterling.

SINKING FUND of 2½ per cent. a year on gross earnings to be invested by Trustee in bonds at not exceeding par.

For sale at 90 and accrued interest by the Financial Agents of the Company.

Walker, Andrews & CO.,
14 Wall-st.

☞ The iron on the St. Paul and Sioux City Railroad is now laid to a point within twenty-one miles of LeMars, where they make a junction with the Illinois Central, using a joint track to Dubuque. The track is being laid at the rate of a mile a day, and it is expected to reach Dubuque by September 1.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Apl.'72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,085	— & —	.....
Berkshire*.....100	600,000	J.A J&O.	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,684,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	July'72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O	July '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June '72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	July '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	A ug.'72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,961	F. & A.	Aug.'72 5
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River.....50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,508,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	800,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '72 5
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	6,078,224	Annual	Aug. '707
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension..... 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv.,Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....100	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	2,739,800	M & N.	May '67 4
Lehigh Valley 50	18,159,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	600,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12
N.Haven & Northamp..100	695 000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,000,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428 330	A. & O.	Apl. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	Irregular.	July'72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	240,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½
St. Croix and Pembescot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	676,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol.,Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	600,000	J. & J.	July'72 3½
Worcester and Nashua.. 76	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock,E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Phg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 6
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal.....100	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,886,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Aug. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114
.. .. coupon	4,678,000	6	" "	1880	116¾
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,331,450	6	Jan. & July	1881	114
.. ..coupon	63,989,750	6	" "	1881	116¾
Loan of Feb. 25, 1862 (5-20s).....registered	33,821,300	6	May & Nov.	1882	116¾
.. .. .. (5-20s).....coupon	240,609,750	6	" "	1882	114½
Loan of March 3, 1862.....registered	53,427,850	6	Jan. & July.	1881	114
.. ..coupon	21,572,150	6	" "	1881	116¾
Loan of March 3, 1864 (5-20s).....registered	2,349,500	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	34,657,000	6	May & Nov.	1884	115½
(5-20s).....coupon	37,878,150	6	" "	1884	114
.. .. .. (5-20s).....registered	39 346,650	6	May & Nov.	1885	116¾
Loan of March 3, 1865 (5-20s).....coupon	120,078,100	6	" "	1885	114¾
.. .. .. 2d series (5-20s).....registered	62,131,300	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	158,560,550	6	" "	1885	113½
.. .. .. 3d series (5-20s).....registered	92,338,500	6	Jan. & July.	1887	114¾
.. .. .. (5-20s).....coupon	227,877,050	6	" "	1887	114
.. .. .. 4th series (5-20s).....registered	13,392,000	6	Jan. & July.	1888	115¾
.. .. .. (5-20s).....coupon	25,865,450	6	" "	1888	113¾
Loan of March 3, 1864, (10-40s)....registered	138,573,100	5	Mar. & Sept.	1904	108¾
.. .. .. (10-40s).....coupon	55,994,200	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71.registered	124,606,700	5	F. M. A. & N.	1881	112¾
.. .. coupon	75,393,300	5	" " "	1881	112¾
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	9 840,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency.....	398,101,538	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	59
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	360,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	8,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	581,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78¼
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	443,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,235	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,422	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	153,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Boe., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'85	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	93½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	95½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	109
.. — .. Bonds.....	21,089,000	7	" "	1877	107½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	....
.. —	348,000	6	" "	pleas.	101
.. —	900,000	6	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	106½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	33½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'96	21
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'96	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	25
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	15
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (").....	1,600,000	6	" "	1875	101
.. — .. (").....	4,095,399	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	6	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1877	106
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	108½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1882	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1892	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)...	484,445	5	" "	1868	55
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'76	....
.. —State Capitol bonds.....	1,007,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	25
.. —Funding & Special Bonds '88	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,386,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	74
.. —*Funding Bonds	4,089,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	43½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'76	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	50
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,478,000	6	" "	"	54
.. — .. .. (sterling).....	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,900	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala.& Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	399,000	7	May & Nov.	" "	1881	99½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac.R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97⅜
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	96¾
Loan of 1858–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	99
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F.& P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L.(sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(R.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	8
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	89½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	99½
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	101½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okid & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	....
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	88½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	....
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	97½
Equipm't (Eng & Cars $2,750,0 0)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CP&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,067,421	7	June & Dec.	New York.	1890	163½
1st Mort. (San., Day. & Cin.) S.F.	968,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 2d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	92½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	6	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern Mass.:						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1852	....
2d Mortgage	115,200	7	March & Sept.	" "	1800	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (11 m.) bonds	68,800	6	Jan. & July.	Bangorr.	1875	....
B'gor L'n, 2d on 14m. & 1st on 31m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1899	....
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tr. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,500,000	7*	April & Oct.	Boston,	1893	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	....
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	155,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	94
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connect'ng (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
1st Mortgage	1,000,000	7	" "	" "	1900	....
2d Mortgage	500,000	8	Jan. & July.	" "	1881	....
Equipment Mortgage						
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jameet'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	5*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	"	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1866.	237,000	7	June & Dec.	" "	1886	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1890	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When	Interest Payable. Where	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	" "	1890	100½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	....
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ad.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	360,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp. Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1 00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken.& P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	360,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Manefield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	99½
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92⅝
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	90⅝
Milwaukee City Loan	253,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land and Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91½
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102¼
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $5,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	Feb. & Aug.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	June & Dec.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	Feb. & Aug.	" "	1885	....
3d Mort. (")	180,000	7	June & Dec.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	May & Nov.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1876	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	110½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	97
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	94
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	....
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	ew York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama;						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	"	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1896	95½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated, Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	600,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1889	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	78,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'80	....
1st Mortgage (Muscogee) conv.	300,000	7	" "	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93½
1st Mort. (Quincy & Tol 34 m).	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	....
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,800	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	80½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	86½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	.....	.....	1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	78½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	98½
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	....
Enlarged Mortgage	990,000	6	" "	" "	1884	....
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Por.28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	104
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	....
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & :						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered — 3d series, Jan. 1, 1871.	6,000,000	7	" "	" "	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	....
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	....
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	....
2d Mortgage	286,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	79½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	25	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6.8	—	8	8	5	124	Androscoggin ..... Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	.....	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	.....	1,815,000	930,000	.....	.....	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	83.0	—	....	172.0	.....	.....	.....	.....	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	.....	.....	.....	.....	.....	848,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West.N.Y. Penn.& O.	59,598,595	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	—	.....	.....	.....	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	483.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	.....	.....	.....	.....	5,680,685	.....	1,593,629	—	103.5	.....	.....	.....	561,885	.....	—	100	....
May 31, 1871	73.0	—	2.5	—	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50.000	.....	.....	625,000	150,000	105,000	.....	—	.....	.....	.....	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	.....	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	...	...	...	...	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	.....	.....	995,800	2,244,500	970,468	.....	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	.....	.....	600,000	.....	.....	.....	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	250,000	48,000	.....	.....	—	(Leased	& oper. by	FallBrook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	150
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	282.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	7½
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	934,754	156,879	8	500	140
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	137½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	.....	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	986	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	—	.....	.....	.....	2,156,846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River.)	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern..Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	.....	—	(Operat	ed by Chi	cago, Bur	lington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	.....	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	....	Camden and Amboy.....New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	—	.....	.....	.....	.....	.....	10	100	127
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	64½
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	92,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	.....	.....	447,000	200,000	211,274	.....	—	(Leased	and oper.b	y West J	ersey.)	.....	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	.....	.....	426,900	.....	.....	.....	24.0	97,775	.....	.....	168,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	.....	.....	589,110	—	.....	.....	—	(Leased	and oper.	by Dela., L	and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	.....	.....	281,164	200,000	.....	.....	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	.....	.....	—	(Leased	and oper.b	y Chic. and	N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	.....	.....	5,550,000	2,960,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,043	.....	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	166½
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..California.	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia & Aug.N.C.S.C.& Ga.	4,950,217	*	157,492	228,100	2,571,360	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	.....	.....	380,000	—	.....	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina	600,000	*	.....	.....	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany....N. Y.	600,000	—	.....	.....	275,000	300,000	10,000	.....	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	...
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton.....Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,1[illegible],813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2 063,299	10	100	118
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy..Illinois.	16,871,690	4,723,545	9,295,928	1 964,317	16,590,510	11,589,459	1,888,023	2,797,880	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	127

Dec. 31, 1870	73.0	—	8.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	—	73.0	(Re-orga	niza. of Ch	n. Peru &	Chic.)	.....	—	100	....
																			Is now	completed	to Dany.)					

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...	Ind.	2,500,000	156,000	10,000	.....	1,500000	1,000,000	.....	—	73.0	(Re-orga	nizat. of Cin. Peru &	(Chic.)	.....	—	100	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes	Ill.	.....	.....	.....	.....	2,500,000	2,500,000	.....	—	....	(Is now	completed to	Danv.)	.....	—	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	.....	.....	.....	3,916,000	810,000	.....	—	....	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.		52,000,686	*	1,832,950	.....	35,135,973	18,049,000	1,188,257	333,559	1,156.0	.....	100,802,521	268,417,381	11,694,914	5,383,408	10	100	75½
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore	Mich.	8,000,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	—	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific.	Ill. & Iowa	26,703,243	*	439,304	1,354 451	17,000,000	8,717,743	59,988	2,719,378	691.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	111½
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	.....	Chicago and South Western	Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	—	....	(Will be	completed	in 1871.)	.....	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	...	...	...	.....	Chillicothe and Brunswick	Mo.	845,000	.....	.....	.....	345,000	500,000	.....	—	—	(Leased	and oper. by	y North M	issouri.)	.....	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles.	T.&N.C.	1,402,000	21,400	23,000	.....	75,000	1,404,680	252,529	—	40.0	25,000	.....	.....	24,379	2,096	—	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	.....	.....	.....	1,270,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	...	...	...	.....	Cincinnati and Indiana	Ohio & Ind.	2,000,000	.....	.....	.....	2,000,000	2,000,000	.....	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	.....	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	261,277	26,713	—	100	...
Jun. 30, 1871	13.0	—	0 3	—	...	...	...	.....	Cin., Lexington and E. Tennessee	Tenn.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	& oper. by	Kentucky	Central.)	.....	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	...	...	...	.....	Cincinnati and Martinsville	Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley	Ohio.	.....	.....	.....	.....	.....	.....	.....	.....	132.1	(Reorga	nization of	Cin.& Zan	esville.)	.....	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago.	Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	.....	.....	.....	152,136	44,851	—	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland	Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	21½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind.	Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	.....	192,365	390.4	2,609,033	27,294,924	148 875,519	3,328,281	980,044	7	100	90
Jan. 24, 1871	67.8	12.4	33.5	—	...	...	...	.....	Cleveland and Mahoning	Ohio	3,147,934	.....	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	.....	7	50	...
Jun. 30, 1871	73.7	—	5 0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware	Ohio.	1,234,000	*	.....	.....	1,150,000	143,000	.....	—	76.7	.....	.....	.....	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg	Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,768,741	1,137,430	10	100	90½
Dec. 31, 1870	588.0	25.0	71.2	—	...	...	...	.....	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,010,174	.....	.....	.....	13,000,000	24,010,174	.....	.....	—	(Leas. &	oper. by Pi	ts.C.&S.L.	3,293,193	1,107,470	—	100	35
Dec. 31, 1870	76.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley	Ohio.	2,375,121	472,034	.....	.....	848,964	1,616,000	.....	.....	69.8	244,386	.....	.....	372,229	210,914	—	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord	New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	.....	109,853	59,819	119.5	.....	.....	.....	.....	.....	10	50	160½
Mar. 31, 1870	41.0	—	6.5	—	...	...	...	.....	Concord and Portsmouth	N.Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	—	(Leased	& oper. by	Concord.)	25,000	.....	7	100	115½
Jun 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv.	Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	93½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River	Massachusetts.	1,876,616	223,814	223,421	180,425	1,700,000	250,000	234,884	319,422	63.4	.....	.....	(10 mos.	591,972	217,174	10	100	136½
Dec. 31, 1870	—	—	—	44.0	—	—	—	—	Connecticut Valley	Connecticut.	982,000	.....	.....	.....	789,251	.....	194,752	—	—	.....	.....	.....	.....	.....	—	50	...
Dec. 31, 1870	67.5	1.7	....	—	...	...	...	.....	Connecticut Western	Connecticut.	1,599,393	*	.....	.....	1,419,305	81,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	6.8	—	9.5	—	...	...	...	.....	Connecting (Phila.)	Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,000	.....	.....	—	(Oper.	by Phila.	& Trent.)	.....	.....	6	100	...
Dec. 31, 1870	14.6	—	1.1	—	...	...	...	.....	Contoocook River	New Hampshire.	257,000	.....	.....	.....	200,000	30,000	.....	.....	—	(Oper.	by Northe	rn N. H.)	.....	.....	—	50	...
Sept 30, 1870	16.0	1.0	0.3	—	...	...	...	.....	Cooperstown and Susquehanna	N.York.	447,528	.....	.....	.....	307,383	100,000	28,606	.....	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall	Pennsylvania.	384,226	*	.....	.....	300,000	.....	.....	.....	7.5	12,000	.....	.....	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania.	Maryland.	2,049,302	998,251	.....	.....	1,500,000	1,730,600	.....	.....	34.0	286,186	.....	(10 mos.	690 036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley	Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	.....	.....	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk	Counecticut.	581,079	87,783	24,909	12,682	400,000	300,000	.....	6,454	27.8	83,000	.....	.....	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	.....	Danv., Hazleton & Wilkesbarre	Penn	1,397,716	*	400,000	.....	568,900	1,006,500	222,316	—	—	(Nearly	completed	at date.)	.....	.....	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul	Iowa.	1,018,000	*	.....	.....	258,000	850,000	.....	.....	—	(Being c	onstructed	at $26,000	pr.mile.)	.....	.....	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan	Ohio.	5,096,359	730,256	.....	156,825	2,398,972	4,245,000	124,968	—	141.4	.....	.....	.....	1,662,406	395.011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union	Ohio.	600,746	*	.....	.....	82,350	527,449	8,187	—	31.8	.....	.....	.....	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	...	...	...	.....	Dayton and Western	Ohio.	850,000	.....	.....	.....	309,276	701,000	.....	.....	—	(Leased	& oper. by	Little Mia	mi.)	.....	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	...	...	...	.....	Delaware	Delaware.	2,141,300	.....	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P.W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	116.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western	Penn.	15,100,000	3,725,000	.....	.....	18,808,850	3,308,000	2,650,000	.....	115.0	2,819,100	.....	(14 mos.	4,106,221	1,490,702	—	100	104
Dec. 31, 1870	106.0	—	10.6	—	...	...	...	.....	*Denver Pacific*	Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....	106.0	(Leased	& oper. by	K Pacific.)	304,715	136,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley	Iowa.	12,000,000	*	.....	.....	5,000,000	7,000,000	.....	.....	248.0	.....	.....	about	1,000,000	.....	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee	Michigan.	11,648,094	*	.....	.....	2 647,350	7,530,048	236,812	—	189.0	690,924	.....	.....	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan	Mich.	.....	.....	.....	.....	122,000	175,000	.....	—	57.0	(Leased	& oper. by	Mich.Cen.	)	.....	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York	Maine.	300,000	.....	.....	.....	.....	.....	.....	—	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	.....	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware	Delaware.	.....	.....	.....	.....	.....	.....	.....	—	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	.....	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	...	...	...	.....	Dover and Winnipissogee	New Hamp.	480,000	.....	.....	.....	480,000	.....	.....	—	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi	Iowa.	2,000 000	.....	.....	.....	500,000	1,000,000	.....	—	—	(U	nder cons	truction.)	.....	.....	—	100	...
Dec. 31, 1870	54.8	—	2.8	—	4	2	4	77	Dubuque, Marion and Western	Iowa.	1,732,692	*	.....	38,150	1,169,137	539,500	32,133	30,072	64.5	137,720	.....	.....	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	...	...	...	.....	*Dubuque and Sioux City*	Iowa	5,880,000	.....	.....	.....	5,000,000	880,000	.....	—	—	(Leased	& oper. by	Ill. Centr.)	393,598	.....	—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg	N. York.	741,000	.....	.....	.....	468,000	273,000	25,000	—	—	(U	nder cons.	to be comp	leted in 1	71.)	.....	50	...
Sept. 30 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,406,173	*	.....	.....	1,458,470	1,500,000	115,639	—	....	61,964	739,334	827,504	84,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0 3	—	...	...	...	.....	East Brandywine and Waynesb	Penn.	264,000	.....	.....	.....	89,800	175,000	.....	—	—	(Leased	oper. by P	ennsylvan	ia.)	.....	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	...	...	...	.....	East Mahanoy	Pennsylvania.	391,604	.....	.....	.....	392,550	.....	.....	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	—	50	66
Dec 31, 1870	36.0	—	9.8	—	...	...	...	.....	East Pennsylvania	Pennsylvania.	1,484,290	.....	.....	.....	1,309,200	495,900	.....	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	.....	8	50	78½
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia	Tenn & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,552,957	270.0	.....	.....	.....	1,278,864	415,816	—	100	108½
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern	Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,642	114.5	850,699	.....	(10 mos.	1,462,770	643,274	—	100	...
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	—	28.4	.....	.....	.....	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2 1	—	2	—	—	—	Eastern Shore	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	—	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	...	...	...	.....	Ebensburg and Cresson	Pennsylvania.	122,000	*	.....	.....	100,000	80,000	.....	—	—	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky	Tenn.	2,750,000	*	.....	.....	1,075,500	1,673,804	.....	—	48.0	.....	.....	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah	Kentucky.	3,000,000	*	.....	.....	3,000,000	3,000,000	.....	—	93.0	(No retu	rns—road	incomplet	e.)		5	50	...
Sept. 30, 1870	46.8	—	2.9	—	...	...	...	.....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	—	—	(Leas. &	oper. by N	. Central.)	.....	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	...	...	...	.....	Elmira and Williamsport	Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	—	—	(Leas. &	oper. by N	. Central.)	165,000	.....	1½	50	57
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie	New Jersey, N. York & Pa.	64,972,451	8,440,588	532,648	.....	83,536,900	23,398,800	.....	.....	845.5	9,326,379	15a,559,109	898,862,718	16,179,462	1,364,601	—	100	49½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg	Pennsylvania.	3,155,650	1,363,329	.....	.....	1,090,250	2,577,590	.....	.....	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	.....	—	100	...
Dec. 31, 1870	58.0	—	5.0	62.0	6	9	5	135	European and North American	Maine.	2,404,792	182,279	223,517	.....	520,700	3,000,000	.....	.....	58.0	96,100	2,481,484	.....	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville	Indiana.	2,417,058	372,970	101,366	51,600	1,144,058	1,240,000	36,564	522,377	142.0	306,838	.....	.....	516,800	166,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	.....	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2 000,000	1,000,000	.....	—	90.0	(No	returns of	operat'n.)	.....	.....	—	100	...
Dec. 31, 1870	31.0	—	1 8	28.0	...	...	...	.....	Evansville, Terre Haute & Chi.	Ind.& Ill.	.....	.....	.....	.....	300,000	750,000	.....	—	31.0	(Com'e	nced oper.	in Jan. 18	71.)	.....	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,089	*	23,259	1,406	150,000	150,000	26?,450	—	5.8	.....	.....	(10 mos.	26,814	3,799	8	100	...
Dec. 31, 1870	12.7	—	0.4	—	...	...	...	.....	Fayette County	Pennsylvania.	130,000	.....	.....	.....	90,000	.....	85,800	—	—	(Leased	& oper. by	Phg. & Co	nnellsv.)	.....	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg	Massachusetts.	3,540,000	*	.....	.....	3,540,000	.....	.....	—	93.6	538,088	.....	(10 mos.	1,085,937	252,285	—	100	138½
Dec. 31, 1870	13.0	—	1 0	—	...	...	...	.....	Flemington	New Jersey.	393,731	.....	.....	.....	150,011	100,000	143,720	—	13.0	(Oper. by	Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*	Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	.....	.....	562,647	232,010	—	100	...
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*	Florida.	5,300,000	*	.....	.....	3,000,000	2,300,000	.....	—	154.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	100.0	—	5 0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw	Ill. & Mich.	2,760,000	*	.....	.....	800,000	1,500,000	.....	—	100.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	109 0	—	1.1	—	...	...	...	.....	Ft. Wayne, Muncie and Cin	Indiana.	2,800,000	.....	.....	.....	1,000,000	1,800,000	.....	—	109.0	(Opened	for traffic	n fall of 18	70.)	.....	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	...	...	...	.....	Frankford and Holmesburg	Penn.	159,427	.....	.....	.....	80,000	14,000	65,632	—	—	(Oper. by	Phila. &	Trenton.)	.....	.....	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg	N. Jersey.	283,745	*	99,267	.....	283,745	.....	99,287	—	23.0	99,644	.....	.....	62,912	5,834	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line	Md.	500,000	.....	.....	.....	306,000	250,000	.....	—	—	(Rapidly	approac	hing comple	tion.)	.....	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio	Texas.	.....	.....	.....	.....	.....	.....	.....	—	84.0	(Re-organ	an.of Buff.	Bay., Braz.	& Colo.)	.....	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson	Texas.	.....	.....	.....	.....	.....	750,000	.....	1,142,008	52.0	(Oper. by	Receiver.)	.....	.....	.....	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia	Georgia.	4,166,000	*	1,316,844	246,144	4,200,800	211,238	625,983	—	232.0	910,753	.....	.....	1,500,098	667,539	3	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown	New York.	289,361	.....	.....	.....	104,294	226,500	75,500	.....	11.7	31,940	.51,186	88,264	30,356	10 050	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,890,525	3,000,000			....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,580,000			—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,064,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....	.....	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,585,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	38½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*			2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	construcli	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)		140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	180,000	.....	.....	11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In cour	se of cons	truction.)		.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)		.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	*	.....	.....	6,000,000	4,000,000	.....	.....	215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)		7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)		8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	23,713	—	10(	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recen	tly comple	ted.)		.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....				.....	.....			—	(Under	construcli	on.)		.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....		.....	.....	.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)		.....	—	...	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....		.....	.....	.....	25,000pm			—	(Under	construcli	on.)		.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....		.....	.....	.....	.....			—	(Under	construcli	on.)		.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee.	.....		.....	.....	.....	.....			—	(Under	construcli	on.)		.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....		.....	.....	1,300,000	1,300,000			—	(Under	construcli	on.)		.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....		.....	.....	3,000,000	1,500,000			—	(Under	construcli	on.)		.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	.....	1,212,500	500,000	.....	.....	37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	478.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	90½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....		.....	.....	4,000,000	.....	.....	.....	—	(Under	construcli	on at $33,0	00 p. m.)	.....	—	100	....
Dec. 31, 1870	166.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49.507	—	50	....
Dec. 31, 1870	109.0	33.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. C o.)		—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by	Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	*	.....	.....	900,000	900,000	.....	.....	.....	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5,871,450	2,528,000	.....	.....	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73 0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	..	....	....	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000	.....	.....	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	.....	—	100	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000	.....	.....	38.8	Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	—	(Under	cons. to be	completed	in 1871.)	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm	.....	.....	—	(Leased	to Chicago	& Alton.)		.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472.183	2,859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)	.....	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	— —	161,923	17	10.0	(Recent	ly opened	10 miles.)		954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255	.....	15,133	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	.....	—	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	.....	.....	.....	1,631,900	770,000	.....	.....	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	190	Macon and Brunswick.. .....Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348.922	.....	.....	428,429	148,063	—	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)¶	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	1,631,900	770,000	—	—	85.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	3,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,857	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Boe., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	.....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	....	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	.....	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	—	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	200	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	98	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,685,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116½
Dec. 31, 1870	66.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,399	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prou	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	6	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	.....	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	—	—	—	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	56½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	—	7½	50	106
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,620,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	—	—	—	100	42
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	92
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	.....	10	50	115
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	.....	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	196	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	.....	—	(Oper. in	cons. with	Camd. &	Amboy.)	.....	10	100	126½
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	38
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,404	4	100	..
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North.	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	..
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	—	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	—	—	842.2	11,429,877	321,365,953	169,087,777	22,383,320	8,295,240	8	100	99
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,300,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	115½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	88,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,202	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	146
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	....¶	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N.Y. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11g.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	.....	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	99
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,862	1,271,962	6	50	79
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	118½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	82	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	126
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.9	(Leas. &	oper. by V	Central.)	.....	.....	6	100	76½
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,807	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	44½
Dec. 31, 1870	95.0	3.5	49 3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,533	10	50	72
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,289	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	114
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,226	8,827,750	13,430,783	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	61.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	construction.)					100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,834	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700						63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....	.....	47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. by	Erie.)	.....	.....	12	100	132½
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper. by	Erie)	.....	53,400	8	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. by	Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	m.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	117
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1869	46.0	—	7.9	—					Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*		.....	1,811,700	3,000,000	.....		106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	3,000,000	*		.....	1,000,000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	4,300,000	.....		.....	2,000,000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	214,581			.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,650,156	*		62,580	1,324,200	295,094	93,442		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	1,599,906	177,744		.....	229,666	1,100,000	326,660		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1871	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	21,601,865	*		.....	8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366.316	—	50	55
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	1,139,079	382,964		.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	760,465	303,186	10	50	178
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Trenton..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	117
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	1,497,604				1,259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389.328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Phila., Germantown and Norristown..Pa.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	112½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	13,768,374	2,386,429		.....	5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & L.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsfield and North Adams.....Mass.	24,894,193	*			19,714,285	13,663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	443,678				450,000				—	(Leas.&	oper. by Bo	s.&Alb'y.)	.....	27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	550,000	*			250.000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
May 31, 1871	30.0	—	—	80.0					Port Royal.....South Carolina.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	1,200,000	*	4,300,000		3,000,000	2,500,000			10	(Under	construction.)		.....	.....	10	100	131
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	370,000	*			170 000	200,000			—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	100
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	40.0	—	—	—					Quincy and Warsaw.....Illinois.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,400,000				600,000	800,000			48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	1,440,321	*		.....	650.000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170.693	50,377	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	125,304	52,801	20	100	....
Dec. 31, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605.175	1,324,943	475,270	10	100	95
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	....	8,214	286,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha...Mo.& Io.	.....	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299.173	109,670	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	1,990,376	580,474	—	100	22
Dec. 31, 1870	151.0	—	15.1	—					St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	10,000,000	4,000,000	.....	.....	—	(Under	construction—80 m.i	n oper. Jun. 1, '71.)			—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	100
Dec. 31, 1870	72.2	—	2.0	—					St. Louis and St Joseph .....Mo.	2,000,000	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0					St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper. by Te	rre H. & In	dianapo.)	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	11,020,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180.550	100,000	.....	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by W	est Jer.)	.....	.....	—	100	....
Sept. 30, 1870	21.5	—	1.6	—					Saratoga and Schenectady....New York.	484,684		.....	.....	910,350	2,307,000	.....	.....	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	6	50	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0					Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	65,882	997,100	1,157,245	49,267	15,532	—	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	140,901	.....	.....	104.0	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	.....	320,000	.....	.....	—	(Under	construction.)		.....	.....	—	100	....
										576 050								—	(Leas. &	oper. by Phila. & Reading.)			28,803	5	50	....
Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna .....Penn.	1,288,539	*	.....	.....	1,269,150	97,000	118,988	.....	54.0	202,470	.....	.....	207,264	72,103	—	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Shenandoah Valley and Roanoke Va. & N. Carolina	1,211,883	*	.....	.....	1,200,000	11,883	.....	.....	—	(Leased	& oper. by	Norfolk &	W'n.)	.....	—	100	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,985	—	54.0	202,470			207,264	72,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*	186,213	105,220		1,151,400	210,000		—	80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000		—	40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000		—	50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830		—	—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000		—	—	(In a bad	condition No returns.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000		—	45.5				77,924	11,369		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000	—	21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800	—				995,800	200,000		—	—	(Leas. &	oper. by N. York & N. Haven.)			100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320		—	108.3				301,428	111,628		100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694	—				438,300			—	—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000		—	—	(Only p	artially in operat'n.)					100	
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	38,426	2,419	1,642		259,685	150,000	24,807	71,162	11.5	50,907	1,463,091		115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000		—	72.8	254,938	10,319,774		1,377,540	358,168	162,982		100	75
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000		—	....	61,760	1,083,133		642,124			100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.		—				2,500,000	1,500,000		—	—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...					20,000 p m		—	100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.									—	....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270	—	49.0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000	—	2,000,000			577,408	651,500	95,000	—	—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726	129,538			3,939,900	699,500		—	257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000	—	68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.		—					15,000 p m		—	—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	370,386	*	569,614			700,000	200,000	40,000	—	13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	—				448,700	448,700		—	—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,333	—				267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,260,000	—				500,000	750,000		—	—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.		—				1,200,000	1,000,000		—	—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874	—	—				95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	—				92,925	171,000	29,284	—	—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783	—	81.0	429,182	5,813,304		32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,255		400,000	—	23,557	45,843	11.7	65,346			(10 mos.	102,172	23,651	8	100	115
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	(Under	construction.)					53	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392		35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000		—	34.6	190,395			420,623	222,905		100	
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000		—	228.0							100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376		100	74½
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055	—	55.3	174,320	4,631,950		4,521,682	478,263	165,248		100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	—				274,400			—	—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000	—				510,000		404,069	—	—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,819,512	*				36,745,000	74,067,512		—	1,038.7				74,917,335	71,779,106	7,625,277	2,947,862	100	36½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000		—	100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000		—	—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.8	8	7	4	67	Utica and Black River	New York.	1,835,316	*				1,666,990	160,000		—	59.0	85,360	3,102,075		1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900			—	....	99,975	3,391,815		978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	—				750,000			—	11.4	40,386	333,487		6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—				2,500,000			—	—	(Leased	& oper. by Ver. Cen.)				8	100	90
May 31, 1870	168.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt. & Can.)			5,000,000	9,500,000		—	185.0	1,144,375	16,301,331		65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,236	96,354		2,860,000	750 000	199,627	48,906	110.1	225,166			(10 mos.	456,651	loss.		100	87½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200		—	—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000		—	—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465	—				499,600	350,000		—	18.5	15,794	100,513		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—				225,000	85,000		—	10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896		—	44.0	88,395			97,045	9,712		100	
Oct. 31, 1870	26.5	—	5.2	—	12	10	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,500	107,000	—	35.5	204,506			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	49	3,045	Western	Mass. & New York.	21,938,629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540			(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*							—	—	(Leas. for 20 y'rs at $25,000 monthly.)				3,000,000	—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	—	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000		—	46.0	67,611	1,791,187		137,928	36,133		100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000		—	105.0				112,625	13,200		53	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	—				1,022,450	1,800,000		—	—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116,207		1,209,000	2,379,000	20,000	48,745	126.1	507,150	16,363,324		3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464	—				526,700	676,300	7,427	—	—	(Under	ons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000		—	—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	—				500,000	350,000		—	—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000		—	168.0				230,203	121,457		100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. & Manch.)					5,000,000			—	171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	29	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711		1,463,775	1,484,665	130,021	154,571	181.0	436,316			594,222	250,725		100	
Dec. 31, 1870	32.9	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000	—				180,000	144,400	102,400	—	—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter	Minnesota.	4,764,837	427,10					4,750 000		—	142.0		2,861,440		6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.		—				100,000	300,000		—	—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555		3,801	553,777	45.7	260,726	4,701,816		7,193,226	452,547	156,860	10	100	133
									CANALS, &c.																										
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967		2,031,988	2,039,150	1,828	—	12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—				8,229,594			—	184.5						8	25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—				1,633,350	800,000		—	—	(Leased	& oper. by Lehigh N					50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—	13,245,880	—		15,000,000	5,000,000		—	108.0				107,947		10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—				5,847,400			—	65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—				64,000	835,759	689,446	—	161.0	(Leased	1870 by Pennsylvani		67,252	lo s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—				1,003,500	110,000		—	83.0				220,216	130,187	10	100	83½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—		8,739,800	15,662,979		—	108.0				344,308	181,042		100	
Dec. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—		110,570		2,200,000	1,021,965	197,815	82,206	103.0				391,650	133,078		100	52½
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—				4,387,950	2,232,000		—	360.0				609,552	142,888		50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,385,716	284,140	—		4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000		50	15½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—				2,002,746	2,684,367	284,873	—	45.0				135,162	61,602		50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—				2,907,850	3,000,000	20,000	—	87.6				59,953	4,203		50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount out-standing.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	80½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82½
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	71
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	56
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	62½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,516	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref....	1,700,000	7	...	....
" " 2d pref....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	5	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	6,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton 56 — @ 57 —
Gartsherrie	55 — @ 56 —
Glengarnock	55 — @ — —
Eglinton	51 50 @ 52 50
Pig, American, No. 1	55 — @ 57 —
Pig, American, No. 2	53 — @ 54 —
Pig, American, Forge	48 — @ 49 —
Bar, Refined, English and American	115— @120 —
Bar, Swedes, assorted sizes	(gold).120— @130 —
	—Store Prices.—
Bar, Swedes, 1½ x⅜ & ¼ x ½ to ⅛ & ⅜ sq. 1½ to 5x⅜ to ¾ & ⅜ to 2 sq. 6 to 12 x ⅜ & ¼	145 — @155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.	120 — @ — —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 in.	125 — @ — —
Bar, Refined, 1 & 1½ by ⅜ & 5-16	127 50 @ — —
Large Rounds, 2½ to 2⅞ to 3¼ to 4 in.	127 50 @140 —
Scroll	140 — @170 —
Ovals and Half-round	140 — @160 —
Band	— — @135 —
Horse Shoe	130 — @140 —
Rods, ⅜@3-16 inch	125 — @165 —
Hoop	145 — @190 —
Nail Rod	per lb. — — @ — 9
Sheet, Russia, as to assortment	(gold) — 17½@ 18 —
Sheet, Single D. and T. Common	— 7 @ — 8½
Sheet, Doubles and Trebles, Charcoal	— 7½@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.
Rails, English	(gold) per ton. 75 — @ 77 —
Rails, American, at Works in Penna. c'y.	85 — @ 90 —
Anvils, (Eagle)	per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb. — 16½@ — 19½
English Spring (2d and 1st quality)	— 9½@ — 10½
English Blister (2d and 1st quality)	— 11½@ — 16
English Machinery	— 11½@ — 13½
English German (2d and 1st quality)	— 11½@ — 12
American Blister	— — @ — 12
American, Cast, Tool	— 15 @ — 16
American, Spring	— 9 @ — 11
American Machinery	— 10 @ — 10½
American German	— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg	— — @ 5 80
Cut, 8d. and 9d	— — @ 6 05
Cut, 6d. and 7d	— — @ 6 30
Cut, 4d. and 5d	— — @ 6 55
Cut, 3d	— — @ 7 30
Cut, 2d and 3d. Fine	— — @ 8 05
Cut Spikes, all sizes	— — @ 6 05
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 30 @ 7 80
Clinch, 2 to 3 inch and over	7 30 @ 7 80
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 30 @ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb. — 42 @ — —
Straits	(gold). — — @ — 34
English	(gold). — 33½@ — 34

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 13 50 @13 87½	15 50 @ 16 —
I. C. Coke	12 37½@12 75	14 75 @ 15 25
Coke Terne	11 — @11 25	12 50 @ 13 50
Charcoal Terne	11 75 @12 25	14 — @ 14 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 11½@ — 12
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 16½
Refined, Standard White (in ship'g order)	— — @ — 22½
Refined, S. W. (in jobbing lots)	— — @ — 23½
Refined, S. W. (in tin)	— 28 @ — 28½
Naptha, Refined, (65 @ 73 gravity)	— 15 @ — 15½
Residuum	per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, English Pig	— — @— 53
Copper, American Ingot	— 32½@— —

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb. 6 45 @ 6 50
German	(gold) 6 45 @ 6 50
English	(gold) 6 75 @ 7 12½
Bar	— — @ 9 25
Sheet	— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.	

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. 8 — @ 9 —
Liverpool Gas Cannel	— — @15 —
Liverpool House Cannel	22 — @28 —
Anthracite (by cargo)	per ton of 2,000 lb. 3 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26	Tu. 27.	W. 28
Canton Co.	....	....	....	....	....	....
Central Pacific 6s.	....	101½	....	....	....	101½
Central of N. Jersey	107	106½	....	107½	107	106½
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	100½	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	127½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	74½	74½	75½
" pref.	....	....	....	....	90½	....
" 1st M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	110½	110	110½	110½	111½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	101½	101½
Clev., Col., C. and Ind.	90	....	89½	89½	....	90
Clev. & Pittsburg guar.	90	....	90½	....	90	90½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	84
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	34½	33½	33½	34	34½	35
" 1 M.	....	....	....	....	92½	....
" 2 M.	....	....	76½	....	....	....
Del. & Hudson Canal	120	....	119½	119½	119½	119
Del. Lack. & Western	....	103½	103½	103½	103½	104
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	70	....	....	....
Erie Railway	51½	46½	46½	48½	48½	49½
" pref.	72½	72	....	71	....	....
" 1 M. 7s, 1897	....	....	....	....	....	103
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	95½	95½	....	....	....	95½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	90	90
Hannibal & St. Joseph	....	38	....	....	....	38½
" pref.	56	....	....	....	....	....
" 8s, conv.	....	....	....	....	94	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	133
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89½	89½	89½	90½	90½
Lake Shore Div. bonds	....	....	....	....	....	97½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	13	....	....	....
Michigan Central	117	....	116½	117	117	116½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	2½	....	....	....
Milw. and St. Paul	54	....	54½	54½	56½	....
" pref.	75½	75½	75½	76	76½	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	94½	....	96½	....	....	....
Missouri 6s.	....	93½	....	93½	....	93½
" H. & St. J. ins	....	....	....	....	....	....
Morris and Essex	92	92	93½	....	92	92
" 1st mort.	102½	102½	103	102½	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	101	....	101	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	97½	97½	97½	98½	99
" certificates	....	....	....	....	....	....
N. York and Harlem	....	115½	115½	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s. old	....	....	....	....	35½	....
" new	....	....	....	....	21	....
Ohio and Miss.	43½	42½	42½	43½	43½	44½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	73½	73½	73½	73½	74½	75
Panama	129½	132½	132½	132½	133	132½
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	96	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	41½	....	42½	43	43	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	82½	....	....	....	82½	....
Tennessee 6s, old	73½	....	74	....	....	....
" new	73½	....	74	74	73½	....
Tol., Wab. & Western	75	73½	74½	74½	74½	74½
" pref.	....	....	....	....	....	....
" 1 M.	95	....	....	....	....	....
" 2 M.	93½	93½	93½	94	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	89	89	....	....
Union Pacific	35½	35½	35½	35½	36½	36½
" 1st mort.	88½	88	....	88	88	....
" L. Gt. 7s	80½	....	80½	80½	....	....
" Inc. 10s	....	86½	86½	86½	86½	86½
Virginia 6s, old	50	....	....	50	....	....
" new	....	....	....	....	....	....
" consol.	51	....	....	....	....	51½
" def. cert.	15½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th.22.	F.23.	Sat.24.	M.26.	Tu.27.	W.28
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108¾	....	....	....	....	....
U. S. 5s, 10-40s, coup	112¾	....	111¾	112	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	112¾	....	....	....	....
U. S. 6s, 1881, reg	115¾	....	....	....	....	114
U. S. 6s, 1881, coup	117¾	115	116¾	....	....	116¾
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115¾	114¾	....	114¾	114¾	....
U. S. 6s, 5-20s, reg. '64	115¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	114¾	114	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	114¾	114¾	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	113¾
U. S. 6s, 5-20s, c. n '65	114¾	....	115¾	113¾	....	113¾
U. S. 6s, 5-20s, reg. '67	114¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	115¾	114¾	....	113¾	113¾	114
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	114¾	....	113¾	....
U. S. 6s, Pac.R.R.issue	113	113	....	....	....	112¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	W.21.	Th.22.	F.23.	Sat.24.	M.26.	Tu.27
Catawissa preferred	....	....	....	....	45	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	92	....
" 6s, 1889	....	....	....	....	92	....
" mort. 6s, '89	98¼	....	....	98¼	....	98
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42¼	42	41¾	41¾	41¾	....
" 6s, 1884	....	....	....	....	....	....
" Gold L	93¾	93¾	....	93¾	93	....
" R. R. L	....	....	....	....	97	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59¾	60	59¾	60	60	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	98¾	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	53	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	100¼	....	....
" 7s	....	....	....	....	....	97
" 10s, 1887	....	....	....	....	....	....
Northern Central	39¼	....	....	....	....	....
Oil Creek & Alleg. Riv	36	....	....	....	....	....
" 7s	80	....	....	....	....	....
Pennsylvania R. R	58¾	58¾	58¾	58¾	58¾	58¾
" 1st M	101¾	....	....	....	....	101
" 2d M	....	....	....	....	....	99¾
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	96¾	....
Penn. State, 6s.1st series	102¾	....	....	101¾	....	102
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	109	108¾	....	....
Philadelphia City, 6s	....	98¼	98¼	....	....	....
" new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58¾	58¾	58¾	58¾	58¾	58¾
Philadelphia and Erie	26	27¾	....	....	27¾	....
" 6s	....	....	....	....	....	....
" 7s	90¼	....	....	90¼	90¼	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	15	....	....	....	....	....
" 6s, 1882	79¾	....	....	....	....	79¾
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	127	....	127	127	....	....
Hestonville, (Horse)	18¼	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	62	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	W.21.	Th. 22.	F.23.	Sat.24.	M.26.	Tu.27
Baltimore City 6s, 1875	....	....	....	....	100	....
" 1886	....	....	....	....	....	....
" 1890	99¾	99	99	99¾	....	....
" 1884	98¼	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	96¾	96¾	....	96¾	....	....
Marietta & Cin. 1st M	99¾	99¾	....	99	....	99¾
" 2d M	91¾	91¾	....	....	91¾	....
" 3d M. 8s	....	....	....	83¾	83¾	....
Northern Central	39¾	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	91	....	....	....	....
Pittsb. & Connellsv. 7s	96	95¾	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50¾	....	51¾	51¾	51¾	....
" Defer. Certif.	15¼	....	....	....	....	15¼
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 28.

	Th.22.	F 23.	Sat.24	M.26.	Tu.27.	W. 28
Boston and Albany	150¾	....	151	....	150	150
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	138	....	137	137¾	
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	40¾	40¾	40¾	40¾	40¾	....
Cheshire, pref	....	....	....	....	....	82½
Chi., Burl. & Quincy	127¾	127	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	136½	....	....	136½	
Eastern	108¾	....	108¾	....	108¾	
Fitchburg	....	134½	....	....	133¾	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	116¾	....	....	116¾	
Northern, N. H	118¾	....	....	....	....	....
Ogdens. & Lake Champ	....	77	76¾	....	76¾	
" pref	105	....	....	....	....	....
Old Colony & Newport	114	....	114	114	114	
Fitchburg	56¾	....	....	....	56¾	
Portl'd, Saco & Ports	....	....	131	....	....	
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	82	81¾	....	....	....	....
Vermont & Canada	91	91	90	....	....	
Vermont & Mass	....	....	....	....	87¼	
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	66	66¾	66¾	....	66¾	
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11¼	11¼	11¼	11¼	11¼	....
Franklin	11¾	11¾	....	11¾	....	....
National	....	....	....	....	....	....
Pewabic	12¼	12¼	12¼	....	12¼	....
Quincy	49	49	....	50	50½	51

London Stock Exchange.

	Closing Prices. Aug. 9.	Aug. 16.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	65 — 70
Do. 2d mort., $1,000	57 — 59	56 — 59
Do. Con.mort. B'nds Bisch.'s Cert.	33 — 35	31 — 33
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	82 — 84	82 — 84
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	37½ — 37¾	34¼ — 35¼
Do. Ticket of Protec.Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	94¼ — 95¼	94¼ — 95¼
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	103 —105	105 —107
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	95 — 97	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	90 — 92	92 — 94
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	95 — 96	95 — 96
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	96 — 98	97 — 99
Do. with option to be paid in Phila.	96 — 98	97 — 99

American Railroad Journal.

Saturday, August 31, 1872.

Stock Exchange and Money Market.

Money has been in fairly active demand for speculative use, but has been offered with comparative freedom, at 4@6 per cent. generally 5 per cent. on call. The enlarged speculative dealings at the Stock Exchange served to increase the need of aid. All responsible borrowers, however, have had their wants readily provided for at the ruling figures. The Gold speculation has been less spirited, and has called for less pecuniary help. The mercantile business has been on a more extensive scale, in connection with the Fall revival of activity in the wholesale, as well as retail trade, and commercial paper, of strictly choice to good grades, has been rated at from 6@8½ per cent. per annum, on rather freer offerings. The city banks, last week, were again losers, in their leading items of averages, especially so in that of deposits, while reporting a slight increase in their circulation. The U. S. Sub-Treasury added a fair amount to its coin balances chiefly through the free receipts from customs which amounted at this port alone, for the week to $3,336,537. The office also enlarged its currency reserves handsomely.

The U. S. Sub-Treasury office last week added to its coin balance about ⅝ ths, of a million and to its currency about two millions. The office received during the week $4 686,126 currency, and $4,246,002 of gold, the latter including $3,492,000 from customs; and disbursed $2,693,650 of currency and $3,554,440 of gold, the latter embracing $284,000 of coin interest. The city banks reduced their loan and discount average about 3⅜ millions during the week, and enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $9,549,336, and a coin reserve of $49,338,763.

The city banks, in their latest return, show a reduction of $1,664,400 of legal tender notes $2,192,100 of specie, and of $9,308,300 of deposits, also a contraction of $3,374,200 in their loan and discount averages, and an increase of $81,100 in their item of circulation. The city bank exchanges, last week, averaged 90¼, and thus far, this week, about 97⅜ millions daily. The banks now hold $5,620,950 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $18,207,200, against $10,722,050 same time last year. The city bank deposits are now $226,449,300 against $248,709,800, week ending Aug. 26, 1871. The legal tender reserve amounts to $50,869,000, against $69,489,500 same time last year. The circulation now stands at $27,371,700 against $30,198,820 same time last year. The loans are now $292,428,600 against $305,047,680 at this date last year.

The coin reserve of the city banks is now about 18¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 50⅞ millions against about 55½ millions on the statement of June 15th.

Government revenues have been yielding quite liberally in the customs form, and moderately in that of excises, since our last. The excises yielded within the week about 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $23,218,477. The customs at the port of New York last week were $3,366,537; at the outports, equal to about $1,100,000 all in coin, or coin certificates.

The Gold speculation has been decidedly less confident, and the price has been depressed materially by much more liberal offerings of coin for prompt delivery. The demand from other than speculative sources has been comparatively moderate at the ruling figures. The later dealings showed rather more firmness.

The range of the price during the week has been from 112⅝@114⅛ and the closing quotation on Wednesday was 113¼ against 114 the preceding Wednesday. The specie outflow last week, was only $354,190. The Gold Exchange Bank clearances have averaged about 76 millions per day during the week.

The specie export from this port on Wednesday of the current week were only $170,000.

The customs demand for Gold last week, averaged $582,000 a day; thus far, this week, it has averaged $784,500 a day, or equal to a weekly aggregate of $4,707,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $49,368, and since Jan. 1, 1872, $2,868,628 against $7,561,163 same time in 1871.

The total customs revenue of the Government, in coin, at this port, since January 1, has been $99,972,277 against $104,011,797 during the same time in 1871.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $56,574,029, against $61,522,870 during the same time in 1871.

The export drain of specie was $354,190 last week, against $431,478 same week preceding year. The shipments since January 1, 1872, have been $56,174,631 against $35,309,334 during the same portion of 1871.

Foreign Exchange has been in fair supply and generally quoted weak in price, on a restricted business. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 109⅝@109⅞.

The week's exports hence of domestic produce have been to the currency value of $4,695,445.

Government securities has been quoted lower, influenced by the decline in Gold, but have not been offered with freedom at the reduced figures, and have been moderately sought after, mostly by investment purchasers.

On Wednesday, Government bought in a million of Five-Twenties at 112 24@112 95 out of an aggregate offering of $4,584,300.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116¼@116½; U. S. Five-Twenties of 1862, 114⅜@114⅝; U. S. Five-Twenties of 1864 at 114⅜@114⅝; U. S. Five-Twenties of 1865, 114⅞@115; U. S. Five-Twenties of 1865 consolidated, 113⅝@113½; U. S. Five Twenties of 1867, 114@114⅛; U. S. Five-Twenties of 1868, 113⅞@114⅛; U. S. Ten-forties at 112⅛@112¼; U. S. Fives of 1881 (Funding Loan) 111¾@112; Six per cent. currency bonds, 112¾@112⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 14.	Aug. 21.	Aug. 28.
Consols	92⅝	93	92¾
U. S. 5-20's of 1862	92¼	92¾	92½
U. S. 5-20s, 1865	93	93⅛	93⅛
" 1867	92½	92⅝	92½
" 10-40s	90⅛	*88¼	88
New Fives of 1881	90	90¼	89¾
Erie	36½	39½	40⅓

*Less September coupon.

State bonds have been in slack demand at generally less firm prices.

Railway and Miscellaneous share property has been more active, the speculative inquiry having been more animated, and towards the close, prices showed more firmness and buoyancy.

Railway Mortgage Loans have been moderately inquired for on investment account, at the ruling prices. Central Pacific Sixes have been in demand at 101½@102. Chesapeake and Ohio have been selling at 94 per cent. and accrued interest.

General business has been moderately active, in the line of domestic produce, with prices of Flour, Wheat, Corn, Oats, Pork, Lard, Bacon, Cheese, Petroleum and Rosin, quoted firmer. Middling upland cotton closed steadily on Wednesday at 22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,679,332 bales, against 3,966,622 bales same time in the preceding year; exports 1,950,053 bales against 3,159,643 bales in the previous year; stock at the ports at latest dates, 65,250 bales against 123,200 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand at 10@13½ cts.; Veals at 6@9½ cts.; Sheep at 4½@6¾ cts.; Lambs, 7@10 cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipt were 9,653 Beeves, 2,650 Veal Calves, 19,019 Sheep and Lambs, and 34,038 Swine.

There has been less inquiry for Metals since our last. Ingot Copper has been quiet since our last, at about previous prices; 150,000 lbs. sold at 33⅜c.@33½c. per lb. Stotch Pig-iron has been in moderate demand at firm rates, with Eglinton quoted at $51 50@$52. Glengarnock at $54@$52, and Gartsherrie at $55 50@56, with sales reported of 350 tons Glengarnock, 100 tons Eglinton, and 100 tons Gartsherrie on private terms. No. 1 American Pig has been offered sparingly, and quoted up to $56@$57, with No. 2. at $53@$55, on, however, a tame market; 250 tons Franklin sold on privrte terms. Iron Rails have been quiet but steady. Lead Spelter and Morselman Zinc dull at old figures; 10 casks of the latter sold on private terms. Pig Tin in slack demand and quoted weak at 34c@34¼c., gold, for Straits and English; 250 slabs Straits sold on private terms. Tin Plates have been quoted less firm, on a restricted business; sales, 500 boxes assorted Charcoal Plates at $13 37½, gold, and 250 boxes Charcoal Terne at $11 75, gold. Of Regulus Antimony, 10 casks sold at 15¾c., gold.

Foreign goods have been in fair request, and seasonable stocks has been generally quoted firm as to prices. The week's imports of foreign goods reached the amount of $9,162,526 including $4,140,711 of dry goods.

Ocean freights have been moderately active and rates have been again quoted stronger. Room suitable for the Grain, Petroleum, Provisions, Tobacco, and Stave Trade, has been offered less freely.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were sold at a further reduction, in prices, the range having been from $3 15@3 80, against $3 22@3 95 per ton in July.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 87⅜; do. consols, 96½; Boston, Hartford and Erie R. R., 7⅛; do. 1st mort., 40¾; Cedar Falls and Minnesota 1st mort., 81½; Central of New Jersey 1st mort. 103½; do. 2d mort., 99½; Milwaukee and St. Paul 7s, Iowa div., 88; do. 7s, gold, 96⅜; Toledo, Wabash and Western consols, 89½; Gt. Western 1st mort. 1888, 93¼; Clev., Col., Cin. and Ind. 1st mort., 102½; North Missouri 1st mort., 92; Lake Shore and Michigan Southern consols, reg., 100¼; Cleveland and Pittsburgh consols, 96; Buffalo and Erie, 7s, new, 96¾; Clev., Paines. and Ash. 7s, new, 97⅛; Long Dock bonds, 95; Missouri, Kansas and Texas R. R., 42; Western Union Tel., 73⅜; Quicksilver pref., 53; Am. Mer. Union Exp., 72½; U. S. Exp., 82; Adams Express, 95¼; Consol. Coal of Md., 42; South Carolina 6s, new, Jan. and July, 25; do. Apl. and Oct., 25¼; New York State 7s, B. L., reg., 109; Texas 10s, 1876, 87¼; Arkansas 7s, issued to Central R. R., 69; do. 6s, Fund Act, 49; Kentucky 6s, 100; Brooklyn 6s, W. L., 94½.

Philadelphia.—Pittsburg, Cincinnati and St. Louis R. R. 7s, 81½; Huntingdon and Broad Top Mt. consols, 47¾; Philadelphia and Reading Gen'l mort. 7s, coupon, 102¾; do. reg., 103¼; do. deben bonds, 82; Sunbury and Lewistown 7s, 95; Belvidere Delaware 1st mort., 92; Wilmington and Reading 7s, 104; West Jersey 1st mort., 97¼; Camden and Atlantic R. R., 32⅜; do. 1st mort., 101; Sunbury and Erie 1st mort., 101; West Chester and Philadelphia R. R. 7s, 102½; Warren and Franklin 7s, 85½; Nesquehoning R. R. 57½. The latest quotations are: City 6s, 98⅛@99; do. free of tax, 101½@101⅝; Pennsylvania State 6s, 1st series, 101@101¾; do. 2d series, 105@106; do. 3d series, 108@109; Philadelphia and Reading, 58⅜@58⅝; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94½@95; United New Jersey R. R. and Canal Co., 126¾@127; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 91½@92; do. 1889, 92@92; Pennsylvania R. R., 58⅜@58½; do. 1st mort., 100½@101½; do. 2d mort., 99@99½; do. General mort. coupon, 93½@93¾; do. reg., 96½@97; Little Schuylkill R. R., 48@49; Morris Canal, 47@50; do. pref., 124@125; do. 6s, 93@97; Susquehanna Canal, 8@9; do. 6s, 76@80; Schuylkill Nav., 7@8; do. pref., 14½@15; do. 6s, 1882, 79½@80; Elmira and Williamsport pref., 40@41; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 41½@41¾; do. 6s, 1884, 89½@90; do. R. R. Loan, 96@97; do. Gold Loan, 93@93½; North Pennsylvania, 49½@50; do. 6s, 100@100⅛; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@28¼; do. 6s, 91@91⅛; Minehill, 52½@53; Catawissa, 14@18; do. pref., 44¾@45½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 97@98½; do. reg., 98@99; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@62; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 32@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 17@19; Union, @—73; Germantown, 35@37.

Boston.—Vermont Central 1st mort., 7s, 78½; 2d mort.,28; do. 8s, 1891, guar., 98⅛; Burlington and Missouri River R. R. Land Grant 7s, 96½; do., 8s, in Nebraska, 100; Eastern R. R. 6s, 1874, 98⅛; Grand River Valley R. R. 2d mort. 8s, 1879, 102; Boston and Albany 7s, 1892, 107; Old Colony and Newport 7s, 1877, 102¾; Atchison, Topeka and Santa Fe R. R. 7s, 82½; do. L. G. 7s, 82⅝; Cheshire R. R. 6s, 1877, 95½; Stanstead, Shefford and Chambly 7s, 78; Ogdensburg and Lake Champlain R. R. 8s, 100⅜; Chicago, Dubuque and Minnesota 8s, 1896, 86⅞; Vermont and Massachusetts 7s, 1879, 100¼; Rutland pref., 62½; do. scrip, 83; Summit Branch, 43½; Cincinnati, Sandusky and Cleveland R. R., 21⅜; do. 7s, 1890, 83⅞; Portsmouth, Gt. Falls and Conway R. R., 100; Norwich and Worcester R. R., 126; Worcester and Nashua R. R. 133; Boston Water Power 52; Cary Imp., 11⅛; Waverly Land, 8; Massachusetts 6s, 1873, gold, 109¼; Vermont 6s, 1878, 100; Maine 6s, 1889, 100; Boston 6s, 1880, gold, ind., 98¼; do. 6s, currency, 101; Chicago 7s, 99½; Cincinnati 7 3-10s, 1889, 104; do. 7s, 1891, 103⅜; Lowell 6s, 1890, 97½; Lynn 6s, 1887, 97¾; Allouez Mining Co.,

9½; Calumet and Hecla, 157; International silver, 3; Phœnix 20; Ridge, 11⅜; Rockland, 2⅝; Star, 85c.; Shuniah Silver, 6¾.

Baltimore.—Virginia and Tennessee 8s, 90; Northern Central 6s, 1900, gold, 94; Orange, Alex. and Manassas 7s, 81¼; Central Ohio R. R., 34¼; do. 1st mort., 88; Maryland Defense Loan, 103½; Virginia consols. reg., 45½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¼@95¾; Baltimore and Ohio, —@166; do., 6s, 1875, 97½@98½; do., 1880, 96@97½; do., 1885, 96½@96¾; Parkersburg Branch, 10@15; Northern Central 89¼@89½; do. 6s, 1885, 94@96½; do., 1900, 90@91; do., 6s, 1900, gold, 93⅞@94; N. W. Va. 1st mort., 99@100; do., 2d mort., 99@100; do., 3d mort., 1885, 91@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99¼; do., 2d mort., 7s, 91@92; do., 3d mort., 8s, 83⅜@83½; Central Ohio, 34¼@36; do., pref., 35@40; do. 1st mort., 87¾@88; Western Md. 1st mort. 6s, 1890, 91@—; do. 1st mort. guar., 94@97½; do., 2d mort. guar., 94@—; do., 3d mort., guar., 94@96½; do. 2d mort pref., 81@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville bonds, 79¼@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 83@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 87@87; Orange, Alex. and Manassas 7s, 81@81½; Virginia and Tennessee 1st 6s, mort., 94@97¼; do., 6s, 2d mort., 79¼@80; do. 8s, 3d mort., 90@90½; Baltimore 6s, 1875, 99½@100; do., 1884, 98¼@98½; do. 1886, 98@98½; do., 1890, 99@99¼; do., 1893, exempt, 102½@102½; do., 1900, exempt, 98⅜@99; do. 1902, 98@99; Memphis City 6s, 54½@55¾; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 103⅛@104; City Passenger R. R., 23@23¼; George's Creek Coal, 92½@98; Atlantic Coal, 1.50@1.95.

☞ The estimated earnings of the Erie Railway for the week ending Aug. 24, 1872, were $381,070; against $483,404 for the corresponding period of 1871—a decrease of $17,226. Total earnings since April 1, 1872, $7,442,533—an increase over the same time in 1871 of $145,482.

☞ The Atlanta *Constitution* reports that the Atlanta and Richmond Air-Line Railway Company have secured the right of way for their line of road through that city to a connection with the Macon and Western and Atlanta and West Point Railroads.

☞ The Railway in Turkey, from Constantinople to Adrianople, has been opened to the public for a distance of forty five miles from the former city. The rest of the line is in course of construction.

☞ There are now seven gangs of men at work on the Montpelier and Wells River Railroad, between Groton and Wells River, Vt., and the entire line will be in running order by the first of November.

☞ The Logansport, Crawfordsville and Southwestern Railway has been completed to Clemer station, just below Logansport.

☞ Work will soon be commenced on the extension of the Sheboygan and Fond du Lac Railroad west of Princeton.

George C. Satterlee.

Mr. George C. Satterlee, well known as the President of the Washington Fire Insurance Company, died on the 7th inst., at the age of seventy-two, while making a summer trip to Mount Desert. He was one of the old and honorable school of New York merchants, and had been prominent in the insurance business since the great fire of 1835, when he was one of the directors of the old Mutual Fire Insurance Company, out of which grew the Knickerbocker. He became president of the Washington Company in 1850, and held that position to the satisfaction of the stockholders and the public until the dissolution of the company after the Chicago fire. He immediately set to work to organize the new Washington, his experience and assured integrity being a guaranty of its success from the start. His death will be deeply felt in the business community as well as in the private circle, where he was highly esteemed.—*Evening Mail.*

Milwaukee and Fund du Lac R. R.

The St. Paul *Press* says that a large number of men left that city on the 19th inst., for an overland journey to the line of the Milwaukee and Fond du Lac Air Line Railroad, for the building of which the DeGraffs have taken the contract. Last week a force of men began the grading of the Milwaukee end, and other forces will be immediately put to work at Fond du Lac and at various places along the line—twenty-five hundred if necessary. This road is about sixty-four miles long, a portion of the line requiring very heavy grading. The energetic contractors say that they will have everything in readiness for the cars by the 1st of December.

☞ An independent company is now making survey for a narrow-gauge three feet railroad between Newport and the mouth of the Big Sandy, with a view of penetrating the coal regions. They propose now to survey about forty miles, but will ultimately extend the road to the point above named. It is ascertained that by the narrow gauge a train 1,800 feet long can make a curve within the radius of one chain, and, therefore, can better adapt itself to the surface of the country than the wide gauge, and consequently it can be built at about half the cost. Dr. John Locke, of Cincinnati, is one of the engineers engaged in the survey above mentioned.

☞ The survey of the railway along the Nile is completed, The line is about six hundred miles in length; commences at Wady Kallah, near the second cataract, and terminates at Chartum, where the Blue and White Nile unite their waters above the sixth cataract. For nearly three-fourths of its length the line will be on the edge of the valley, about three fourths of a mile from the river, and above the level of the periodical inundations.

☞ The Patterson and Newark branch of the Erie Railway has been connected with the main road at the tunnel. A large portion of the through traffic of the road, it is understood, is to be transferred to this branch.

☞ The Newark (Ohio) *American*, of 9th inst., says that the contract has been let for the grading of the Atlantic and Erie road through Hartford township.

☞ The Wallkill Valley Railway has been completed to Scott's Woods, near the southern limits of Kingston.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 26th inst., reports the net anthracite coal tonnage for the week ending on the 17th inst., from all sources, at 404,939 tons, and for the year 12,011,340 tons, against 7,814,160 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,197,186 tons. The production of bituminous coal for the week was 56,136 tons, and for the year 1,554,512 tons, against 1,369,030 tons to the corresponding time last year—an increase of 185,482 tons. The total production of all kinds of coal for the week was 461,075 tons, and for the year 13,615,855 tons, against 9,183,190 tons to corresponding time last year, showing an increase of 4,432,668 tons.

☞ C. J. Schultz has been elected President, P. Haberman Treasurer, and H. Stamm Secretary of the Mt. Oliver Incline Railway Co.

Journal of Railroad Law.

COMMON CARRIERS—LIABILITY FOR BAGGAGE, IF STOLEN, TO OWNER.

The facts in the late case of The Toledo, Wabash and Western Railway Company *vs.* Hammond, (33 Ind., 379) are fully and clearly stated in the following opinion by—

GREGORY, J.—Hammond sued the railway company as a common carrier, for a trunk and the contents thereof, shipped at Toledo, Ohio, for Peru, Indiana. There was filed with the complaint a bill of particulars of the contents of the trunk. The defendant moved to strike out certain specified items therein for the alleged reason that they were not proper articles of baggage. The court overruled the motion, and this is complained of as erroneous. It is enough to say, that there is no allegation in the complaint that the trunk and its conte s were delivered to the appellant as baggage.

The next point made is, that the court improperly overruled the appellant's motion for a *venire de novo.*

The court was asked to instruct the jury to find a special verdict. The court on its own motion, sent to the jury interrogatories, covering the entire issues in the case. The jury answered these interrogatories. It is claimed that this is not a compliance with the provisions of the code.

Section 335 and 336 of the code are as follows: "The verdict of a jury is either general or special. A general verdict is that by which they pronounce generally upon all or any of the issues, either in favor of the plaintiff or defendant. A special verdict is that by which the jury find the facts only, leaving judgment thereon to the court."

"In all actions the jury, unless otherwise directed by the court, may, in their discretion, render a general or special verdict, but the court shall at the request of either party direct them to give a special verdict in writing upon all or any of the issues; and in all cases, when required by either party, shall instruct them, if they render a general verdict, to find specially upon particular questions of fact to be stated in writing. This special finding is to be recorded with the verdict."

The only substantial difference between a "special verdict" and a "special finding" under the provisions of the code, is this, the "special verdict" must cover the issues, or some or more of them; the "special finding" may embrace only a particular question pertinent to, but not covering, any of the issues, although it may be controlling. Any finding of a jury that covers an issue is a verdict. This is in harmony with the previous rulings of this court.

In Paine *vs.* The Lake Erie and Louisville R. R. Co., 31 Ind., 283, the court below, of its own motion, required the jury, unconditionally, to answer certain interrogatories, which they answered without returning a general verdict. It was held by this court, that the answers could stand as a special verdict.

It is not necessary to a special verdict that it be in any particular form; all that is required is, that the facts found covering the issue, should be stated, leaving the conclusion of law thereon to the court.

In the case at bar, the court below committed no error in overruling the appellant's motion for a *venire de novo.*

There was a conflict in the evidence as to whether the trunk was to be carried by the appellant to Peru or to Lafayette. The appellant asked the court below to instruct the jury, that "if the company is not liable in this case as a common carrier; that is, if the goods were not lost in transit between Lafayette and Toledo, the plaintiff cannot recover, and your verdict should be for the defendant." The court refused to give this instruction. The court had charged the jury, that "in this case the suit is against the railway company as a common carrier, and if you find that the company carried the goods safely to their destination, and in the absence of the plaintiff, securely stored them in her depot baggage-room, then the liability of the company as a common carrier ceased, and Hammond cannot recover for the negligence of the company in keeping the baggage as warehouseman."

The jury found, as they well might, under the evidence, that the trunk was, under the contract of shipment to be delivered to the appellee at Peru. If in violation of this contract the appellant took it to Lafayette, and there stored it in her depot baggage-room, her liability of common carrier was not thereby terminated. The court was right in refusing to give the instruction asked.

At the instance of the appellee, the court instructed the jury, that, "If the plaintiff employed the defendant as a common carrier for hire to transport his baggage from the City of Toledo, Ohio, to Peru, Indiana, the defendant was bound to deliver the baggage at Peru, Indiana, and if the defendant did not do so, but carried the baggage past Peru to Lafayette, Indiana, and the baggage was stolen from the defendant at Lafay ette, whereby it was lost to the plaintiff, the defendant is liable to the plaintiff for whatever damage he may have sustained by reason of the defendant's failure to deliver the baggage at Peru, Indiana.

It is claimed that this is the counterpart of the instructions refused; that if one was refused, the other ought to have been. This latter instruction goes upon the hypothesis that it turns out in evidence that the defendant was employed as a common carrier for hire to transport the baggage to Peru. This instruction was right. It does not ignore the evidence tending to prove that the trunk was shipped to Lafayette and not to Peru.

It is urged that the court erred in permitting the appellee to testify as to the value of the opera glass mentioned in the bill of particulars.

It is argued that the opera glass was not properly baggage, and therefore the common carrier, without knowledge of the fact that it was in the trunk, would not be liable for the loss thereof.

It is true, that it is well settled, that merchandise which one carries in a trunk without the knowledge of the carrier is not protected as baggage, and if lost without the express fault of the carrier, he is not liable.

But baggage is defined to be "such articles of apparel, ornament, &c., as are in daily use by travelers, for convenience, comfort, or recreation." 1 Bouvier's Law Dic., 180.

In Doyle *vs.* Kiser 6 Ind., 242, the learned judge speaking for the court says, "The articles of property treated as baggage, according to the decisions of different courts, may be clothing, traveling expense money, a few books for the amusement of reading, a watch, a lady's jewelry for dressing, &c."

It is said in Bouvier, *supra* "From analogy to the foregoing articles, it will be obvious that the term baggage must comprehend an almost infinite number and variety of articles not enumerated here."

An opera glass is as useful to the traveler as a "few books of amusement," or more so.

That the trip from Toledo to Peru was made in the night can make no difference. Articles for use as baggage at the end of the journey or during a temporary stay at a particular place are as properly baggage as those actually used in the transit. We think the court below committed no error in allowing the evidence to go to the jury.

It is insisted that the evidence does not support the verdict. It is admitted that there is a conflict in it, but it is claimed that the preponderance is so strongly in favor of the appellant that the court erred in overruling the motion for a new trial. We do not think so. Hammond, the appellee, swears positively that he shipped the trunk at Toledo for Peru. He was going there himself. Unlike the baggage-master, his attention was not divided between that and a large number of other trunks. Moreover it would be perfectly natural that Hammond should have his mind fixed on Peru, the place of his destination; but the baggage-master would only have his mind called to the place by a single statement from the shipper. The chances are two to one that Hammond was right, and the other witnesses were wrong. But be this as it may, we cannot, under the rule of law on the subject, interfere with the finding of the jury, sanctioned as it is by the action of the court in which the case was tried.

Judgment affirmed, with costs.

☞ The South Side Railroad, from Saw Mill Run, Allegheny county to Georgetown, in Beaver county, says the Beaver *Argus*, is receiving subscriptions to its stock from residents along the route through which it is located, very liberally. The road will be upwards of forty miles in length, and will afford facilities of transport to market to the products of a rich agricultural and mineral section hitherto, to a great extent, deprived of them. Saw Mill Run is just across the Ohio river from Allegheny City, below Pittsburgh.

☞ The Bedford and Bridgeport Railroad, extending from Mount Dallas, the terminus of the Huntingdon and Broad Top Mt. Railroad, to Bridgeport, on the Pittsburg and Connellsville Railroad, has been leased by the Pennsylvania Railroad Company, and will be known as the Bedford Division. Mr. W. H. Brown has been appointed Superintendent of the road.

☞ Allen Haines has been re-elected President, John Neal Treasurer, and Moses Gould Clerk of the Portland, Rutland, Oswego and Chicago Railroad Company.

☞ The Connecticut Valley Railroad is to be extended up to the line of Connecticut and Massachusetts on the Springfield side of the river.

☞ Kansas City has subscribed $150,000 to the Kansas City, Wyandotte and Northwestern Railroad.

Green Bay and Lake Pepin Railroad.

The work on this road is progressing in the most satisfactory manner. About two-thirds of the grading between New London and Plover is already completed and the remainder of the work will be vigorously prosecuted. It is expected that Mr. Harley's contract through Little Wolf will be completed this week, and also Mumbrue, Baldwin & Co.'s job in St. Lawrence. George Hiles' contract from Grand Rapids to Dexterville, 15 miles, will be done within two or three weeks. A contract for grading from Plover to Grand Rapids, 14 miles, has been let to Messrs. Mumbrue & Dayton, who will soon commence work and are to have it finished by October 1st. The piers for the bridge across the Wisconsin are now nearly finished.—*Green Bay Advocate.*

☞ At a meeting of the stockholders of the Jacksonville, Northwestern and Southwestern Railroad Company, held in Jacksonville on the 13th inst., the following gentlemen were elected Directors for the ensuing year: M. P. Ayers, W. S. Hook, and A. E. Ayers, Jacksonville; J. E. Salter, Waverly; Wm. A. Gibson, New York; and Wm. Elliott and J. H. Dunn, Philadelphia. Subsequently the Board of Directors met and elected M. P. Ayers, of Jacksonville, President; Wm. A. Gibson, of New York, Vice President; W. S. Hook, of Jacksonville, Secretary and Treasurer; and Gibson, Casanova & Co., of New York, Financial Agents of the company.

☞ The Cadiz (Ohio) *Republican* says: "It is reported that Streator, President of the Lake Shore and Tuscarawas Valley Railroad, has purchased the Eastern Ohio Railroad—the "Calico" road, as it has been called. If this be true it indicates clearly enough the direction the Lake Shore and Tuscarawas Valley road will take, after its completion to Uhrichsville."

☞ Work on the St. Vincent extension of the St. Paul and Pacific Railroad is progressing most satisfactorily. About one hundred miles of track are now laid, and the grading is kept well in advance of the iron.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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Iron Furnace Property
FOR SALE.

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

Blast Furnace and Real Estate

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Merris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

EASTON IRON MANUFACTURING CO.

Easton, August 20, 1872.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R. }
MOBILE, ALA., August 18, 1872. }

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
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PROPOSALS
FOR THE CONSTRUCTION
OF THE
TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

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Chief Engineer.

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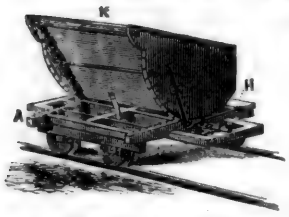
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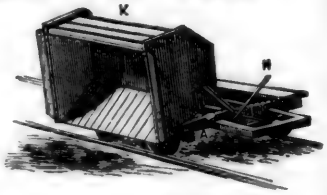


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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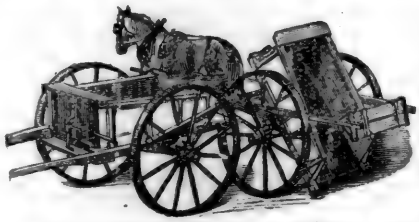
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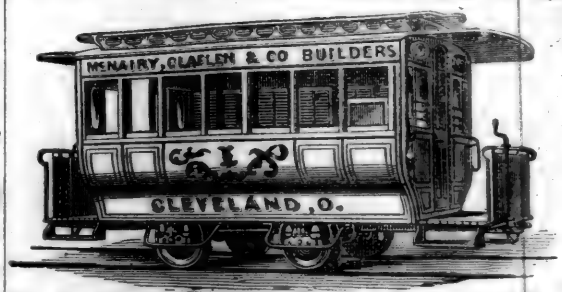
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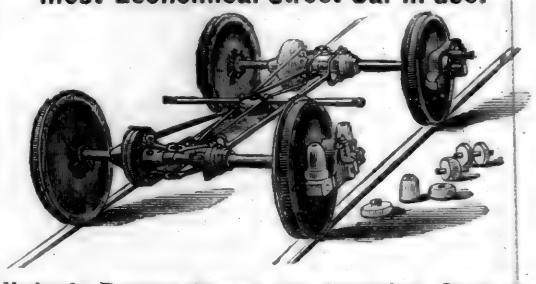
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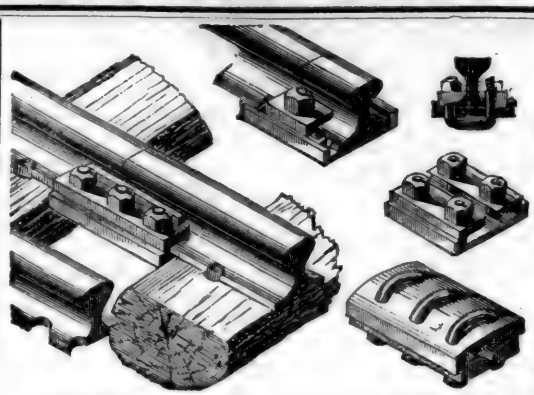
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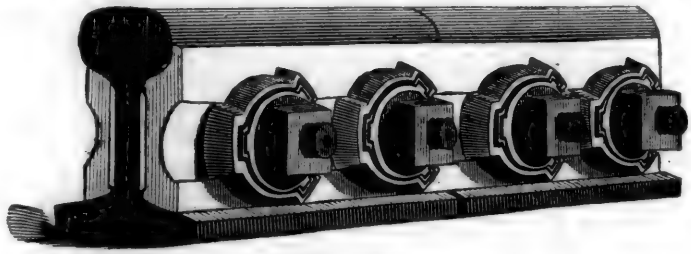
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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 36.] SATURDAY, SEPTEMBER 7, 1872. [WHOLE No. 1,898, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 7, 1872.

Nashville and Chattanooga R. R.

The Nashville *Journal of Commerce* says that at the annual meeting of this Company, on the 14th. ult., the purchase by the directors of two-thirds of the Nashville and Northwestern railroad was approved. The contract with the Louisville and Nashville Railroad for a union depot was confirmed, and the board of directors empowered to issue in lieu of the $3,000,000 second mortgage bonds previously authorized, $20,000 first mortgage bonds for every mile of the road and its branches constructed or to be constructed. The gross earnings of the Nashville and Chattanooga and Nashville and Northwestern Railroads for the fiscal year were $1,800,757 70; and the expenses $1,258,264 93—leaving a net income of $542,492,-77. The increase of freight receipts over those of last year was $434,821 45. The tonnage has increased 75 per cent, and the gross earnings from freight only 45 per cent, owing to decrease in rate. The directors have expended their income in reducing liabilities, making improvements and purchase of property, and have administered the affairs of the corporation so well that its stock has advanced to 74, and no sellers.

INVESTING MONEY.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7 3-10 per cent. gold interest, payable semi-annually, are exempt from United States tax to the holder, and are secured by first and only mortgage on

1. The Railroad, its Right of Way, Franchise, Rolling Stock, and other Property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations, without cost to the investor.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

English Colonies in the North-West.

Rev. Geo. Rodgers, of Dorsetshire, in the south of England, accompanied by a number of intelligent English tenant-farmers, has recently completed a tour of inspection through the Northwest, made for the purpose of selecting a location for a colony of some two thousand English people. After an extended trip, the delegation selected eight townships (about 180,000 acres) in Clay County, Minnesota, on the line of the Northern Pacific Railroad—half the area being Government lands, and hence subject to free homestead entry by the colonists, and the other half belonging to the Railroad Company. A railroad town, to be named Yeovil at the request of the colonists, has been set apart to the colony, near the centre of the tract. Some 200 families, embracing 1,000 people, intend to leave England for the colony lands in April next, and the remainder will follow during the season. The colonists are mainly well to-do tenant-farmers and farmers' sons, who will bring with them to the United States from $1,000 to $10,000 of capital each, and a degree of agricultural skill and thoroughness which, when expended upon the fertile lands they have chosen, can hardly fail to result in thrift and success. The full title to the lands bought from the Northern Pacific Railroad Company will cost these English farmers less than half as much per acre as they have hitherto paid for the annual rental of Dorsetshire lands.

Mr. Rodgers and his practical associates unite in saying that the facts regarding the quality of the Company's lands and the general advantages of the North-western country have been considerably understated by the Company's publications and representatives in Great Britain. They also concur in the belief that Minnesota and the country further west, in the same latitude, are perfectly adapted to English settlement, and that the present colony movement is only the forerunner of scores of thousands of Englishmen who will speedily follow and make their homes in the great grain belt and stock range of the North-West. Mr. Rodgers consulted many of his own countrymen settled in Minnesota, and without an exception they claimed to be prosperous and greatly pleased with the State as a home for English people who wish to emigrate to America.—*Philadelphia Inquirer.*

☞ The survey of the entire line of the Utah, Idaho and Montana Railroad from Corinne to Helena, about four hundred and fifty miles, has been completed. The contract for grading and for crossties for the first fifty miles will be awarded in a few days. The Company is making extraordinary exertions to push the work forward,

Pacific Railroad.

REPORT OF THE DIRECTORS TO THE STOCKHOLDERS.

In compliance with our custom, we herewith present you with a report of the business and financial condition of this company up to the 28th day of February, 1872, being the expiration of the fiscal year.

The capital stock of the company is divided into 86,305 shares. The bonded debt, to the amount of $7,000,000, was created, as you are aware, mainly to pay the State for its lien on the road. The $700,000 were loaned by the county of St. Louis to the road in its darkest days, to assist in its extension. The $500,000 borrowed five years ago, and now soon due, were issued to place the road in proper repair after the war—the track and machinery of every kind having been run down to the lowest ebb.

The $3,000,000 of bonds recently sold were mainly to clear off a floating debt, accrued in changing the gauge of the road, so far as the same was necessary; in the purchase of real estate in the city of St. Louis, and to square up the depot and other grounds, rendered actually necessary, so as to make the grounds previously owned by this company properly available; and this company has now the largest and most central depot grounds owned by any company in the West, or perhaps elsewhere.

There has been purchased and laid this year 3,430 tons of new rails, at a cost of from $74 to $75 per ton, and amounting in the aggregate to $256,280 12, less what has been received for old rails; and we now have under contract for immediate delivery 4,000 tons additional, all of which was purchased before the rise in iron, and is being manufactured under the personal supervision of our Agent, Mr. Mills, a competent expert in the manufacture of iron. This iron, it is believed, will last much longer than that generally to be found in the market for sale.

During the past year 156,407 ties have been put in the road, at an average cost of less than 45 cents each, aggregating $71,314 05.

Although a large amount of money had been paid for bridges during the previous year, the needs of this year were much greater, to pay off former contracts, and to extend the work of renewals and repairs.

The following bridges have been entirely rebuilt, and in many cases with a bottom chord of iron, viz:

Shawnee Creek, Catfish Creek, Evans Creek, Lime Kiln Creek, Rorster Creek, Greys Creek, Brushy Creek, Box Branch Creek, Raytown, Muddy, Clear Fork, Little Blue, Osage, Big Ruger, Grays Creek, 1, Little Ruger, Grays Creek, Big Creek, 1, Bear Creek, Deans Branch, East Pin Oak, Sallys Fork, West Pin Oak, Wilsons Branch, Big Creek No. 4, Little Cedar, Big Creek, Lamine, Cole Creek, Greys Creek, Gasconade, Herman, Greys Creek, 2, Bailey Creek, Crawfords, Big Creek, 2. The aggregate cost of the above being $218,078 50.

There has also been a considerable amount of money expended in the repairs of other bridges on the line of the road, not included in the foregoing statement, which simply includes those entirely rebuilt.

A branch road to Carondelet has been decided upon, so as to reach the river, and secure the use of a large river front. This last has been secured by the passage of an ordinance by the City Council. By this branch, the iron rolling mill and iron furnaces will be reached, and it is expected to complete this branch from its starting point, viz. Kirkwood, to its terminus at Carondelet, during the summer, a distance of fourteen miles, and at an expense of (say) $300,000.

That this will prove one of the most valuable investments the road has made, there can be no doubt.

The Carondelet Ferry and franchise have been purchased, and are held for the benefit of this company, at a cost of $33,000. As a passenger and vehicle ferry alone, the purchase would be a good one, but the real object was to place the company in a position where it could do its own transferring across the river, as soon as the Carondelet branch should be finished. Some additional expenditures in extending the dyke some five hundred feet into the river, will thus secure a permanent landing. A transfer boat may also be necessary, on which to cross the cars. This boat should be so constructed that it will be able to cross at all times, winter or summer, which, it is to be regretted, has not hitherto been the case, causing vexatious delays, and the diversion of freight and passengers to other points.

There have been purchased, to arrive, five locomotives, and there are now on hand and in effective use eighty-seven.

Six passenger cars have been purchased at a cost (with freight) of $6,229 55 each, aggregating $37,377 30, there now being on hand and in active use fifty-four. Five additional have been ordered, but not yet received or paid for at a cost of $5,150 each.

240 freight cars have been purchased at an aggregate cost of $179,266 45, having now on hand 1,332 cars of all kinds, including passenger and baggage.

On the 1st of September of this year, this company bought out the Sleeping Car Company, which had a running contract on the road (five years of the time remaining unexpired). There were six cars with outfit, and were purchased at an average cost of $7,000 each, aggregating $42,000; and soon thereafter an arrangement was entered into with the Pullman Car Company to take the cars and put on four additional, of the Pullman pattern, and run them all jointly, which arrangement, it is believed, will work and pay well, and thus supply this company with first-class sleeping cars. There have also been purchased sixty-one hand cars, at an aggregate cost of $6,100.

During the past year this company has increased its passenger and other accommodations, but still has labored under a disadvantage in not having an arrangement to run into the Union Passenger Depot at Kansas City, which will, in part, account for the falling off in passenger receipts from last year, together with the fact that the receipts of all other Western roads have fallen off in this respect, but your directory is pleased to be able to state that arrangements have recently been perfected by which, at an early day, this company will be equally represented in that depot, or perhaps in a new one, to be jointly built.

Your directory have also much pleasure in stating that arrangements have lately been entered into by which passengers can be receipted over your road to San Francisco, by which, it is hoped, travel will be greatly increased.

Goodale's steam brake has also been introduced and adopted, after various comparisons and experiments between that and the Westinghouse brake, and which, together with the Miller platform, are great safeguards against accidents, and will render, what is understood by telescoping, almost impossible.

While entire freedom from accidents could not be anticipated, it is yet a genuine source of congratulation that so few serious accidents have taken place. Scarcely a life has been lost, and the cost of repairs, and of injuries sustained, will be covered, it is hoped, by a few thousand dollars.

Almost all the accidents occured on account of broken rails, caused by the severe frost of the unusually long winter just passed.

The Pleasant Hill and Lawrence Railroad, in accordance with lease entered into June 14, 1870, for thirty years, was received by this company, and is now being operated at a yearly conditional rental of $75,000; and although the business of that branch is not yet independently remunerative, still, in view of its connections, and the fact that the country through which it runs is rapidly filling up with an energetic population, there can be no doubt that in the no distant future this will be one of the most remunerative branches in the interest of this company.

The Sedalia and Lexington Branch is now about completed, and has been in the possession of this company since May, 1871, when it was received from the directors of that road, under an arrangement by this company to complete it, which is now nearly accomplished, at an estimated cost of $1,000,000, and for which this company has received payment in first mortgage bonds of the Lexington and St. Louis Road, at 70 cents, and which, after being received and endorsed by this company, have been disposed of at a fraction below 80 cents; also $800,000 in second mortgage bonds of that company, at 40 cents, which this company now holds, and $24,406 50 in cash.

By the terms of the lease, this company agrees to pay the interest on the first mortgage bonds, being six per cent, (gold), amounting to $54,000 per annum, and, in addition, nine-twelfths of the net earnings, after first paying the above interest.

In addition to these, we have the Missouri River Railroad, from Kansas City to Leavenworth; the Leavenworth, Atchison and North Western from Leavenworth, to Atchison; and the Osage Valley and Southern Kansas (or Boonville Branch), all of which are being operated by your company. These branches, as such, are not yet a source of profit, separately considered, but in connection with the Main Trunk are highly remunerative, and the Lexington and St. Louis Railroad, just finished, will prove one, if not the best, feeder, of all the branches this company now have under lease.

LENGTH OF MAIN TRUNK AND BRANCHES.

	Miles.
Main Trunk of the Pacific Railroad	283¼
Missouri River Branch, (Kansas City to Leavenworth)	25¼
Leavenworth, Atchison and North Western, (Leavenworth to Atchison)	21¼
Osage Valley and Southern Kansas, (Boonville Branch)	25
Lexington & St. Louis, (Sedalia to Lexington)	55¼
St. Louis, Lawrence and Denver, (via Pleasant Hill to Lawrence)	61
Total	471¼

There were carried over the road the past year, through passengers 56,001; Local, do., 613,199—showing a decrease, mainly in through travel, and which seems to have been the case with many other western roads. It is believed, however, that arrangements are now perfected by which, during the coming year, the passenger receipts will be greatly increased.

The receipts of Grain (pounds and bushels) were as follows:

	Pounds.	Bushels.
Wheat	123,036,974	2,050,616
Corn	119,941,384	2,141,810
Oats	14,926,941	452,331
Rye	603,556	10,777
Barley	7,416,920	154,519

Live stock.	No.
Hogs	186,047
Sheep	12,822
Mules	997
Horses	245
Cattle	95,945

The earnings were:

From passengers	$1,267,883 55
" freight	2,262,443 43
" mails	59,312 52
" miscellaneous sources	7,659 35
	$3,597,298 85

Expenditures, viz:

Running expenses	$1,159,489 31	
Maintenance of road and bridges	959,906 35	
Maintenance of rolling stock	458,576 19	
General expenses	71,525 53	
		2,649,497 38
Net earnings		$947,801 47

Showing the total expenses to be 73.68 per cent.

Deducting that portion of the extraordinary expenses for new iron and bridges, not properly belonging to this year, the ordinary operating expenses are 62.94 per cent.

During the past year, in addition to the usual expenses incurred in maintaining your road, the following items, though appearing elsewhere under their appropriate headings, show that extraordinary purchases, improvements and repairs have been made, among which are the following:

Real estate	$169,799 53
Ferry franchise	33,000 00
New bridges	218,078 00
New iron (extra amount)	256,280 12
New ties	71,314 05
New sleeping cars	42,000 00
	$790,471 70

The Pacific Railroad was commenced May 24, 1850, completed to Jefferson City March 12, 1856; to Sedalia February, 1861; and to Dresden May 10, 1863 (under great difficulties, the war having commenced); thence to Kansas City October 2, 1865, and to State line April, 1866, where the main line now rests.

During the whole of this time the financial condition of the company was very embarrassing. The quality of the material used in the construction and maintenance of the road was often defective, and since the war the quality of railroad iron, made at many of the furnaces, was of the most inferior kind, and thus it is often necessary to remove iron that in point of time should not be half worn out. While a large amount of money has been spent in the past two years for bridges, there will yet have to be considerable sums spent in this way.

During the coming year, owing to the opening of several new branches, and the increase of business along the entire line of the road and its connections, there will be additional rolling stock required, as follows:

4 first-class engines	$44,000
5 Passenger coaches	25,000
500 box cars at $800 each	400,000
100 cattle cars at $800 each	80,000
200 coal and flat cars at $600 each	120,000
At an aggregate cost of	$669,000

Of iron there will be required not less than 6,000 tons, 4,000 tons of which are already contracted for, and before the rise in iron.

One hundred thousand ties will also be required for the coming year.

By the purchase of the foregoing rolling stock, it is believed that the gross earnings of the road can be greatly increased, as at present your road has not sufficient stock to answer all the demands made upon it.

In view of the maturing of the $500,000 of real estate indebtedness referred to elsewhere, your board has decided to issue $800,000 in bonds, with eight per cent. interest (currency), at twenty years from May 1st prox., with which to take up the $500,000 now nearly due, and which has been drawing ten per cent. per annum interest, and in addition to build a branch road to Carondelet, as herein referred to.

The present debt of the road is as follows:

Bonded debt	$10 000,000 00
Land bonds	500,000 00
St. Louis County	700,000 00
	$11,200,000 00
Gross receipts	$3,597,298 85
Less interest as above. $784,000 00	
Operating expenses & ordinary repairs ... 2,266,298 27	
	3,050,298 27
Balance	$547,000 58

For more minute and detailed statements of the business and operating expenses of the company, you are respectfully referred to the report of the auditor and other officers of the company herewith attached.

The Board of Directors:

By JOSEPH BROWN, *President.*

The General Financial Statement of the Company up to March 1, 1872, is as follows:

Balance February 28, 1871		$1,711,420 92
Net earnings of 1871		945,389 39
		$2,656,810 31
Capital stock—received in cash, bonds and interest allowed		3,635,750 22
Pacific Railroad bonds—received for 7,000 first mortgage bonds		7,000,000 00
Pacific Railroad second mort. bonds	$3,000,000 00	
Less discount	806 227 74	
		2,193,772 26
Real Estate Security bonds		500,000 00
St. Louis County bonds		700,000 00
St. Louis, Lawrence and Denver Railroad—balance of bonds in excess of expenditures		28,551 59
Lexington and St. Louis Railroad—balance of bonds in excess of expenditures		101,053 24
Audited accounts unpaid		208,601 91
Bills payable		529,211 27
Land Grant sales		221 98
Unpaid on back pay rolls		14 991 16
Earnings from transp.	$3,597,298 85	
Less operating exp.	2,649,497 38	
		947,801 47
		$18,516,765 51
Construction road and buildings		$12,278 403 00
Rolling stock and machinery		3,704,078 29
Missouri River Railroad—expenditures on Wyandotte Levee, extra switches, station buildings, etc.		36,780 56
Osage Valley and Southern Kansas Railroad—telegraph line, station buildings, etc		13,490 05
Leavenworth, Atchison and Northwestern Railroad—telegraph line, engine houses, etc		4,071 03
St. Louis, Lawrence and Denver Railroad telegraph line		1,574 57
Change of gauge		339,509 29
Change of smoke stacks		5,703 60
Poplar Street extension		35,811 40
Carondelet branch		551 55
Carondelet ferry		31,775 00
Rent of leased roads		106,275 61
Interest account		822 258 56
Bills receivable		31,995 46
Discount on bonds		1,000 00
Profit and loss		1,990 00
Lexington and St. Louis 1st mortgage bonds		86,771 84
Lexington and St. Louis 2d mortgage bonds		320,000 00
St. Louis, Lawrence and Denver 2d mortgage bonds		70,000 00
Balance		624,725 70
		$18,516,765 51

The balance ($624,725 70) is composed of—

Cash in hands of treasurer	$191,534 87
Material on hand	101,767 65
Pacific Railroad stock	1,300 00
Due by U. S. Gov. on transp.	2,212 46
Retained by U. S. Gov. on account burned bridges	121,886 20
Due by Post-office department	8,465 95
Due by Atlantic and Pacific Railroad.	56.258 12
Due by Railroads and Express Co's.	28,687 83
Uncollected freight bills	112,612 62
Total, as above	$624,725 70

☞ The Prince Edward Island Railway is progressing favorably; track laying has commenced, and before winter sets in some forty miles of the road will be completed.

Traffic Guarantee

AND

REDEMPTION BONDS

7 per cent. Gold Interest.

Mortgage $15,000 per mile.

COMPLETED AND FULLY EQUIPPED RAILWAY.

228 MILES LONG,

ENTIRELY WITHIN THE

STATE OF ILLINOIS.

FIRST MORTGAGE SINKING FUND, GOLD BONDS OF THE

Springfield and Illinois South-Eastern Railway.

INTEREST PAYABLE FEBRUARY AND AUGUST, FREE OF GOVERNMENT TAX, AT THE

Office of the Farmers' Loan and Trust Company

IN NEW YORK.

PRICE 90 AND ACCRUED INTEREST.

These Bonds, representing an unusually light Mortgage upon a Finished Railway, fully Equipped, extending Centrally through one of the Richest, and most Populous States of the Union, remarkable for the great success of its different Railways, offer unusual inducements to the investor seeking a PROFITABLE AND SAFE SECURITY.

The Holder of this Bond has the right to vote at all Elections.

By the terms of a Traffic Guarantee Contract with the well-known CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, (four of whose Directors, including the President and Vice-President, are also DIRECTORS IN THE SPRINGFIELD AND ILLINOIS SOUTH-EASTERN RAILWAY), A LARGE NUMBER OF THESE BONDS WILL BE PURCHASED BY LOT SEMI-ANNUALLY *AT PAR* and ACCRUED INTEREST, giving the fortunate holders Eleven per cent. Profit on their investment, besides nearly Nine per cent. Interest.

We respectfully invite the attention of all Capitalists to this Security as a particularly safe and desirable one.

Pamphlets and Maps with full particulars furnished by us on written or personal application.

JONES & SCHUYLER,

12 PINE STREET, NEW YORK,

Financial Agents of the Company.

Commerce of New York.

The foreign imports at New York for the month of July, 1871 and 1872, are officially stated as follows :

	1871.	1872.
Entered for consumpt'n.	$16,410,318	$9,885,624
Do. for warehousing	12,468,220	20,318,307
Free goods	1,985,993	5,890,400
Specie and bullion	176,640	2,041,904
Total entered at port...	$31,041,171	$38,136,235
Withdrawn fr. wareh'use	9,940,489	25,779,161

The foreign imports at New York for the seven months from January 1, were :

	1871.	1872.
Entered for consumpt'n.	$120,954,380	$118,640,268
Do. for warehousing...	90,093,323	126,606,308
Free goods	17,808,800	22,850,813
Specie and bullion.....	4,918,692	2,819,482
Total entered at port...	$232,875,195	$270,916,871
Withdrawn fr. wareh'se.	73,138,814	89,832,451

The duties received at New York for seven months ending July 31, were :

	1871.	1872.
In July	$11,934,957 33	$7,251,160 35
Add 6 months	73,692,107 93	73,822,709 76
Seven months	$85,627,065 26	$81,073,870 11

The exports from New York to foreign ports in the month of July, were :

	1871.	1872.
Domestic produce	$17,147,740	$19,140,248
Foreign free goods	121,536	61,806
Do. dutiable.....	600,377	858,934
Specie and bullion.....	11,233,695	17,248,688
Total exports	$29,103,348	$37,309,676
Do. exclusive of specie.	17,869,653	20,060,988

The exports from New York to foreign ports for seven months from January 1, were :

	1871.	1872.
Domestic produce	$127,413,328	$119,582,556
Foreign free goods	654,636	740,893
Do. dutiable	4,863,641	6,196,022
Specie and bullion	52,788,317	54,363,587
Total exports....	$185,719,917	$180,883,058
Do. exclusive of specie..	132,931,600	126,519,471

Poughkeepsie and Eastern Railroad.

We are gratified to learn that but about two thousand feet of the Poughkeepsie and Eastern Railroad track remain to be covered with rails, now on the way for delivery, to complete the road to the State Line. Its completion, and connection with the Connecticut Western road, mark the commencement of a new era in the prosperity of our city and county. Pushed through amidst difficulties that seemed insuperable, the road stands as finished, an embodiment of the courage and enterprise of its projectors, and all those who have contributed in any manner to its success. To Mr. P. P. DICKINSON, its engineer-in-chief, too much praise cannot be awarded. From its beginning to its completion, declining offers for his services in other and more lucrative enterprises his faith in the success of this, his large ability and experience, his foresight, intelligence and industry, have all been given without reserve or stint. Not these alone. His temporary residence among us, has been marked by an ever present kindness and courtesy that mark the real gentleman, and which have made him a favorite with all who have met him in a business or social way, and should he leave, as he may after his work is finished, will carry with him the best wishes of a host of warm friends. Many others there are, who deserve special mention in connection with this work and to whom we shall take occasion to refer hereafter, we have not yet begun to estimate the importance of this local enterprise to our city and vicinity, but we predict that will come ere long in a rich return for the labor and means spent to complete the road.—*Poughkeepsie News, Sept. 2.*

Bridge over the Mississippi River.

AN ACT to authorize the construction of certain bridges across the Mississippi river, and to establish the same as post-roads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for the Western Illinois Bridge Company, a corporation existing under the laws of the State of Missouri, to build a bridge across the Mississippi river at the city of Quincy, Illinois, for the purpose of crossing persons and property, such as are usually crossed on wagon-bridges ; and also to lay on and over said bridge railway-tracks for the more perfect connection of any railroads that are or hall be constructed to the said river at or opposite said point, and that, when constructed, all persons and property as aforesaid, and also all trains of all roads terminating at said river, at or opposite said point, shall be allowed to cross said bridge for reasonable compensation, to be made to the owners of said bridge, under the limitations and conditions hereinafter provided ; and in case of any litigation or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches ; and that all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties, in case they shall not agree.

Section 2. That said bridge may, at the option of the company building the same, be built either as a pivot drawbridge or with unbroken or continuous spans: *Provided,* That if the said bridge shall be made with unbroken or continuous spans it shall not be of less elevation, in any case, than fifty feet above high-water mark, as understood at the point of location, to the bottom chord of the bridge ; nor shall the spans of said bridge be less than two hundred and fifty feet in length, and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also,* That if said bridge shall be constructed as a pivot drawbridge the same shall be constructed with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear, on each side of the central or pivot piers of the draw ; and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, if the proper location of the draw over the channel will admit spans of this width between it and the shore, and said spans shall not be less than thirty feet above low water mark, and not less than ten feet above extreme high water mark, measuring to the bottom chord of the bridge, and the piers of said bridge shall be parallel with the current of the river : *And provided also,* That said draw be opened promptly, upon reasonable signal, for the passage of the boats whose construction shall not be such as to admit of their passage under the permanent spans of said bridge, except when trains are passing over the same ; but in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and munitions of war of the United States, than the rate per mile paid for their transportation over the railroads or public highways leading to said bridge, and the United States shall have the right of way for postal telegraph purposes across the said bridge.

Section 4. That said company may execute a mortgage upon the said bridge, and issue bonds, payable, principal and interest, in gold or in United States currency.

Section 5. That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river by the construction of said bridge, is hereby expressly reserved ; and the said bridge shall be built under and subject to such regulations for the security of the navigation of said river as the Secretary of War shall prescribe ; and the said bridge shall be, at all times, so kept and managed as to offer reasonable and proper means for the passage of vessels.

Sections 6. That the plans and specifications, with the necessary drawings of said bridge, shall be submitted to the Secretary of War, for his approval, and until he approve the plan and location of said bridge it shall not be built or commenced ; and should any change be made in the plan of said bridge during the progress of the work thereon, such change shall be subject to the approval of the Secretary of War ; and all changes in the construction or any alteration of said bridge, that may be directed at any time by Congress, shall be made at the cost and expense of the owners thereof.

Section 7. That the Warsaw and Alexandria Bridge Company, their successors and assigns, a corporation existing under and by virtue of the laws of the State of Missouri, be, and is hereby, authorized to construct and maintain a bridge over the Mississippi river at and between the city of Warsaw, in Hancock county, and State of Illinois, and the city of Alexandria, in Clark county, and State of Missouri ; and the bridge authorized to be built by this section is hereby declared to be a post-route, and shall have all the privileges and be subject to all the terms, restrictions and requirements contained in the foregoing sections of this act : *Provided,* That the construction of the bridge mentioned in this section shall be commenced within eighteen months from the passage of this act.

Approved May 17, 1872.

Indian Railways.

Mr. Juland Danvers shows in his annual report to the Secretary of State for India that the Indian Railways in 1871, although a bad year "for trade, and consequently for traffic," earned a net revenue of £2,844,000, or equal to about 3¼ per cent. upon the £85,000,000 expended upon lines carrying traffic, though, upon the whole capital outlay of £91,963,510, upon guaranteed and State lines at the 31st March, 1872, the rate of net earnings were not quite equal 3¼ per cent. In 1870 the net revenue was £2,846,000. Mr. Danvers observes, "there can be no doubt that railways have added to the security, have advanced the material prosperity of the people, and have been the means of increasing the revenue, and of saving much expenditure both on account of the army and post office." The accounts of the Indian railways for the years 1870 and 1871 compare thus—

	1871.	1870.
Capital received	£93,564,367	£89,841,211
Capital expended	90,009,622	87,684,329
Revenue—		
Gross receipts.....	£6,146,130	£6,213,865
Working expenses	3,302,050	3,367,261
Net revenue.....	£2,844,080	£2,846,604
Guaranteed interest ...	4,422,243	4,212,577
Provided by Governm't.	£1,578,163	£1,865,973

There were in December last 5,076¼ miles of line opened, including 250 miles completed dur-

ing the year. A further 128 miles have been opened since the close of the year, making the present total 5,204½ miles.

Cincinnati, Sandusky and Cleveland R. R.

The lease of this road for ninety-nine years to the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company covers the main line from Sandusky southwest to Dayton, Ohio, 155 miles, with a branch from Carey, 50 miles from Sandusky, northwest to Findlay, 16 miles; another branch (leased) from Springfield east to Columbus, 45 miles. The section from Springfield to Dayton, 25 miles, was some time ago leased to the Cincinnati and Springfield Short Line Company, whose road, recently completed, is also leased by the Cleveland, Columbus, Cincinnati and Indianapolis. The latter now operate 661 miles of road, consisting as follows: A line from Cleveland southwest to Cincinnati, 244 miles, through Crestline, Delaware, Springfield and Dayton; what may be considered as a loop of this line, from Delaware south to Columbus, and then west to Springfield, 69 miles; a line from Grafton, Ohio, 80 miles from Cleveland, west by south through Bellefontaine, Ohio, Union, Muncie and Anderson, Indiana, to Indianapolis, 202 miles, and the newly leased line from Sandusky to Springfield, 130 miles, with its branch to Findlay, 16 miles.

☞ The Sheboygan county (Wis.) *Herald* says work on the Lake Shore road is being pushed with vigor. The track is now within six miles of Port Washington, and is being extended at the rate of a mile a day. A force of five hundred men are at work upon the grade in Milwaukee county. Another gang of men are at work upon the grade north of Sheboygan; another is working south from Manitowoc, and still another is at work between Manitowoc and Two Rivers. The schooner Charlotte Raab arrived at Sheboygan, last week, with four hundred tons of iron for the new road.

☞ The Pittsburg *Mail*, of 31st ult., says that the management of the Pittsburgh and Connellsville Railroad have a large force of workmen employed on the road-bed, and it is expected that in two months a substantial, solid track will be provided. The Point of Rocks route to Washington, D. C., making the distance to the capital seventy-five miles shorter, will be completed by that time, and it is the design of the company, as we learn, to place on the road a through train. The road will then be safe, and passengers will be assured a speedy transit.

☞ The Milwaukee *Wisconsin* says that a party of Northern Pacific Engineers under Geo. F. Bailey, Esq., have recently been engaged in surveying a line from Rice's Point across the St. Louis entry to Conner's Point, thence along the bay front of Superior to the mouth of Nemadji river; and that there is a corps running a line from Komoko, (N. P. Junction) 24 miles west of Superior City, to the bay of Superior.

☞ Isaac H. Sturgeon, of St. Louis, G. W. Johnson, of Washington, and D. W. Willard, of Lansing, Mich., have been appointed Commissioners to examine and report to the President upon the road constructed by the Kansas Pacific Railway.

Connecticut River Railroad.

A meeting of the stockholders of this company was held in Boston on the 3d inst., for the purpose of voting upon the acceptance of certain acts of the last Legislature which authorize said road to lease that portion of the Vermont and Massachusetts Railroad lying in the State of Vermont, and to issue stock or guarantee bonds of any other road to the amount of $200,000 for the purpose of extending their line through Vermont and New Hampshire, also to secure a right of way over any of the connecting roads in the State of Vermont, and authorizes the company to increase their capital stock to $300,000. These acts were accepted by a unanimous vote, and the matter referred to the directors with full power.

Iron.

The recent increase in the prices of iron is stimulating greatly its production in this country. Most of the larger iron companies in Pennsylvania are extending their operations. One Pittsburg company is increasing its capital and proposes to erect another furnace, so as to add to its producing capacity 12,000 tons per year. It is said that eastern capitalists are making investments at and near St. Louis, which will increase the production of iron in that section from 15 to 20 per cent. In other iron-producing districts equal activity is manifest, and new fields are opening almost daily. The completion of the Chesapeake and Ohio railroad through the rich iron and coal fields of West Virginia will be the beginning of a new era in the history of the mining industry of that section.

☞ Mr. J. L. Wilson, for many years Master of Transportation of the Baltimore and Ohio Railroad, has resigned his position, and the vacancy has been filled by the appointment of Mr. Wm. Prescott Smith, who since his retirement from the Baltimore and Ohio Railroad a few years since has had charge of the trains running between Washington and New York. Mr. Andrew Anderson, chief clerk and assistant to the general manager, has been appointed, with the title of "general agent," to act for the line in the place of Mr. W. P. Smith, whose resignation took effect on the 31st ult.

☞ Five million dollars of the first mortgage bonds of the Wellington, Grey and Bruce Railway have just been sold in England; this disposes of the remaining portion of the issue for main line from Guelph to the Southampton terminus on Lake Huron. The Kincardine extension is being pushed forward rapidly, and it is expected that the 40 miles from Palmerston to Wingham will be opened for traffic this fall.

☞ The first regular passenger train on the Duanesburgh and Schenectady Railroad ran on the 19th ult. The road is reported to be in fine condition, and it is confidently expected that a large amount of business will be done on this road. There will be four trains each way per day, three passenger and one freight train.

☞ The Niles and Canfield (Ohio) Railroad Company has filed its certificate of incorporation. The termini of the road are Niles, in Trumbull county, and Canfield, in Mahoning county. Capital stock $100,000. Corporators, Jas. Ward, John Morris, David Harris, Josiah Robbins, Jr., and Thos. Carter.

$5,000,000.

A

PRIME INVESTMENT

AT A

LOW PRICE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years'

7 PER CENT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,
BANKERS,
NO. 27 PINE STREET.

Leonard, Sheldon & Foster
BANKERS,
NO. 10 WALL STREET

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,669	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892.341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222.241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353,285	342,869	384,999	388,904	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,870	317,859	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,182	774,934	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	198,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,906
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,628	354,766	366,960	378,493	.....	219,069	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572.551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90.411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81.599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126 224	140,740	118,173	119.650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	.....	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398.993	464,778	506,296	412,934	330.373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 509	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,860	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,715	458.191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330.400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	327,431	400,149	483,854	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,183	580,432	594,901	488,348	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277.424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	204,620	217,082	194,455	287,557	307,122	283,320	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214.409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	259,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,459	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,698
1872	254,319	238,823	303,591	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 686	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996.841	1,252,386	850,742	887,793	874.974	436,990	10,637,124
1867	500,488	534.561	703,618	836.603	965,358	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	889,924	8,735,083
1869	479,236	525,490	755.433	904.834	499,463	630,680	1,232,903	1,454.026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514.493	593,966	617,058	569,697	1,129.489	1,241.903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,589	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470.720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	516,618	4,454,464
1871	365.175	328.791	393.455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	434,949	460,646	447,311	510,792	462,868	434,465	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,685	758.467	999,665	837,388	716,829	5,709,183
1870	528 529	502 139	589,258	706.603	802.586	746,450	643.058	694 951	728 521	719,898	570 168	505.053	7.654.094
1871	479 573	373.925	498,499	684,540	724,466	728,174	673,698	681,805	800,402	777,362	708,142	542,908	7,674,949
1872	578,936	534,119	565,861	699 430	690,442	838,459	743,382	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.38	....	....	Avenue C (N. Y. City)....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	19.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.00	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn, City, Hun. P.& P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	373,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	....	....	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	....
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	15,183	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	8.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,982	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in operation.)		—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,335	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	....
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	26	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)		—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,648	13.5	50	....	....
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,991	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.65	....	....	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	....	....	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	....	....	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,706,566	1,250,000	—	456,566	905,066	153,192	10	100	100	....
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass.	82,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	....	....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	....
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,800	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	....	....	Schuylkill River (Phila.) ....Pa	47,468	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	603	101	Second Avenue (N.Y. City)N.Y.	2,089,623	888,100	1,163,500	—	565,954	137,404	—	50	50	....
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	....
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	9.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	....
Sept. 30,'71	4.03	....	....	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,307	6,438	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts. Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	....
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,816	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	....	....	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper. to Troy & Lansingb.)				—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	15,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush...N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,784	—	25	25	....
Sept. 30,'71	2.25	—	—	Winnisimmet (Boston).....Mass.	62,182	51,850	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	41,415	40,000	33,000	16,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M& N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. Park Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1855	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'8071	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000.000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	200,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Will amsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref. 100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*.. 100	2,494,900	M. & S.	Sept. '72 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May '72 5
Washington Br..... 100	1,050,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O.	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br guar... 100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '72 3
Boston and Lowell..... 500	2,215,000	J. & J.	July '72 4
Boston and Maine..... 100	5,000,000	M & N.	May '72 5
Boston and Providence. 100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*. 100	950,000	J. & D	June '72 3½
Burlington and Mo. Riv. 100	1,380,000	J. & J.	July '72 4
" " pref. 100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ... 100	5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 60	915,577	J. & J.	Jan. '72 $24
Cape May and Millville* 50	447,000	J. & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '72 1½
" " pref. 100	769,600	M. & N.	May '72 3½
Central of Georgia..... 100	4,866,800	J. & D	June '72 5
Central of New Jersey. 100	15,000,000	J. A. J. & O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	880,000	J. A. J. & O.	July '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton..... 100	8,925,500	M. & S.	Sept. '72 5
" " pref... 100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy. 100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '72 4
Chicago & N. Western. 100	14,720,959	J. & D.	June '71 4
" " pref. 100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*.. 100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind... 100	13,914,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F. M. A. N	Aug '72 2½
Col., Chic. & Ind. Cen.*. 100	13,000,000	J. A. J. & O	July '72 2½
Columbus and Xenia*... 5	1,786,800	M. J. S. D.	June '72 2
Colum. & Hocking Val.. 100	848,964	F. & A.	Aug. '72 5
Concord 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*..... 100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv... 10	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 10	1,700,000	J. & J.	July '72 5
Cooperstown and Susq. 100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk .. 50	400,000	M. J. S. D.	Dec '71 4
Delaware*..... 100	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee *.. 50	452,300	— & —	.....
" " pref. 50	2,095,000	J. & J.	July '72 2
Dubuque & Sioux City* 100	5,000,000	J. & J.	July '72 2
East Pennsylvania* 50	1,309,200	J. & J.	July '72 4
East Mahanoy* 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*. 100	600,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '68 4
" pref..... 100	8,538,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Sept. '72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar. 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,387,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven. 100	3,300,000	J. A. J. O.	July '72 3
" " scrip. 50	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central..... 100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.. 100	38,446,500	F. & A.	Aug. '72 4
" " (guar.). 100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	250,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,789,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J. A. J. O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J. A. J. O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville.. 100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F. M. A. N	Aug. '72 2½
Macon and Western..... 100	2,500,000	J. & D.	Dec. '71 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.. 100	11,822,878	J. & J	Dec. '70 7s
" " pref..... 100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,060,000	M. & S.	Sept. '72 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.. 100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp.. 100	605 000	J. A. J. O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	July '72 2½
New London Northern* 100	1,003,500	J. & J	Jan. '72 4
N. Y. Cen. & Hudson R.. 100	45,000,000	A. & O	Apl. '72 4
" " Certif.... 100	44,428 350	A. & O.	Apl. '72 4
New York and Harlem.. 100	8,500,000	J. & J.	July '72 4
" " pref. 100	1,500,000	J. & J.	July '72 4
N. York & New Haven. 100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. O. J.	July '72 2½
Nisg. Bridge & Canand* 100	1,000,000	J. & J	July '72 3½
North Carolina*..... 100	4,000,000	irregular.	July '72 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh.... 100	3,068,400	J. & D.	June '72 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.. 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.* 100	3,051.800	J. & J.	July '72 3½
" " pref. 100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi.... 100	19,995,847	— & —	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport.. 100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.. 100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri..... 100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J. A. J. O.	July '72 2½
Paterson and Hudson*.. 100	636,000	J & J.	July '72 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	249.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Sept. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*..... 100	1,259,100	J. A. J. O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J. A. J. O.	July '72 1½
" Special Imp.. 100	2,000 000	J. A. J. O.	July '72 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '72 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '72 5
Providence & Worces... 100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*.. 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '72 3½s
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.. 100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*... 100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,919,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.. 100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana. 100	1,968,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*.... 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River... 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*... 100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,360,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A	Aug. '72 4
Winchester & Potomac* 100	180,000	J. & J.	July '72 3
Winchester & Strasburg* 100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City..... 100	800.000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	July '72 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	Nov. '71 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	.....
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F. M. A. N	Aug. '72 2
Eighth Avenue (N. Y.).... 100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phb) 50	491,750	J. & J.	July '72 4
Germantown (Phb)..... 50	1,000.000	J. & J.	July '72 3
Girard College (Phb.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton.... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Phb.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '72 1
Lomb. & South Sts. (Phb.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)... 100	197,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)... 100	898,100	J. A. J. O.	July '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)..... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J. A. J. O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson... 100	15 000 000	F. & A	Aug. '72 5
Delaware and Raritan*. 100	5,847,400	J. A. J. O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)... 100	1,026,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 72 25c
" " (pref.) 50	2 888,977	F. & A.	Feb' 72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Sept. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.. 100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec' 69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,386,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Aug. '72 5
Pullman Palace Car..... 100	4,000.000	F. M. A. N	Feb. '71 5
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express... 100	6,000,000	F. M. A. N	Aug. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1872.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	109¼
.. .. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114½
.. .. .. coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109
Loan of July 1, and Aug. 3, 1861 ..... registered	125,348,450	6	Jan. & July	1881	114½
.. .. .. coupon	63,972,750	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,111,850	6	May & Nov.	1882	116½
(5-20s) ..... coupon	238,167,650	6	" "	1882	114½
.. .. .. registered	53,427,850	6	Jan. & July.	1881	114½
Loan of March 3, 1862 ..... coupon	21,572,150	6	" "	1881	116½
.. .. .. registered	2,298,000	6	May & Nov.	1884	115½
Loan of March 3, 1864 (5-20s) ..... registered	34,266,500	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s) ..... coupon	37,293,100	6	" "	1884	114½
.. .. .. registered	37,493,300	6	May & Nov.	1885	116½
Loan of March 3, 1865 (5-20s) ..... coupon	120,023,650	6	" "	1885	113½
.. .. .. 2d series (5-20s) ..... registered	60,585,150	6	Jan. & July.	1885	113½
(5-20s) ..... coupon	156,930,750	6	" "	1885	113½
.. .. .. 3d series (5-20s) ..... registered	92,356,150	6	Jan. & July.	1887	113½
(5-20s) ..... coupon	227,743,100	6	" "	1887	113½
.. .. .. 4th series (5-20s) ..... registered	13,435,500	6	Jan. & July.	1888	113½
(5-20s) ..... coupon	25,661,600	6	" "	1888	114
Loan of March 3, 1864, (10-40s) ..... registered	138,687,700	5	Mar. & Sept.	1904	109
(10-40s) ..... coupon	55,879,700	5	" "	1904	111
Consols of July 14, '70 & Jan. 20, '71. registered	123,313,250	5	F. M. A. & N.	1881	111½
coupon	73,686,750	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	7,985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868. ... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency	396,905,453	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	59
.. .. (extended)	2,414,800	5	" "	'83-'86	....
.. .. (sterling)	688,000	6	June 1.	1870	....
.. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. .. (" ") ..	712,500	5	" "	1886	....
.. .. (new)	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	49
.. .. (Aid R. R's)	3,000,'00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. .. .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free ..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	.....	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,693	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	59
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1860	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	778,000	5	" "	1865	....
.. — .. .. .. converted	216,622	5	" "	1886	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,379,680	5	May & Nov.	1894	99½
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	100
.. —Western R. R. Loan, (stg.) ...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	93
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'76	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'86	99½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free)	1,298,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'90	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	109
.. — .. Bonds	21,089,000	7	" "	1877	107½
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	100½
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	104½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	105½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July.	'71-'91	34
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	21
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	25
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds	11,407,000	6	" "	1899	15
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	....
.. — .. (")	1,600,000	6	" "	1875	101
.. — .. (")	4,096,399	6	" "	1881	101½
.. — .. (")	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	6	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	98
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	6	Jan. & July.	1882	102
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'78	65
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,451,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868	1,265,800	6	J. A. J. & O.	1888	25
.. —Funding & Special Bonds '68	1,092,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	74
.. —*Funding Bonds	4,069,603	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	74
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,866,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,478,000	6	" "	"	....
.. — .. .. (sterling)	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,000	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	91
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	97½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R., assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { Penn. R. R. Co. }	499,500	6	March & Sept.	Princeton.	1885	....
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	....
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	66
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1890	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,940	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	208,860	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	99½
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	101
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	"	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Kook. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96½
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.....	1,500,000	8	Jan. & July.	Boston.	1890	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	86½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	.....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	94
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	.
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd.	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.).....	1,067,411	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	....
4th (now 3d) Mortgage guar,....	1,096,000	6	Jan. & July.	" "	1892	83½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15.344.750	7	April & Oct	New York.	1908	91½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	76½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co....	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	455,500	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,763,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	642.000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	'81 '94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage.....	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275.000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102½
2d Mort. (D. L. Lack. & Wtn)...	1,633,000	7	March & Sept	" "	1881	....
Company B'ds (Del. Lack. & W.).	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1880	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern Mass.:						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	....
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds	68,800	6	Jan. & July.	Bangorr.	1875	....
B'gor L'n, 2d on 14m. & 1st on 1m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1890	....
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,090	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091 tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	. ..
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct.	Boston.	1891	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	125,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,135.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K.City & Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. f'nd tax free	16,000 pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Lenvenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1882	97½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal. Ati.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	346,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1.00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	99½
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,554,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91½
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimam.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	110½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	97
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,080	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	90
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. & A. R.).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	....
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	82
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	87
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds..	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,009	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287¼m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible.....	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg..	624,000	6*	" "	" "	1911	....
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100⅝
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated, Mortgage.....	1,722,000	6	May & Nov.	New York.	75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potedam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	92
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	" "	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	London.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	New York.	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund:.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferr.d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	94½
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m-..	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	...
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	80½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	81½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	.....	.....	1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	65
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	98½
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	79½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97½
2d Mort. " "	30 ,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	'350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	104
2d Mortgage coupon or regis.	723,000	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	....
2d Mortgage $12,000 p. m.	1,505,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" " "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1890	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage re-gistered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-gistered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage re-gistered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	89
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97
Convertible Bonds	1,498,879	6	June & Dec.	"	1877	....
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	....
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1889	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,054	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	79½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	....
Boat and Car Loan	628,10	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	360,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Movel.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac.....New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶...New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	92
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley.....Pennsylvania.	10,234,814	*	984,551	8,379	2,256,360	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,884	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin.....Maine.	800.000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	—	—	—	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	—	—	246,018	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	....	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe....Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	—	—	—	—	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	—	—	—	—	—	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point .....Alabama.	1,200,129	*	2,500	136,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West..N.Y. Penn.& O.	59,598,596	*	.....	.....	29,598,695	29,999,000	.....	.....	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶.....Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.0	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶..N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	88,811	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	92.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶.....Missouri.	25,250,000	—	—	—	15,000,000	10,250,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	9,329,287	—	.....	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris ..N. Y.	217,812	*	.....	.....	194,250	20,000	.....	.....	15 5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ ....Md. & W. Va.	30,027,824	*	18,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	160
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	108.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	—	—	—	—	5,680,685	—	1,693,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	—	—	—	—	Baltimore and Potomac.....Maryland.	5,000,000	—	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake.....Maine.	950,500	50,000	—	—	625,000	150,000	105,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe..Pennsylvania.	323,291	118,708	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	36,000	36,000	—	100	....
May 31, 1871	56.0	—	4.0	—	—	—	—	—	Bellville and Southern Illinois....Illinois.	.....	.....	.....	.....	.....	1,100,000	.....	.....	—	.....	.....	.....	103,893	16,744	1¼	50	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware .....New Jersey.	4,125,365	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	21.1	—	....	—	—	—	—	80	Berkshire.....Massachusetts.	500,000	100,000	—	—	600.000	—	—	—	—	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	FallBrook	Coal Co.)	42,000	33,293	5½	100	77½
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2 154.639	1,701,178	19,413,209	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	12,500	5	100	....
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg .....Mass	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,342	65.0	.....	.....	10 mos.	5,785,987	863,186	10	100	150½
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	286,281	56,416	—	100	65
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M.,R.I.,Ct.& N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177 0	.....	.....	10 mos.	572,495	126,000	6	100	....
Sept. 30, 1870	26.7	10 9	37.6	—	32	38	18	780	Boston and Lowell.....Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	384,844	932,176	67.5	.....	.....	10 mos.	470,732	110,948	—	100	7
Sept. 30, 1870	74.2	8.8	64.3	—	46	20	24	1,021	Boston and Maine.....Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	934.754	186 879	8	500	140
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence.....Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	153
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	.....	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron.....Canada.	6,492,790	—	—	—	2,625,000	3,867,790	.....	.....	—	(Leased	& oper. by	GrandTru	nk.)	250,000	1¼	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	—	—	950,000	2,389,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ...Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota..Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	58.7	—	—	53	22	13	936	*Burlington and Missouri River*.....Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156 846	—	.....	.....	.....	2.156.846	1,041,042	—	100	108½
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River..Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	.....	—	(Operat	ed by Bur	lington &	Mo.River	.)	.....	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern.Iowa & Mo.	—	—	—	—	1,000,000	400,000	—	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific.....California.	6,000,000	*	—	—	3,500,000	2,500,000	—	—	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	—	—	—	—	Camden and Amboy.....New Jersey.	12,627,160	*	—	—	5,847,800	9,570,059	—	—	—	.....	.....	.....	.....	.....	10	100	127¼
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic.....New Jersey.	1,762,832	328,543	30,550	209.162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	64½
Sept. 30, 1870	64 9	1.0	30.7	—	8	15	7	139	Cape Cod .....Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	82,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville.....New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper.b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville.....Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa.....Penn.	3,826,500	*	—	.....	3,359,500	441,850	.....	.....	67.5	337,491	.....	.....	655,212	231,106	—	50	32
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna.....New York.	589,110	—	—	—	589,110	—	—	—	—	(Leased	and oper.	by Dela.,L	and W.)	54,000	9	100	....
Sept. 30, 1870	14 0	—	0.5	—	2	—	—	—	Cazenovia and Canastota.....New York.	473,768	*	—	—	281,164	200,000	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	78.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper.b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,235,000	—	.....	.....	7,620,000	3,615,000	—	—	—	(Leased	and oper.b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	5	2	124	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia.....Georgia.	4,680,940	*	797,260	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4 6	43.0	24	16	5	512	Central of Iowa.....Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey.....New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3.2 1.000	1,568,043	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	104
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio.....Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	—	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶..Colifornia	125,350,960	*	.....	.....	54,001,960	71,349,000	.....	.....	—	3 502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte,Columbia &Aug.N.C. S.C.& Ga.	4,959,217	—	157,492	228,100	2,571,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung.....New York.	400,000	—	—	—	380,000	—	—	—	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington.....S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32.290	28,219	—	100	....
Sept. 30, 1870	20.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany...N. Y.	600,000	—	—	—	275,000	300,000	10,000	—	—	(Leased	& oper.by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio.....Va. & W. Va.	3,375,734	751,588	35,680	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427.428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire.....New Hampshire.	2,367.041	322,266	44,000	198.490	2,085,925	807,000	—	168,872	63 8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton .....Illinois.	13,881,923	*	1,880,062	552,625	11,350,972	4,1?,813	520,584	285,238	511.0	2,986,664	.....	.....	4,849,405	2 063,299	10	100	112
Apr 30, 1871	400.0	—	167.0	—	178	84	45	3,063	Chicago, Burlington and Quincy ..Illinois.	16,871,690	4,723,545	9,295,928	1 964,817	16,590,510	11,569,459	1,888,023	,797,889	642.0	4,113,932	56,320 468	206,949,525	7,207,685	2,779,011	10	100	127½
Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	—	—	78.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes ...Ill.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	160.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)					—	100	....
May 31, 1871	94.0	—	4.7	—	--	--	--	--	Grand River Valley.....Michigan.	1,992,000				492,000	1,580,000			—	(Leased and oper. by Mich'gan Central.)					—	100	...
Nov. 30, 1870	861 0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶ .....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146			7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,988	1,803 312	250,000		197.0	131,000			428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased & oper by Tol. Wab. & Wester					—	100	....
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri	1,550,000				450,000	1,100,000			—	(Operated by Tol. Wabash & Western.					—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565.490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2 273,640	631.280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	38
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*			4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased & oper. by Pennsylvania.)					7	50	104
Nov. 30, 1870	62.0	13.5	83 2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875 644			2,412,150	843.903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford. Prov. and Fishkill¶.Conn & R.I.	4,704 866	*			2,037,939	2,055,500			123.2	544,772	14,447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*			2,000.000	341,000	136,183	44,508	119.8	.....			752,007	147.025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000.000	*			2,600,000	3,400,000			166.0	.....			1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	42	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096			58.8	176,067			287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114 6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574				25,296,880	6,869,500			1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	—	—	—	—	2,750,000	2,750,000	—	—	—	(Under construction at $35,000 p.m.)			—	—	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500.000	*			5,000,000	6,500,000			202.5	(Commenced operations Sept. 1870.)			—	—	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686			1,921,274	707,493	—	100	41
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	250	Indianapolis, Peru and Chicago..Indiana.	—	—	—	—	—	—	—	—	75.0	.....			—	—	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631.746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)					—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)					—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			—	(Leased & oper. by Ill. Cen.)					—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129 550	32,000	16,581	187,379	13.0	.....			140,672	49.235	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	136,000	—	—	11.0	10,263			98,518	9,335	—	100	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			35,318	9,281	—	50	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)					—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060			489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	—	—	—	—	6,000,000	4,000,000	—	—	215.0	.....			—	—	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....			1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)					7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)					8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187.645	*			3 027,450	2,033,000	1,061,985		123.0	.....			261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020		(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306.000	400,000			42.0	(Recently completed.)					—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased & oper. by L.Sh. & Mich. So.)					6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,080	640,000			—	(Leased & oper. by Michigan Central.)					—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	3,562,500	*			2,776,000	5,776,500			....	499,493			1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	...	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1 804,771	14,708,284	49.053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11 0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209.000	—	—	112.0	(Oper. by bondholders.)			—	—	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,825,000	625,000	.....	.....	1.335.000	2.279.335	.....	.....	80.0	1.183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000	.....	.....	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000	.....	.....	—	(Under construction.)			—	—	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000	.....	.....	37.0	46.561	.....	.....	60.686	14.497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13.457,541	5,088,720	8	100	89½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4.000.000	.....	.....	.....	—	(Under construction at $33,000 p. m.)			—	—	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500 000			—	(Opened for traffic Sept. 15, 1870.)			—	—	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Pbg, Ft. W. & Chi.)			49 507	—	—	50	....
Dec. 31, 1870	109.0	38.0	11 0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4.000.000	4.000.000	—	85,418	....	.....	2,649.250	2,856,000	316,115	85,418	—	50	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased & oper. by Leh. Coal & Nav. Co.)			—	—	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co.&now leased by Cent. of N. Jer.)								116.7	1,100,000			2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5.588.000	414.417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119½
Dec. 31, 1870	—	—	—	55.2	—	—	—	—	Lexington and St. Louis.....Missouri.	.....	.....	.....	.....	900,000	900.000	.....	.....	—	(Under constr. to be compl. in 1871.)			—	—	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	.....	.....	5.871,450	2,528,000	.....	.....	196.0	1.096.503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	.....	.....	—	(No returns -Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750.000	.....	.....	—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			—	—	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	100	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*	.....	.....	1 500,000	1,500,000	.....	.....	—	(Under cons. to be completed in 1871.)			—	—	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751.474	139,289	—	50	72
Jun. 30, 1871	51 0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	15,000pm	16,000pm	—	—	—	(Leased to Chicago & Alton.)			—	—	—	50	72
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472 183	2 859.520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680.912	8,478,000	805,465	748,977	381.6	1.500,949	27,380,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3.000.000	—	—	—	289.0	(No returns of operations published.)			—	—	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St. L. Ind. & Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161.923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255		15,123	200,000	67,700	11,529	99,055	—	(Leased & oper. by Boston & Lowell.)			—	—	6	100	....

Dec. 31, 1870	19.6	—	2.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	—	—	600,000	—	—	—	—	—	—	—	—	—	—	—	—

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	606,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	90	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	—	195.0	348 922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	237	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	—	166.0	292,258	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	106,897	.....	3,483,800	44,511	12,357	—	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	.....	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	—	123.8	229,572	6,581,631	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	—	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1870	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	—	(Owned	& oper. by	Concord.)	.....	.....	.....	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	.....	13,000	1,452	258,000	300,000	98,855	—	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	.....	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	.....	13,963,978	8,324,528	1,320,182	—	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	.....	.....	—	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	.....	.....	.....	3,000,000	.....	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,569	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	—	328 0	801.661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	—	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	.....	.....	1,074,288	2,628,000	590,810	—	—	130.3	457 876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	.....	.....	20,000p.m	20,000p.m	.....	—	—	—	(Under	construct	ion & now	partly op	en.)	.....	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	200,000	424,500	—	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	—	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	—	56.5	(Commence	d oper	ations Aug	29, 1870.)	.....	.....	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	.....	253	23,514	—	8.5	17,791	214,389	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,648	.....	.....	.....	84,537	.....	10,151	—	—	—	(In proc	ress. Leas	e to N. Y. &	Oswego at	7 p. c.)	.....	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	.....	.....	.....	110,050	225,000	66 350	—	—	13.0	27,220	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58 0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	.....	1,500,000	1,100,000	.....	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	.....	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	.....	.....	.....	65,426	118,500	.....	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	.....	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	.....	.....	.....	323,375	.....	.....	—	—	3.8	(Leased	& oper. by	Phila.& Re	ading.)	.....	.....	10	50	....
Dec. 31, 1870	0.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	.....	.....	.....	95,700	.....	17,654	—	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	265,091	—	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	55½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	.....	.....	.....	3,856,450	.....	.....	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	7	50	105
Dec. 31, 1870	33.8	8.0	8.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.	.....	.....	.....	.....	20,000p.m	20,000p.m	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	.....	—	—	237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	.....	.....	.....	1,200,000	17,000p.m	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	.....	.....	.....	.....	20,000p.m	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	.....	.....	10,007,500	7,750,000	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	41½
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	.....	.....	4,000,000	6,400,000	.....	—	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	.....	74,701	1,278,272	610,000	169,197	—	—	87.0	100, 35	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	—	495.5	1,198,630	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,565	.....	.....	.....	150,315	177,000	4,550	—	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	—	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morgan	n of Ne	wYork w	ho bought	it for $2	,500,000.)	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	.....	.....	.....	.....	Morris and Essex	New Jersey	24,105,155	.....	.....	.....	11,900,950	12,184,000	12,205	—	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	91½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	359	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	.....	.....	144,463	—	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	144½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460.797	313,662	1,963,539	1,964,000	2,286,333	—	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,611,684	3,376,167	470,323	608,806	—	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	—	—	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	259	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	—	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,084,624	.....	.....	.....	1,000,000	.....	.....	—	—	—	(Leas. b	y Del. Lac.	Coal & N	av. Co.)	.....	10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	.....	.....	23,824	977,400	600,000	726,217	—	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	.....	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	.....	.....	500,000	800,000	.....	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	.....	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	.....	500,000	172.500	.....	124,078	—	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	.....	.....	.....	605,000	93,300	2,000	—	—	—	(Leas. &	oper. by P	bgFt. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	.....	.....	.....	400,000	150,000	35,000	—	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	.....	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	.....	.....	.....	850.000	2,200,000	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	.....	.....	1,800,000	1,400,000	186,205	—	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	—	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	126½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	—	—	92.8	.....	.....	.....	295,823	118,536	—	100	21
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	—	—	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	..
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	La. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	—	—	206.0	.....	.....	.....	1,604,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	—	—	....	(Under	construct	ion.)	.....	.....	.....	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	.....	.....	.....	5,000,000	.....	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	.....	.....	.....	3,000.000	3,000,000	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Sept 30, 1870	441.7	296.0	671.6	—	460	445	132	9,026	N. York Central and Hudson River	N. Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	—	842.2	11,429.877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	.....	—	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	115½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33.400	—	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,242	1,159,406	7,500,000	1,061,500	229,665	1,037,013	—	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	146
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7.769,342	559,306	567,946	.....	4,902,709	3,984,800	25,250	21,835	—	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	—	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	—	—	—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	—	38.0	.....	.....	.....	38,442	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320.200	360.738	4,000,000	553,413	292,030	783,241	—	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1871	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	—	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	—	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	—	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90.000	—	—	74.7	595,303	.....	.....	1,355,509	590,726	—	50	100
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,242	Northern Central ¶	Md. and Penn.	11.080 648	3,016 449	.....	1,429,319	5,000,000	8,217.000	2,035,404	995,513	—	317 0	2,541,536	27,334,821	151,521,712	2,81 .662	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,088,400	115,000	138,426	258,792	—	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	118½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850.000	.....	1,000,000	400,000	.....	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	.....	.....	.....	10,000,000	50,000p.m	.....	—	—	—	(Under	construct	ion.)	.....	.....	.....	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	187,787	2,364,400	776,000	14,888	641,439	—	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	—	122.0	(Le as &	oper. by V	Central.)	.....	.....	6	100	71
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,860	493,106	—	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	44½
Dec. 31, 1870	95.0	3.5	49 3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,168,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	—	98.5	650.381	.....	.....	2,718,702	1,422,833	10	50	73
Sept 30, 1870	72 5	70 2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202.163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	—	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	113½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	699,000	1,571,282	141,013	2,692,540	5,340,676	574,313	—	—	292.6	555.226	8,827,750	13,430.783	939.680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,041,313	*	.....	.....	793,400	201,000	.....	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky	400,000	*			450,000	200,000			.....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,894,374	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6 0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000.000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. by Erie.)	.....	.....	.....	12	100	130½
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by Erie)	.....	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000	.....		—	(Leased	and oper. by Erie.)	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000	.....		—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760.090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,751,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811.700	*			1,811,700	3,000,000	.....		106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000	.....		—	(Leased	& oper. by	Chic., R. I.	& Pac.)	949,686	311,914	—	100	....
Dec. 31, 1870	83 0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1.000.000	2,000,000	.....		83.0	246,648	.....	.....	.....	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000				2,000,000	2,000,000	.....		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57.200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295.094	93,442	.....	92.3	.....	.....	.....	260.113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		289.6	2,228,683	.....	.....	3,144,045	366.316	—	50	54½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1.626,250	55,900	.....		33.6	405,605	.....	.....	700,465	303,186	10	50	178
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29.994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41.508,247	457,787,779	9,571,367	3,062,582	10	50	116
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1.259,100				33.4	(Oper.b	y Unit.Co.)	(14 mos.	1.389.328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn	10,692,178	*	1,507,868	677,153	9.562.650	2,359,500	530.471	434.578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	111½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1.794,576	5,500,000	818,538		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., L & I.	24,894,193	*			19,714.285	13.663,000	18,230		500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	96
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				—	(Leas.&	oper. by Bo	s.&Alb'y.)		27.000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	60,000		27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	131
May 31, 1871	80.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construct	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	98½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483.874	10,000	176,302		.....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55.000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618.575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40 0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	oper. by	Oh., Burl.	&Quinc.)	.....	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	2o1.689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	161.0	600,87.	16.481,419	22,373,357	1,656.169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	195.0	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122.548	1,464.128	466,605	34.949	557.817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170.693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650.000	712,173	78,148		38.3	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				22.0	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997.800	1,777,900	334	.....	218.2	593.514	15,296,580	19,695.175	1,324,943	475,270	10	100	95
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10.000.000	6,000,000	.....	.....	112.0	(Under	construct	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*			4.340,000	6,700,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000.000	3,200,000	.....	.....	—	(Under	construct	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	22
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385.803	—	100	100
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.7	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000				1.000.000	1,000,000	.....	.....	—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000	.....	.....	—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago.....Minn.	.....				2,000,000	3,000,000	.....	.....	—	(Under	construct	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	*			.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*			2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem.....New Jersey.	278,328	*			180.550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Salem and Lowell .....Massachusetts.	551,985	*		2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*			910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684				300,000	40,000	.....	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	2,040 106	*		179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	499,128	—	25,479	65,882	449,588		140,901		—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	320,000	—	—	(Under	construct	on.)	.....	.....	—	100	....
																		—	(Leas. &	oper. by Phila.& Reading.)			28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*			1,269,150	97,000	118,988	—	54.0	202,470	.....	.....	207,264	72,103	4	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*	186,212	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	479,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*			1,000,000	640,000	.....	—	40.0	(Under	construction.)				—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*				800,000		—	50.0	(Under	construction.)				—	100	....
Dec. 31, 1870	81.3	—	6.3	—	15	8	2	100	Selma and Meridian	Alabama.	.....	.....		.....	969052	796,830		—	—	(Recen	tly sold under foreclosure. No returns.)				—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.	.....	.....		.....	8,000,000	11,000,000		—	—	(In a bad	condition. No returns.)				—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....		.....	869,450	700,000		—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac.	Wisconsin.	2,000,694	*			1,243,000	750,000		—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945			157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800	—		.....	995,800	200,000	.....	—	—	(Leas. &	oper. by N. York & N. Haven.)			100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*		.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694	—			438,300	—		—	—	(Leas. &	oper. by Central of New Jer.)		—	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....		.....		4,926,000		—	—	(Only p	artially in operati'n.)				—	100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*		.....	1,000,000	2,250,000		—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*			3,000,000	1,500,000		—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.	.....	....			2,500,000	1,500,000		—	—	(Under	construction.)		.....	.....	—	100	....
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota	32,426 pm	1,			.....	20,000p m		—	100.0	.....	.....	.....	267,762	27,077	—	100	....
May 31, 1871	80.0	—	—	640.0	.....	.....	.....	.....	Southern Pacific	California.	.....	.....		.....	.....	.....	.....	.....	....	(Under	construction.)		.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*			686,100	222,000	209,270	.....	49 0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000	.....	2,000,000	.....	577,408	651,500	95,000	.....	—	(Under	construction.)		.....	.....	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081.045	376,726	129,538	.....	3,939,800	699,500	.....	.....	257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*			761,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	.....	.....	.....	.....	Springfield & Ill. So. Eastern	Illinois.	.....	.....		.....	.....	15,000p m	.....	.....	—	(Under	ons. to be finished by Dec. 1,				—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	—		—	448,700	448,700	—	—	—	(Leased	& oper. by Housat'c.)		—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,385	—		—	267,300	—	—	634	—	(Leased	& oper. by Nash. & Lowell.)		.....	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000	—		—	500,000	750,000	—	—	—	(Leased	& oper. by Ver. Cen.)		.....	.....	—	100	....
Dec. 31, 1870	15.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	—	—		—	1,200,000	1,000,000	—	—	—	(Under	construction.)		.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*			317,850	200,000	3,874	—	—	—	—	—	95,253	31,251	5	100	24
Dec. 31, 1870	6 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	—		—	92,925	171,000	29,284	—	—	(Leased	& oper. by W.N.Jer.)		—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*		.....	1,670.130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,255	400 000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	115
Dec. 31, 1870	30.0	—	—	157.0	.....	.....	.....	.....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)		—	—	—	50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*			5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81 710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	74
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*	.....	.....	998.061	1,898,000	847,055	.....	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	48½
Oct. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	—	—	—	274,400	—	—	—	—	Leased	& oper. by N.Y. Cen. & H. Riv.)		—	—	6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by Pennsylvania.)		—	—	—	50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*	—	—	36,745,000	74,067,512	.....	.....	1,038.7	.....	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	36½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	—	(Recen'l	y opened for traffic.)		—	.....	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*	.....	.....	1,666,990	150,000	.....	.....	59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	...
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*	.....	.....	1,900,900	—	.....	.....	....	99,975	3,391,815	978,119	208.358	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	—	—	—	750 000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	—	—	—	2,500,000	—	.....	.....	—	(Leased	& oper. by Ver. Cen.)		.....	.....	8	100	89
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt. & Can.)		5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	66,732,302	2,084,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts.	Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750 000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	87½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by Ver. Cen.)		.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*	.....	.....	1,000,000	750,000	.....	.....	—	(Recen	tly completed.)		.....	.....	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465	—	—	—	499,600	350,000	—	—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,588	216,037	.....	684,046	957,500	107,000	.....	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York.	21,938.629	*	2,154,639	1,701,178	29,405,200	1,704,520	492,730	4.13.1, 76	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*	.....	.....	.....	.....	.....	.....	—	(Leas. for 20 yrs at $25,000 monthly.)			3,000,000	—	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	6	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*	—	—	650,000	1,400,000	—	—	46.0	67,611	1,791.187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.	.....	*	—	—	6,500,000	1,400,000	—	—	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by Pennsylvania.)		—	—	—	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336 074	116.207	1,209,000	2,379 000	20,000	45,745	126.1	807,150	16,363,324	3,639,915	633,616	256,428	10	100	....
Sept. 30, 1870	—	—	—	98.0	—	—	—	—	West Shore Hudson River	New York.	624,464	—	—	—	526,700	676,300	7,427	—	—	(Under	ons.—Newburg to Albany.)		—	—	—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*	—	—	4.000,000	4,000,000	—	—	—	(Under	ons.—op n to Menomonee.)		.....	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	—	—	—	500,000	350,000	—	—	—	(Opera	ed by Wil. & Wel.)		.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N.C.	5,200,000	*	—	—	1,200,000	4,000,000	—	—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	5,000,000	—	(Late Wilming.&	Manch.)	5,000,000	—	—	—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484.666	130,021	154,67)	181.0	436,316	.....	.....	594,222	250.725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by Balt. & Ohio.)		—	27.000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	5	333	Winona and St. Peter	Minnesota.	4,754,837	427,10	—	—	—	4,750 000	—	—	142.0	.....	2,861,440	6,131,860	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....	—	—	100,000	300,000	—	—	—	(Under	construction.)		—	—	—	100	....
Sept. 30, 1870	46.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	138
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by Lehigh N		—	—	8	50	100
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,086,899	—	13,245.880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	.....	107.947	.....	10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,736,353	—	—	—	5,847,400	—	—	—	65.5	.....	.....	.....	888,353	585,004	10	100	....
Oct. 31 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	64,000	835,759	689,446	—	161.0	(Leased	1870 by Pennsylvani		67,252	lo s.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115.452	—	—	—	1,063 500	110.000	—	—	83.0	.....	.....	.....	220,216	130,187	10	100	80
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	.....	.....	.....	344.308	181,042	—	100	...
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,570	2,2 0,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,o5o	183,076	—	100	52½
Dec. 31, 1870	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	.....	.....	4,337,960	2,232,000	.....	.....	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1.042,143	117,900	—	(Leased	to Phila. & Read. Co.)		.....	655.000	—	50	5½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634.367	284,873	—	45.0	.....	.....	.....	135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,963	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvaia.)		.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung, guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	81½
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,058,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
	594,261	6	6	....
Delaware,* guaranteed				
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	82
Erie, preferred	8,536,910	7	7	72
Evansville and Crawfordsville pref.	100,000	...	...	..
Hannibal and St. Joseph, pref.	5,078,224	...	...	57
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Min. Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,500	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	62½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,516	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	3,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch- Coltness	per ton	— — @	— —
Gartsherrie		55 — @	56 —
Glengarnock		54 50 @	55 —
Eglinton		51 — @	51 50
Pig, American, No. 1		54 — @	57 —
Pig, American, No. 2		52 — @	53 —
Pig, American, Forge		48 — @	49 —
Bar, Refined, English and American		115— @	120 —
Bar, Swedes, assorted sizes	(gold).	120— @	130 —

Store Prices.

Bar, Swedes, 1½ x ⅜ & ¼ x 1½ to ⅝ & ½ sq. 1½ to 5x⅜ & ½ to 2 sq. 6 to 12 x ⅜ & ¼		145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in		120 —	@ — —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 in.		125 —	@ — —
Bar, Refined, 1 & 1½ by ⅜ & 5-16		127 50	@ — —
Large Rounds, 2½ to 2⅞ to 3⅜ to 4 in.		127 50	@140 —
Scroll		140 —	@170 —
Ovals and Half-round		140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@135 —
Horse Shoe		130 —	@140 —
Rods, ⅜@3-16 inch		125 —	@165 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		145 —	@190 —
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	— 17½	@ 18 —
Sheet, Single D. and T. Common		— 7	@ — 8½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	75 —	@ 77 —
Rails, American, at Works in Penns'a		85 —	@ 90 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½	@ — 20
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 13½
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg		— — @	5 80
Cut, 8d. and 9d		— — @	6 05
Cut, 6d. and 7d		— — @	6 30
Cut, 4d. and 5d		— — @	6 55
Cut, 3d		— — @	7 30
Cut, 2d and 3d. Fine		— — @	8 05
Cut Spikes, all sizes		— — @	6 05
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 30 @	7 80
Clinch, 2 to 3 inch and over		7 30 @	7 80
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	33
Copper		— — @	45
Yellow Metal Sheathing and Slating		— 30 @	32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 41 @	— —
Straits	(gold).	— 33½ @	— —
English	(gold).	— 33 @	— 33½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal per box	13 37½@13 50	15 25 @ 15 75
I. C. Coke	12 — @12 50	14 25 @ 15 —
Coke Terne	11 — @11 25	12 50 @ 13 —
Charcoal Terne	11 75 @12 —	14 50 @ 14 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 11½	@ — 12
Crude, 40 @ 47 gravity (in shipping order)		— —	@ — 16½
Refined, Standard White (in ship'g order)		— —	@ — 23½
Refined, S. W. (in jobbing lots)		— —	@ — 23½
Refined, S. W. (in tin)		— 28½	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 15	@ — 16½
Residuum	per bbl.	4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— — @	— 42
Copper, Bolts		— — @	— 45
Copper, Braziers' (over 16 oz.)		— — @	— 45
Copper, Nails		— — @	— 45
Copper, Old Sheathing, &c., mixed lots		— 26 @	— 28
Copper, English Pig		— — @	— 33½
Copper, American Ingot		— — @	— —

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 45 @	6 50
German	(gold)	6 45 @	6 50
English	(gold)	6 75 @	7 12½
Bar		— — @	9 25
Sheet		— — @	11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	8 — @	9 —
Liverpool Gas Cannel		— — @	15 —
Liverpool House Cannel		22 — @	23 —
Anthracite (by cargo)	per ton of 2,000 lb.	3 75 @	5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4
Canton Co.	....	....	....	92	....	....
Central Pacific 6s.	....	....	100½	100½	....	101
Central of N. Jersey	106½	106½	106½	106	....	104
Chicago & Alton	113	....	....	....	112	112
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	105½	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75½	75	74½	74½	73½	74½
" pref.	....	90	....	....	....	90½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	96½
" Consol.	....	....	....	....	94	....
Chic., Rock Isl. & Pac.	111½	110½	110½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	....	101	....	....	....	....
Clev., Col., C. and Ind.	....	....	....	....	90	....
Clev. & Pittsburg guar.	90½	90½	90	90	90	90
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	83½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	35½	35½	35	35	35
" 1 M.	92½	92½	....	....	....	91½
" 2 M.	76½	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	103½	103	103	102½	100½	100
" 1 M. 7s	....	....	....	....	102½	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	50½	48½	48½	48½	48½	48½
" pref.	....	....	72	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	99	....	....	....	96½x
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	38½	....	....	....	38	....
" pref.	57	....	....	....	....	....
" 8s, conv	93½	....	89½x	....	....	89
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	133	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90½	90½	90	89½	89½	89½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	116½	....	....	115	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	56½	56	55½	55½	55½	55½
" pref.	77	76½	....	....	76½	76
" 1st mort.	92½	92	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	99½	96½	96½	....	96½	96½
Missouri 6s	93½	93½	93	....	....	....
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	91½	91½	....	....	....	91½
" 1st mort.	....	....	103½	....	....	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	....	....	....	....	....	....
" 6s. S. F. 1887	....	....	....	91	....	....
N. Y. Cen. & Hud. Riv.	99½	99½	99½	99	98½	98½
N. York and Harlem	116½	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	34	....
" new	....	21	....	21	....	....
Ohio and Miss.	45½	45½	44½	44½	44	44½
" pref.	75½	....	75½	....	....	75
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	75	75½	74½	74½	71½	72
Panama	132	132½	133½	133½	....	130½
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	96	....	....	96
" 1 M.	....	....	....	105	....	104
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	43½	42½	42½	43	42½	42
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	73½	74	....	....	74
" new	....	....	....	....	73½	74
Tol., Wab. & Western	74½	74½	74½	74	74½	74
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	87½	....	89½	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	36½	36½	36	36½	36½	36½
" 1st mort.	88½	88½	88½	88½	88½	88½
" L. Gt. 7s	80½	81	81	81	81	80½
" Inc. 10s	....	....	....	....	82x	81½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	Th.29.	F 30.	Sat.31.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	108⅛	109	
U. S. 5s. 10-40s. coup	112¼	....	....	111	....	
U. S. 5s, 1881, reg	....	....	....	111¼	111¼	
U. S. 5s, 1881, coup	....	....	....	111¾	....	
U. S. 6s, 1881, reg	114¼	....	....	114¼	....	
U. S. 6s, 1881, coup	116⅛	....	....	116⅛	....	116⅛
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	114¾	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	114¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114¾	114¾	....	114¾	....	113¾
U. S. 6s, 5-20s, r. n. '65	113	113	....	....	....	113⅛
U. S. 6s, 5-20s, c. n '65	113⅛	113⅛	....	113⅛	....	113⅜
U. S. 6s, 5-20s, reg. '67	113⅜	113⅛	....	....	....	....
U. S. 6s, 5-20s, c. 1867	113⅜	....	....	113⅛	....	113⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	113⅞	....	....
U. S. 6s, 5-20s, c. '68	113⅜	....	....	114	....	....
U. S. 6s, Pac.RR issue	112⅛	....	112¼	112⅛	112⅛	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	W.28.	Th.29.	F.30.	Sat.31.	M.2.	Tu.3
Catawissa preferred	....	....	....	....	45	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	92	92	....	....	92
" mort. 6s, '89	....	98¼	....	....	....	98¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	41¼	41¼	40¾	40¼	40¼	40
" 6s, 1884	....	....	....	....	....	....
" Gold L	93	93	93	....	....	92¼
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60	60	59⅞	59¼	59⅞	59¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	98¼	....	....	99
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¾	....	....	52¼	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	50	....	....
" 6s, 1880	100½	....	....	....	....	....
" 7s	96¾	....	97	97	97	
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	39½
Oil Creek & Alleg. Riv	36	36¼	....	36½	36¼	
" 7s	....	....	....	80	80	
Pennsylvania R. R	58¼	58¼	58⅜	58¼	58¼	58¼
" 1st M	....	....	....	....	....	101
" 2d M	99¼	....	99¼	....	99¼	....
" Gen. mort	....	....	....	....	....	....
" " reg.	96¼	....	96¼	....	....	96
Penn. State. 6s.1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	105¼	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98¼	98¼	....	....	....	....
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	58¼	58¼	58¼	58¼	57⅞	58
Philadelphia and Erie	27¼	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	79¼	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	127	127	127¼	127¼	....	127¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	62	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20¾	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	W.28.	Th. 29.	F.30.	Sat.31.	M.2.	Tu.3
Baltimore City 6s, 1875	....	....	....	....	100	....
" 1886	....	....	....	....	....	....
" 1890	99	99¼	99¼	99¼	99	99
" 1884	....	....	....	....	....	....
" 1900	98¼	....	....	....	....	....
Balt and Ohio	160	....	....	....	....	....
" bonds, 1875	....	97⅛	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885	96¾	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	....	99¼	99½
" 2d M	....	....	....	....	....	91½
" 3d M. 8s	83¼	....	....	....	....	....
Northern Central	39¼	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900. 91	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	95¾	95¼	95¼	95¼	95¼	
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	99¼	....	....	....	99¼	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	51¼	51¼	....	....	....	51¼
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 4.

	Th.29.	F 30.	Sat.31.	M.2.	Tu.3.	W. 4
Boston and Albany	150¾	151	....	151¼	150¼	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	137	137	....	....	137½	
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	41	41⅜	41⅛	41	40⅞	
Cheshire, pref	....	....	....	81	81½	
Chi., Burl. & Quincy	127½	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	136½	....	....	136	
Eastern	108¼	108¼	....	108¾	108¼	
Fitchburg	134	....	....	....	133¾	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116¼	116¼	115¼	115¾	115¾	115¼
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	70	68	....	....	71	
" pref.	....	....	....	....	....	....
Old Colony & Newport	114	....	113¾	113¾	113¾	
Ph., Wil. & Baltimore	56	....	55¾	55¾	55¾	
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	87½	....	....	....	....
" Land Grant 7s	....	....	....	78	....	
" Income 10s	81¾	....	....	....	81¾	
Vermont & Canada	89	....	....	....	....	....
Vermont & Mass	87	....	....	....	....	....
South Boston (Horse)	....	....	....	....	72	
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	65½	....	66
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	11¼	11¼	11¾	11¾	....	11¼
Franklin	....	....	....	....	11¼	10¾
National	....	....	....	....	....	....
Pewabic	....	12¾	....	12¾	....	
Quincy	50¼	....	....	....	49	....

London Stock Exchange.

	—Closing Prices.— Aug. 23.	Aug. 16.
Atlantic & Gt. W. 1st mort., $1,000	69 — 71	65 — 70
Do. 2d mort., $1,000	59 — 61	56 — 59
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	31 — 33
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	83 — 85	82 — 84
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	38¼ — 39	34¾ — 35¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	95 — 96	94¼ — 95¼
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	105 —109	105 —107
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	96 — 98	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	95½ — 96¼	95 — 96
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 7, 1872.

Stock Exchange and Money Market.

Money has been more active since our last. The demand from speculative and mercantile sources has been more urgent. The offerings of funds, especially on the part of the city banks, have been on a restricted scale. Rates have favored lenders, with call loans quoted generally from 4@6, and choice to good discounts from 7 @9 per cent. per annum. The Fall trade gives promise of unusual activity, in most lines; and the prospect is of a brisk Money movement. At the ruling figures, through the week, however, responsible borrowers have had their wants provided for, with promptness, and there has been no manifestations of stringency either at bank, or in private channels, though the rapid liquidation of loans and deposits, as shown by the recent city bank returns, on the eve of the Fall Trade, which is expected to be exceptionally animated this year, excites some concern among Banking people and among the Brokers of the Stock Exchange, in regard to the future course of the money market. The city banks, last week, were again heavy losers, in their leading items of averages, particularly so in that of deposits, while reporting a further increase in their circulation. The U. S. Sub-Treasury added handsomely to its coin balances chiefly through the free receipts from customs which amounted at this port alone, for the week to $3,806,563. The office reduced its currency reserves about a million and a half.

Secretary Boutwell has called for the redemption of the three per cent. temporary loan certificates, as follows: Five thousands of numbers 4,-154 to 4,314 inclusive, and ten-thousands of numbers 4,574 to 4,719, amounting in the aggregate to $1,550,000, on which interest will cease October 31, 1872.

The receipts of the U. S. Sub-Treasury, here, in August, were $60,830,438, including $19,960,759 from customs; payments, $49,395,213, including $3,675,098 of coin interest.

The U. S. Sub-Treasury office last week received $3,407,923of currency, and $5,761,322 of gold, the latter including $3,940,000 from customs; and disbursed $4,898,188 of currency and $4,583,211 of gold, the latter embracing $771,-650 of coin interest. The city banks reduced their loan and discount average about 3⅝ millions during the week, and enlarged their outstanding circulation about ⅛th of a million. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $7,590,013, and a coin reserve of $50,845,081.

The city banks, in their latest return, show a reduction of $1,502,300 of legal tender notes, $1,804,700 of specie, and of $7,413,100 of deposits, also a contraction of $3,616,200 in their loan and discount averages, and an increase of $103,300 in their item of circulation. The city bank exchanges, last week, averaged 83⅜, and thus far, this week, about 105½ millions daily. The banks now hold $4,142,400 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $16,402,500, against $12,-298,550 same time last year. The city bank deposits are now $219,036,200 against $248,709,800, week ending Sept. 2, 1871. The legal tender reserve amounts to $49,366,700, against $68,384,500 same time last year. The circulation now stands at $27,475,000 against $30,158,587 same time last year. The loans are now $288,812,400 against $307,046,600 at this date last year.

The coin reserve of the city banks is now under 16½ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 49⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 219 millions, against 247¼ millions on the 20th of July.

Government revenues have been up to a fair average, since our last. The excises yielded within the week about 2⅛ millions, and thus far in the current fiscal year beginning with July 1, 1872, $25,418,036. The customs at the port of New York last week were $3,806,563; at the outports, equal to about $1,250,000 all in coin, or coin certificates.

The aggregate of U. S. Currency, outstanding is $397,685,643, including of old demand notes, $86,-152 50; legal tender notes (new issue), $114,268,-817; do. series of 1869, $241,736,183; one-year notes of 1863, $99,340; two-year notes of 1863

$34,150; two-years coupon notes of 1863, $31,800; compound interest notes, $614,900; fractional currency—first issue, $4,377,291 60; second do., $3,180,728 76; third do., $3,849,339 61; fourth do., 17,822,909 94; fourth do., second series, $11,589,031 25.

Under the Treasury programme for September, Government proposes to sell, at least, four millions of Gold, as follows: Thursday, September 5, $1,000,000; Thursday, September 12, $1,000,000; Thursday, September 19, $1,000,000; Thursday, September 26, $1,000,000. And to buy in four millions of Five Twenties, as follows: Wednesday, September 4, $1,000 000; Wednesday, September 11, $1,000,000; Wednesday, September 18, $1,000,000; Wednesday, September 23, $1,000,000. Secretary Boutwell reserves the right to modify the September schedule as circumstances demand, and as his coin and currency balances permit.

Gold has been weak and irregular in prices, under a tamer speculative inquiry, but closes with more steadiness, on a somewhat more confident demand. The customs call is yet active, but is the chief drain on the floating supply.

The range of the price during the week has been from 112¼@113⅜ and the closing quotation on Wednesday was 113@113⅛ against 113¼ the preceding Wednesday. The specie outflow last week, was only $367,539. The Gold Exchange Bank clearances have averaged about 48⅞ millions per day during the week.

The specie export from this port on Wednesday of the current week were $139,604.

The customs demand for Gold last week, averaged $690,000 a day; thus far, this week, it has averaged $720,000 a day, or equal to a weekly aggregate of $4,320,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $8,000, and since Jan. 1, 1872, $2,876,628 against $7,585,801 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $103,914,796 against $107,962,193 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $57,345,884, against $63,739,378 during the same time in 1871.

The export drain of specie was $367,539 last week, against $538,437 same week preceding year. The shipments since January 1, 1872, have been $56,542,170 against $53,814,096 during the same portion of 1871.

Foreign Exchange has been less sought after and quoted weaker. Bankers' sixty day bills on London closed on Wednesday at 108½@108⅞; sight bills on London, 109⅜@109⅝.

The week's exports hence of domestic produce have been to the currency value of $4,406,670.

Government securities has been moderately active, with some irregularity in values, which, on the coin-bearing bonds, have fluctuated with Gold. The later dealings have shown more steadiness in prices, favored by the September debt exhibit, which indicates a further liquidation, in August, of $10,736,636.

On Wednesday, Government bought in a million of Five-Twenties at 112 24@112 44 out of an aggregate offering of $4,536,750.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116@116¼; U. S. Five-Twenties of 1862, 114⅜@114½; U. S. Five-Twenties of 1864 at 114⅜@114½; U. S. Five-Twenties of 1865, 114½@114¾; U. S. Five-Twenties of 1865 consolidated, 113¼@113⅜; U. S. Five-Twenties of 1867, 113¾@113¾; U. S. Five-Twenties of 1868, 113⅝@113¾; U. S. Tenforties at 108¾@109 ex Sept. interest coupon; U. S. Fives of 1881 (Funding Loan) 111½@111¾; Six per cent. currency bonds, 112⅜@112⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 21.	Aug. 28.	Sept. 4.
Consols	93	92¾	92⅞
U. S. 5-20's of 1862..	92¾	92½	92⅝
U. S. 5-20s, 1865....	93⅛	93⅛	93¼
" 1867	92⅝	92½	92⅝
" 10-40s	*88¼	88	88
New Fives of 1881...	90¼	89¾	89⅞
Erie.	39½	40⅓	39¼

State bonds have been in quite moderate demand at variable prices.

Railway and Miscellaneous share property has been fairly active, but values have been fluctuating widely. The later transaction indicated a rather more confident general movement.

Railway Mortgage Loans have been in fair request, on investment account, at the current rates. Central Pacific Sixes have been inquired for at 101@101¼. Chesapeake and Ohio have been in demand at 94 per cent. and accrued interest.

The Metal trade has been comparatively tame, since our last. Copper has been dull, at former rates; 90,000 lbs. Ingot sold at 33¼c.@33⅜c. per lb. Scotch Pig iron has been held higher, in view of the more encouraging reports from England, but has been quiet, with Gartsherrie quoted at $56@$57. Coltness at $58, Eglinton at $52 50@$53, and Glengarnock at $54@$55, per ton. American Pig-iron firm and moderately inquired for. Wrought Scrap-iron has been purchased to the extent of 800 tons, within the range of $47@$50, per ton. Other kinds quiet. Lead and Spelter inactive at old figures. Tin dull and weak at about previous quotations. Of Mooselman Zinc, 25 casks sold on private terms.

General business has been brisker in most lines. Domestic produce has been dealt in with more freedom, and prices of the leading articles have favored sellers. Middling upland cotton closed steadily on Wednesday at 22¼ cts. per lb. The receipts at all the ports, year ending Sept. 1, were 2,705,523 bales, against 3,980,738 bales same time in the preceding year; exports 1,954,995 bales against 3,161,276 bales in the previous year; stock at the ports at latest dates, 48,900 bales against 119,950 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at 10½@13¾ cts.; Veals at 6@10 cts.; Sheep at 5¼@7⅜ cts.; Lambs, 7½@10 cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 9,125 Beeves, 3,196 Veal Calves, 29,464 Sheep and Lambs, and 86,589 Swine.

Foreign goods have been attracting more attention and seasonable supplies have been held with more confidence. The week's imports of foreign goods reached the amount of $11,092,938 including $4,379,273 of dry goods.

Ocean freights have been more active and rates have been quoted higher, with the main inquiry for room for Grain, Petroleum, Provisions, Tobacco, and Cotton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 7; do. 1st mort., 40¼; do. guar. bonds, 56; Clev., Col., Cin. and Ind. 1st mort., 102½; Central of New Jersey 1st mort. new, 103; do. scrip, 103; Galena and Chicago 1st mort., 101; Ohio and Miss. 2d mort., 87¾; do. consols, 96; Gt. Western 1st mort. 1888, 94; Lake Shore and Michigan Southern consols, reg., 100; do. coupon, 100½; Long Dock bonds, 95; Buffalo and State Line 1st mort., 98; Milwaukee and St. Paul Iowa div., 88; Albany and Susq. 2d mort. 100½; North Missouri 1st mort., 92; New Jersey Southern R. R., 21; Missouri, Kansas and Texas R. R., 41⅜; Western Union Tel., 72¼; Consol. Coal of Md., 42½; Cumberland Coal and Iron, 78; U. S. Exp., 82¼; Am. Mer. Union Exp., 71⅛; Wells-Fargo Exp., 88; Adams Express, 95¼; South Carolina 6s, new, Jan. and July, 24; do Apl. and Oct., 23; New York State 7s, B. L., coup., 108¼; Georgia 7s, 85; Arkansas 7s, (issued to M., O. and R. R R. R.) 41; do. 6s, Fund Act, 50; Michigan 6s, 1878, 100.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, reg., 103¼; do. deben. bonds, 82; do. 7s, 1893, 106½; Pittsburg, Cincinnati and St. Louis R. R. 7s, 81⅞; Sunbury and Lewistown 7s, 94¾; Connecting R. R. bonds, 89½; Ithaca and Athens R. R. 7s, 100; Oil Creek and Allegheny River R. R. 1st mort., 84; Lehigh Nav. con. gold Loan, 97; Nesquehoning R. R. 58; Allegheny Co. 5s, 77. The latest quotations are: City 6s, 98½@99; do. free of tax, 101½@101⅝; Pennsylvania State 6s, 1st series, 101¼@101¾; do. 2d series, 104@104¾; do. 3d series, 107@108; Philadelphia and Reading, 57⅞@58; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 94½@95; United New Jersey R. R. and Canal Co., 127@127¼; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 91¾@92; do. 1889, 91½@92½; Pennsylvania R. R., 58¼@58⅜; do. 1st mort., 100½@101; do. 2d mort., 99½@99½; do. General mort. coupon, 93@93½; do. reg., 96@97; Little Schuylkill R. R., 48@49; Morris Canal, 49½@50; do. pref., 121@123; do. 6s, 93@97; Susquehanna Canal, 8@8½; do. 6s, 75@80; Schuylkill Nav., 7@8; do. pref., 14⅞@15; do. 6s, 1882, 78@79; Elmira and Williamsport pref., 42—@; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 40@40½; do. 6s, 1884, 89@89⅞; do. R. R. Loan, 96@97½; do. Gold Loan, 92½@93; North Pennsylvania, 49½@49⅞; do. 6s, 100@100¼; do., 7s, 96½@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, 92@92½; Minehill, 52½@53; Catawissa, 11@18; do. pref., 44½@45½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 98½@98½; do. reg., 98@99; do. 7s, 100@103; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@62; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 32@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 18@19; Union, @—73; Germantown, 33@37.

Boston.—Boston and Albany 7s, 1892, 107; Cheshire R. R. 6s, 1877, 95½; Cedar Rapids and Missouri River R. R. 7s, 1916, 88¾; Kansas City

and Cameron R. R. 10s, 103¾; Vermont Central 1st mort., 65; Eastern R. R. 6s, 1874; 98; do. 7s, 1882, 103; Old Colony and Newport 7s, 1877, 102¾; Maine Central R. R. 7s, 100; Cincinnati, Sandusky and Cleveland R. R., 21; do. 7s, 83¾; Rutland pref., 52; do. scrip, 82½; Portsmouth, Gt. Falls and Conway R. R., 98⅜; Norwich and Worcester R. R., 125; Cary Imp., 10⅞; Waverly Land, 8; Massachusetts 6s, 1875@1876, gold, 109⅞; Boston 5s, 1874, gold, end., 99¾; do. 6s, 1880, currency, 101; Portland 6s, 1887, 95¼; Chicago 7s, 99; Everett Town 6s, 1892, 95; Lowell 6s, 1890, 96¾; Hartford 6s, 1881, 97; do. 1875, 97¼; Cook Co., Ills., 7s, 1880, 99½; Allouez Mining Co., 9¼; Astor, 25c.; Calumet and Hecla, 160; Mesnard, 1⅜; International silver, 8⅛; Native, 37½c.; Ridge, 11¼; Shuniah Silver, 6⅝; Star, 90c.

Baltimore.—Maryland Defense Loan, 103½; Virginia 6s, old, reg., 38; do. consol. 6s, reg., 45¾; do. coupon, 55¾; Memphis City 6s, 54½; Northern Central 6s, 1900, gold, 93¾; Western Maryland 3d mort. guar., 95¼; Virginia and Tennessee 2d mort. 6s, 79½; do. 3d mort. 8s, 90; Orange and Alexandria 2d mort, 6s, 82; do. 4th mort. 8s, 87; Central Ohio R. R., 1st mort., 88. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95½@95¾; Baltimore and Ohio, 155@159½; do., 6s, 1875, 97½@98; do., 1880, 96@98; do., 1885, 97@97¾; Parkersburg Branch, 10@15; Northern Central 39¼@39½; do. 6s, 1885, 94@95; do., 1900, 90@91; do., 6s, 1900, gold, 93⅝@93⅞; N. W. Va. 1st mort., 100@100½; do., 2d mort., 99½@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99⅛; do., 2d mort., 7s, 91⅛@92; do., 3d mort., 8s, 83⅜@83⅝; Central Ohio, 34¼@36; do., pref., 35@39½; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 96½@97½; do., 2d mort. guar., 96½@—; do., 3d mort., guar., 93@96; do. 2d mort pref., 80@84; do., 2d mort. guar. by Washington Co., 82@89; Richmond and Danville bonds, 79¼@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 81@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 83@85½; Orange, Alex. and Manassas 7s, 81@82; Virginia and Tennessee 1st 6s, mort., 96@98; do., 6s, 2d mort., 79¼@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98@98½; do. 1886, 98@98½; do., 1890, 98⅞@99; do., 1893, exempt, 98@—; do., 1900, exempt, 98@98½; do. 1902, 98@98½; Memphis City 6s, 53@55; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 103¼@103½; City Passenger R. R., 23@24; George's Creek Coal, 93@96; Atlantic Coal, 1.50@1.95.

☞ The Connecticut Western Railroad has decided to build the branch from Collinsville to New Britain at once. It will cost $250,000, and is to be put under contract immediately.

☞ The entire cost of building the Middletown, Meriden and Cheshire Railroad is estimated at $768,000, and the indications are that it will soon be commenced.

☞ Major A. L. Hopkins, formerly superintendent of the Housatonic Railroad, has been appointed one of the vice-presidents of the Illinois Central.

HARVEY FISK. A. S. HATCH.

OFFICE OF FISK & HATCH,
Bankers,
No. 5 NASSAU ST., NEW YORK.

The CHESAPEAKE AND OHIO RAILROAD is now nearly completed, and will soon be doing business as one of the great trunk roads from the Atlantic tide-waters to the heart of the great West, and opening a low grade and direct line with Cincinnati, Dayton, Louisville, St. Louis and other cities. We are still selling its SIX PER CENT. FIRST MORTGAGE BONDS—a first-class investment—on behalf of the Company at 94 and accrued interest, coupon or registered; $100, $500, $1,000 denominations.

We also conduct a regular banking business in all its branches, and receive deposits, on which we allow interest at the rate of four per cent. per annum.

FISK & HATCH.

Chesapeake and Ohio Railroad.

We take from the Richmond *Dispatch* an account of the progress of the Chesapeake and Ohio Railroad, whereby it appears that the track was last week laid 85 miles west of the White Sulphur Springs, or 262 miles distant from the eastern terminus. On the Western Division from the Ohio River to the Gauley, about one hundred miles, the track is also laid and in operation. The intervening section, of about seventy miles, is rapidly being reduced. There are two tunnels not quite ready for the locomotive and some heavy rock excavations upon which the company has placed extra force. The work has been retarded somewhat of late by slides caused by the heavy rains, but it is believed the trains will be running through to the Ohio this year. The six per cent. first mortgage loan of the company is also nearly disposed of by Messrs. FISK & HATCH, the agents.

Springfield and Illinois Southeastern Railway.

THE FIRST MORTGAGE SINKING FUND BONDS of the Springfield and Illinois Southeastern Railway have recently been placed upon the market. These Bonds bear 7 per cent. Gold Interest, payable February and August, free of Government Tax, at the office of the Farmers' Loan and Trust Company, New York, and are introduced to the market at the low price of 90 and accrued interest. They represent a very light mortgage ($15,000 per mile) upon a completed and fully equipped railway, 228 miles long, extending through one of the richest and most populous States of the Union. By the terms of a Traffic Guarantee Contract with the well known Cleveland, Columbus, Cincinnati and Indianapolis Railway, a large number of these Bonds will be purchased semi-annually, by lot, at Par and Accrued Interest, giving the fortunate holders Eleven per cent. Profit on their investment, besides an Interest of nearly Nine per cent.

MESSRS. JONES & SCHUYLER, No. 12 Pine street, New York, Financial Agents of the Company, invite attention to this security, in another column, as a particularly safe and desirable one.

☞ The estimated earnings of the Erie Railway for the week ending Aug. 31, 1872, were $422,505; against $486,404 for the corresponding period of 1871—a decrease of $60,899. Total earnings since April 1, 1872, $7,865,038—an increase over the same time in 1871 of $81,583.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.

BANKERS,

NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 2nd inst., reports the net anthracite coal tonnage for the week ending on the 24th ult., from all sources, at 400,504 tons, and for the year 12,413,120 tons, against 8,250,847 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,622,273 tons. The production of bituminous coal for the week was 55,428 tons, and for the year 1,567,640 tons, against 1,372,550 tons to the corresponding time last year—an increase of 195,090 tons. The total production of all kinds of coal for the week was 455,982 tons, and for the year 13,980,760 tons, against 9,623,397 tons to corresponding time last year, showing an increase of 4,357,363 tons.

☞ Work has been begun in Gardner on the extension of the Boston, Barre and Gardner Railroad.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTIES AND LIABILITIES OF, TO PASSENGERS—STATUTORY DAMAGES.

The facts in the late case of The Great Western Railway Company *vs* Miller, (19 Mich., 305,) are fully and clearly stated in the following opinion by—

CAMPBELL, J.—Miller sued the railway company for damages on account of his expulsion from their cars, which he averred to have been done at a distance from any dwelling or usual stopping place. All of the counts in the declaration alleged him to have been a passenger who had complied with all the conditions required to entitle him to be carried to the end of his journey.

He stated on the trial that he then resided in Chatham, Ontario, but in answer to an inquiry whether he was a citizen of Canada, said he was a native of Michigan and a citizen, as he supposed.

A statute of Canada was given in evidence providing that "any passenger refusing to pay his fare, and his baggage, may, by the conductor of the train and the servants of the company, be put out of the cars at any usual stopping place or near any dwelling house, as the conductor elects, the conductor first stopping the train, and using no unnecessary violence."

Evidence was given and met by counter evidence, concerning the facts which would determine his right as a passenger.

The case was also put to the jury on the claim that, even though not complying with his duties as such, he was entitled to damages for having been put off contrary to the statute, at a distance from any station or house. And on this the court charged, "that if the jury find that the plaintiff was put out of the defendants' cars, not at any usual stopping place or not near any dwelling house, the plaintiff is entitled to recover, even though he had no ticket and had made no valid tender of his fare." Error is assigned upon this ruling. The jury rendered a verdict of three thousand dollars against the defendants.

As the view we take of the case will require a new trial, it will become necessary for us to consider all the principal questions presented, and which will be raised again unless now disposed of.

The liability for putting a person off from the cars at a distance from any dwelling or station is purely statutory, and no damages can be recovered for that specific grievance, unless the statutory provision is set out and a case made out under it by the pleadings. A carrier is not required by the common Law to put out a trespasser at one place rather than in another, and while the Law will not permit a person to be exposed wantonly to peril, there is no rule which requires any consideration to be shown for the convenience of a wrong doer. The Canadian statute was probably adopted on grounds of public policy, and to establish a general rule most likely to prevent suffering. But the privileges it confers depend entirely upon its provisions, and as we have no judicial knowledge of it, any one relying upon it must aver and prove it as a ground of recovery.

While in his special counts the plaintiff has alleged that he was expelled from the cars at a distance from any station or dwelling, he has not averred anything to show that the law of Canada has made this a distinct grievance, and has not set up any cause of action depending upon it, in whole or in part. He has throughout placed himself on the footing of a passenger rightfully in the cars, and entitled to complain of any expulsion whatever as wrongful.

The charge complained of, authorized him to recover, although he might have been on the cars without any pretense of right, and there is nothing in the declaration to warrant it.

It is urged on the hearing that the railroad company could not be held liable for any wrongful expulsion under this statute, because it would be the personal wrong of the conductor in violation of law for which he must be held to have exceeded his known agency. And the same exemption was claimed for them from liability for any expulsion, unless under circumstances where they may be supposed to have authorized it by their instructions general or special. There is, however, so far as we have seen, no authority which would exempt them from some amount of responsibility for any wrongful expulsion of a passenger by a conductor. He represents them in the whole management of his train, and the power to do any serious mischief is chiefly derived from their investing him with the control of this large agency. He occupies the same position as the master of a ship, and his action in the case supposed must be regarded as done in the line of his employment.

But it does not follow that the responsibility of his employers is the same as his. For those aggravations which may arise out of his wantonness and malice we have held that the employer is not on the same footing with the agent. The subject was discussed in Detroit Daily Post Company *vs.* McArthur, 16 Mich. R. 447. This case does not seem to have been noticed on the trial, as we infer from the amount of the verdict, and the omission of counsel to cite it.

The voluntary appearance of the defendant below renders any discussion of the subject of the *venue* unnecessary. There can be no doubt that the locality of the trespass does not of itself oust the jurisdiction, where the court has lawfully obtained control over the parties. But where the parties are not residents of the United States, and the trespass was committed abroad, the right of action in our courts can only be claimed as a matter of comity, and they are not compellable to proceed in such cases. It is not to be denied that much hardship is likely to arise where a person is called upon to defend himself against a charge arising out of transactions occurring at a distance and out of the jurisdiction. Witnesses cannot always be compelled or induced to be present at the trial, and where a knowledge of localities becomes essential it is impossible to obtain a view by the jury.

Questions of foreign Law may, as in this case, become important elements of decision. We think that when by the pleadings, or upon the trial, it appears that our tribunals are resorted to for the purpose of adjudicating upon mere personal torts committed abroad, between persons who are all residents where the tort was committed, the inconveniences and the danger of injustice attending the investigation of such controversies render it proper to decline proceeding further. The cases cited on the argument recognized the right to take this course, and we regard it as the correct one. We do not propose to lay down any rule as to other classes of cases before they arise. In the present case we think that the residence of the plaintiff below became material, and might properly be inquired into.

The judgment must be reversed with costs and a new trial granted.

Ordered accordingly.

☞ The Cleveland, Ottawa and St. Louis Railroad company, having its termini at Ottawa and Cleveland, and passing through the counties of Hancock, Seneca, Huron and Lorain, a distance of 125 miles, has filed its certificate of incorporation with the Secretary of State of Ohio. Capital stock $2,000,000. Corporators, A. V. Rice C. M. Godfrey, N. H. McCracken, Stansburry Sutton, J. P. Simon, W. W. Kelley, S. B. Rice, S. Slauson, J. L. Olney.

Statement of the Public Debt of the United States September 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$166,666 67
6 per cent. 1881 bonds, 1861	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861	189,321,200 00	1,893,212 00
6 per cent. 5-20 bonds, 1862	271,279,500 00	5,425,590 00
6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864	2,298,000 00	45,960 00
6 per cent. 5-20 bonds, 1864	71,564,600 00	1,431,292 00
6 per cent. 5-20 bonds, 1865	157,516,950 00	3,150,339 00
6 per cent. consols, 1865	217,515,900 00	2,175,159 00
6 per cent. consols, 1867	320,099,250 00	3,200,992 50
6 per cent. consols, 1868	39,097,100 00	390,971 00
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest	$1,777,619,800 00	$24,521,298 00
Interest due and unpaid		4,806,989 70

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$7,985,000 00	$43,498 84
3 per cent. navy pension fund, 1868	14,000,000 00	70,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money	$22,663,000 00	$127,058 84

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	117 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
6 per cent. bonds, 1848	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	675 00
6 per cent. 5-20 bonds, called 1862	2,877,000 00	130,837 66
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	20,000 00	1,520 97
5 per cent. 1 year notes, 1863	97,620 00	4,892 85
5 per cent. 2 year notes, 1863	63,850 00	4,622 81
6 per cent. compound interest notes, 1863-64	564,800 00	112,010 25
7 3-10 per cent. 3 years' treasury notes, 1864-65	320,850 00	30,312 44
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	1,795,000 00	15,639 47
Aggregate of debt on which interest has ceased since maturity	$5,170,675 26	$387,670 01

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$86,152 50	
Legal tender notes, 1862-63	356,000,000 00	
Fractional currency, 1862-3-4	40,819,301 16	
Coin certificates, 1863	28,964,800 00	
Unclaimed interest		8,834 84
Aggregate of debt bearing no interest	$425,870,253 66	$8,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,363,052,500 00	
Bonds at 5 per cent	414,567,300 00	
	$1,777,619,800 00	$29,328,287 70
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	7,985,000 00	
	$22,663,000 00	127,058 84
Debt on which interest has ceased since maturity	6,170,675 26	387,670 01
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	356,086,152 50	
Fractional currency	40,819,301 16	
Coin Certificates	28,964,800 00	
	$425,870,253 66	
Unclaimed interest		8,834 84
	$2,232,323,728 92	$29,851,851 39
Total debt, principal and interest, to date, including interest due and unpaid		$2,262,175,580 31

AMOUNT IN TREASURY.

Coin		$73,918,817 40
Currency		10,934,742 36
		$85,853,559 76
Debt, less amount in Treasury, Sept. 1, 1872		$2,177,322,020 55
Debt, less amount in Treasury, on the 1st ult.		2,188,058,656 44
Decrease of debt during the past month		$10,736,635 89
Decrease of debt since March 1, 1872		48,491,477 43
Decrease from March 1, '69 to March 1, '72		299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $16,570,575 54; interest repaid by transportation of mails, &c., $3,806,863 19; balance of interest paid by United States, $12,763,712 35.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.

One, Almost New. Price $22 000.

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CIVIL ENGINEER,
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Railroads, Bridges, Explorations.

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Iron Furnace Property
FOR SALE.

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

Blast Furnace and Real Estate

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Morris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

EASTON IRON MANUFACTURING CO.
Easton, August 20, 1872.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R. }
MOBILE, ALA., August 13, 1872. }

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

RAILS MADE BY THE
Park Gate Iron Co.,
Rotherham, England,
SUPERIOR QUALITY, FOR SALE BY
WM. BAILEY LANG & CO.,
54 Cliff Street, New York

FOG SIGNALS,
OR
ALARM TORPEDOES.
ALWAYS RELIABLE.
W. BAILEY LANG & CO.,
54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

PROPOSALS

FOR THE CONSTRUCTION

OF THE

TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

G. M. DODGE,
Chief Engineer.

HEYERDAHL, SCHÖNBERG & CO.
31 Pine Street,
NEW-YORK.
10 Cornhill, E. C.
LONDON.

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Bessemer Steel Rails.

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No. 7 Warren Street,
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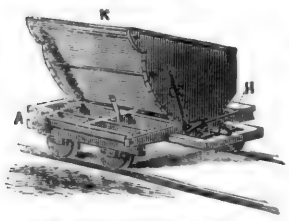
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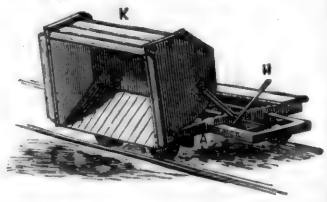


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Care N. C. MILLER, 61 Broadway, New York City:
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2,000 tons best Welsh make 56 lbs.
2,000 " Extra quality 56 lbs.
For sale by

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Engineers, Machinists

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LINE TO

California, Japan and China.

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CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 10, steamer HENRY CHAUNCEY, Capt A. G. Gray, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. ——, touching at Acapulco, and also connecting for all Central American and South Pacific ports. Departure of 20th each month connects with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Sept. 7.

An extra steamer will leave San Francisco, Sept. 16, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

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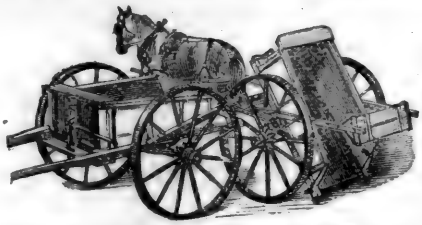
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HAND'S IMPROVED DUMPING CART.

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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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MINERAL SPERM OIL.
NO KEROSENE.
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Mineral Sperm Oil Lamps

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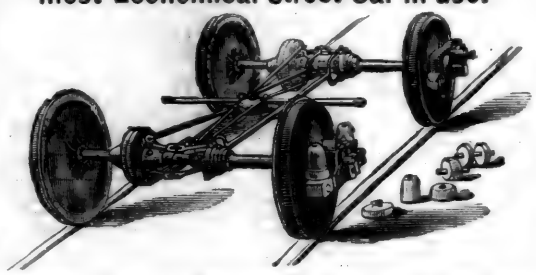
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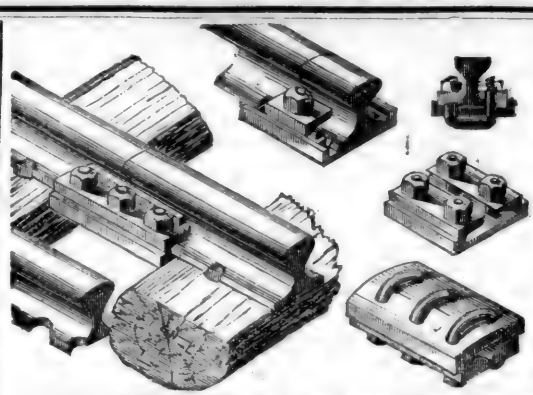
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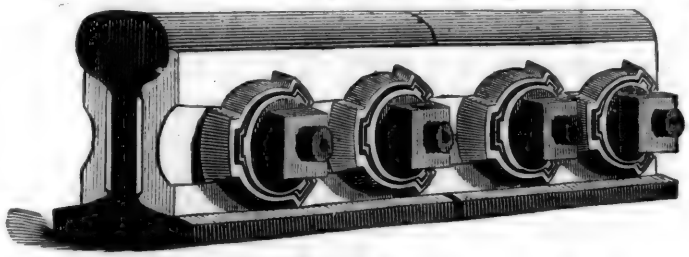
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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Bochum Mining and Cast Steel Manf. Co.

BOCHUM, PRUSSIA.

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American Railroad Journal.

New York, Saturday, September 14, 1872.

INVESTMENTS.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three tenths, Gold, equivalent to about Eight and a Quarter per cent. in Currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.

New York, Philadelphia and Washington.

ANNOUNCEMENT FOR PROPOSALS.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS OF THE CHESAPEAKE AND OHIO R. R. Co.
NEW YORK, SEPTEMBER 9TH, 1872.

By direction of the President and Directors of the Chesapeake and Ohio Railroad Company, we offer, for proposals, *all* the remaining balance of their FIRST MORTGAGE SIX PER CENT. GOLD BONDS, now amounting to $2,923,700. Proposals must be accompanied by a deposit of five per cent., and will be received up to, and including Monday, the 16th inst., the Directors reserving the right to reject any proposals which it may not be for the interests of the Company to accept. The five per cent. deposit will be applied toward the payment, in case of accepted bids, and returned to those whose proposals are not accepted.

The President of the Company, Mr. C. P. HUNTINGTON, is well known as the Vice President of the CENTRAL PACIFIC RAILROAD COMPANY, and the same energy displayed in the management of that corporation, and to which its remarkable success is so largely due, is being put forth in the CHESAPEAKE AND OHIO.

The Board of Directors is composed of probably as strong and able men as were ever associated together to carry out a great enterprise. Among them are the following well known New York Merchants:

Messrs. A. A. LOW, WM. H. ASPINWALL,
JONAS G. CLARK, DAVID STEWART,
WM. WHITEWRIGHT, Jr.

This road will extend from Richmond to the heart of the great West, at a point on the Ohio River, 313 miles below Pittsburgh, where it will at once connect with 12,000 miles of river navigation, and soon by connecting roads with the whole great system of Western railroads, thus giving a short, direct and easy grade outlet to the millions of people and inexhaustible products of the West to the Atlantic Coast, and in return furnishing them with the manufactures of the East, and cheap coal and cheap iron from along the line of the road. Its traffic must be immense. It will cost, fully equipped, upwards of $30,000,000. Of the whole length of the line, 427 miles, at this date 360 miles are completed; the grading is nearly done on the remainder, the iron is being rapidly laid, and during November next, it is expected trains will run through to the Ohio river.

The Western end, 200 miles, will be nearly all laid with steel rails; the bridging all iron, and the masonry first class in every respect.

The total amount of these Bonds is **$15,000,000.** The amount sold by us from the date of bringing out the loan is **$14,489,600.**

The amount now offered by us is made up as follows:

UNSOLD BALANCE OF LOAN as above	**$510,400**
RE-PURCHASED AND RECEIVED FOR DEBENTURE BONDS OF THE COMPANY	**2,413,300**
LEAVING BALANCE SUBJECT TO PROPOSALS	**$2,923,700**

Should the Proposals exceed this amount a proper award among the accepted proposals will be made. An opportunity for Savings Banks, Insurance Companies, Estates and Investors to get so good a Bond on a great road, at a moderate price, is rarely offered.

The Bonds are issued in denominations of $100, $500, and $1,000; either Coupon or Registered; Interest payable May and November, both principal and interest payable in New York City, in U. S. Gold Coin. The accrued interest from May 1st will be added to all accepted proposals.

Proposals should be addressed to

FISK & HATCH, Financial Agents,
Chesapeake and Ohio R. R. Company.

☞ The business men of Alpena, Mich., are contemplating a railroad, to connect them with Grand Rapids and Chicago, by quite a direct route. They are correct in judging that the advantage of such a road would enhance the importance of their thriving city sufficiently to warrant a liberal investment towards the construction of the projected line of communication.

☞ Track-laying on the Green Bay and Lake Pepin Railroad has been completed to Northport, Iron for the extension is rapidly arriving at Green Bay.

Petersburg Railroad.

The earnings of this road in the years ending December 31, 1870 and 1871 compare as shown in the following exhibit:

	1870.	1871.
From passengers	$94,255 69	$84,768 01
" freight.....	148,411 55	160,458 00
" mail	9,750 00	10,562 50
" Southern express.	7,101 31	7,252 37
" miscellaneous ...	594 57	395 75
Total.....	$260,113 12	$263,431 63
Operating expenses.....	142,215 32	178,195 67
Net earnings.....	$117,897 80	$85,235 96
Coupons and interest.....		24,498 98
Leaving a balance of.....		$60,736 98

Out of these profits a dividend of four per cent was declared, amounting to the sum of $52,986. The President in his report dated February 15, 1872, says.

The fiscal year of this company, terminates annually, on the first day of January. On the 1st of February inst., a proposal was made in the Council of the city of Petersburg, to sell the city's interest in this road.

This proposal attracted more than ordinary attention, and the management of this road was most freely canvassed.

In view of this, for a moment, we will depart from the beaten path, stereotyped in most railroad reports, and submit a short review of a management which will receive the approval of the stockholders of this company, as we believe.

To enter into details covering a period of four years, would be tedious and unprofitable, but to state the general principles conducting the administration, in the particular of its finances, may be instructive, and will certainly afford the basis of attaining right judgment on the part of all.

Four years since, when the present administration was installed, there was a considerable outstanding debt, funded in six and seven per cent. bonds falling due in 1869, '70, '71, '72; there was a comparatively large floating debt, liquidated and unliquidated; there were large claims amounting to several thousand dollars, rapidly maturing to trial, on the dockers of the courts, every one of which resulted in judgments against the company; the receipts were far short of the pecuniary requirements; the road-bed was in an unsafe condition, being almost entirely without ballast; the sills, most of them green pine, rapidly wearing out; the rails, for the most part, seriously worn, not more than half spiked, and in the main, without chairs; several of the bridges to be entirely re-built; most of the depot buildings and the water stations to be constructed anew; very much of the motive power old, unsafe and inadequate; the rolling stock for freights, requiring constant and expensive repairs, by reason of being repaired during, and then since the war with unseasoned lumber. Such was the veritable condition of the road when its charge devolved upon the new management.

What it is now is well known to the travelling public, as well as to very many of our stockholders, who are familiar with its improved condition.

The arrangement and adjustment of the debts, the speedy making of the needed renewals of the roadway and rolling stock, the operating of the road the meanwhile, and the forced payment of dividends to the City of Petersburg, necessitated the adoption of some plan, in the common interest of all the shareholders, whereby successful results should be worked out of the seeming chaos, in large measure, the legacy of war.

The expedient of an issue of eight per cent. bonds was resorted to, by which to pay off the accumulated and accumulating debts, and supplement any deficit in the gross earnings which were inadequate to the payment of ordinary operating expenses, the large renewals necessitated by the then condition of the road, the dividends to the city, and the principal of, as well as the interest upon the funded and unfunded debt

In this connection, let it be borne in mind, that the City of Petersburg, a shareholder to the extent of more than one-third of the road, was entitled to, and demanded a three per cent. dividend on two thirds of its stock, under an act of the Virginia Legislature, and that too, whether the road was making or losing money.

While the gross earnings of the road were appropriated to, (and more than exhausted in,) the payment of ordinary expenses, of debts, of repairs, of dividends and interest, whereby the capital of the stock, (or in other words, the principal of the shareholder), was largely appreciated, and at the same time, one of the shareholders, (or co-partners), the City of Petersburg, holding more than one-third of all the stock, was receiving the benefit, not only of the appreciating value of its capital, (or principal invested), but was also demanding and receiving its three per cent. dividend, it was determined on, by the board of directors, that the shareholders, (or co-partners) other than the city,(the individual stockholders) should be placed upon the same footing with the city, by appropriating so much of the earnings as was required to pay to all the shareholders, the City of Petersburg and the individual stockholders alike, the annual dividend of three per cent., and so long as there was any deficit in the gross earnings for all the purposes required, supplement so much from the eight per cent. bonds as was necessary to restore the amount taken from the earnings for dividends, thus doing equal and exact justice to the entire partnership, and at the same time afford timely help to our stockholders, very many of whom, widows and orphans, were helpless and almost hopeless, and leave to posterity the obligation of paying some part of a debt, contracted in greatly enhancing the value of property to come into their possession. To have done otherwise, would have been to enrich one stockholder—the city—at the expense of all the rest.

Such was the condition of the road, and such was the policy adopted by your board. That it meets your approval, we believe; that it was just, none can doubt; that it was wise, the present condition of the affairs of the company amply attests.

The following abstract from the Report of the Treasurer exhibits in details, the financial condition of the company:

INDEBTEDNESS.

Seven per cent. coupon bonds.	$17,000 00	
Eight per cent. coupon bonds.....	341,500 00	
		$358,500 00
Bills payable.....		28,223 08
		$386,723 08
Due to other companies...	$7,040 70	
Dividends and interest....	18,852 50	
Bills not paid 1st January, 1872	14,189 31	
		40,082 51
		$426,805 59

CREDITS.

Cash assets.....	$44,228 45	
Due by other companies.	19,524 16	
		$63,752 61
Leaving total balance of indebtedness, 1871		$363,052 98
Total balance of indebtedness for the year 1870.....		314,552 02
Increase of debt.		$48,500 96
Total assets.		$1,782,865 35
Total liabilities, including capital stock.....		1,751,005 59
Excess of assets		$31,859 76

The total value of the road is $1,719,112 74, which gives a per mile value of $21,226 01, very much less than would be the cost of constructing and equipping a road such as this.

It will be observed, that the indebtedness has increased since the last report, by the sum of forty-eight thousand five hundred dollars. This increase of debt is represented in the large expenditure being made in the renewal of the track, and the bridge over the Roanoke river, between Garysburg and Weldon. This work is progressing satisfactorily.

The act of the Legislature of North Carolina, securing in this behalf certain privileges not heretofore enjoyed, is hereto appended.

In connection with the increase of indebtedness, it should be observed that the property of the company has appreciated in value, by reason of renewals and improvements, by the sum of sixty-eight thousand nine hundred and fifty-six dollars, more than counterbalancing the increased indebtedness.

Few, if any, roads in the South present a more favorable exhibit than does this road, and the board unhesitatingly renews the expression of its confidence in its present value and future prosperity.

The number of passengers transported over the road in 1871 was 34,953, against 40,399 in 1870. Freight carried in 1871, 52,345 tons, against 43,240 tons in 1870—showing a decrease in passengers of 5,446, with an increase in freight tonnage of 9,105.

The financial condition of the company as per Balance Sheet, at commencement of 1872, was as follows:

Capital stock.....	$1,000,000 00
Preferred stock.....	324,200 00
Seven per cent. coupon bonds..... ..	17,000 00
Eight per cent. coupon bonds	341,500 00
Bills payable.....	28,223 08
Due to other companies.....	7,040 70
Interest on bonds due Jan. 1, 1872..	14,000 00
Dividends 3 235 shares stock, 1½ per cent. due Jan. 1, 1872	4,852 50
Current accounts.....	14,189 31
Excess of assets over liabilities.....	31,859 76
	$1,782,865 35
Road and equipment.....	$1,719,112 74
Due by other companies.....	19,524 16
Bills receivable.....	2,602 32
Lancaster, Brown & Co.....	8,000 00
Cash on hand.....	33,626 13
	$1,782,865 35

President.—CHARLES F. COLLIER.

Vice President.—A. G. MCILWAINE.

Directors.—S. A. Plummer, D. B. Tennant, R. A. Martin, T. T. Broocks.

General Superintendent.—R. B. PEGRAM.

Treasurer.—DAVID G. POTTS.

Auditor.—DAVID R. DUNN.

Toledo and St. Louis Railroad.

The most active operations on the Toledo and St. Louis Air Line road have commenced. More than one thousand men are distributed from Shelbyville, Illinois, to Arcola, sixty miles this way, and are rapidly preparing the road for iron. An enthusiastic meeting was held at Shelbyville, on Thursday last, in honor of the vigorous commencement of the work. Colonel Sprague has been on that section of the line for several weeks past, pushing forward the enterprise. The greater part of the Illinois division will be completed this season.

The only reason that work has not been commenced on the eastern division, is the small deficit of local stock—about $30,000 out of more than $800,000. This is really all a deficit of our own county. Adams, Wells, Huntington, Tipton, Clinton, Boone, Montgomery and Vermillion have not only done their duty, but Huntington, Clinton and Boone have a surplus. In Grant and Fountain counties only are there deficits. The consid-

erable surpluses of Boone and Clinton counties are applied to Fountain, which brings it up full. The small surplus of Huntington is applied to Grant county, yet there is still a lack of almost $30 000—we having raised $70,000 out of our quota of $100,000—*Marion Chronicle.*

Houston and Texas Central Railway Company.

This road was begun in 1868 and will be entirely completed by Jan. 1st next. It is destined to open up a vast region of great fertility, and place the city of Houston and the chief part of Texas in safe and quiet communication with all important northern and western points. A glance at the map will show the completed portions of tract run through a settled and producing country. In 1869 the gold receipts on 141 miles were $1,047,827; in 1870 of 166 miles, $1,538,410; and in 1871, $2,311,337. The northern division or trunk line will terminate at Preston, on the Red River, a distance of 350 miles, and the western division, from Hempstead to Austin City, a distance of 115 miles, making the entire length of road 465 miles. The president, William E. Dodge, of the noted firm of Phelps, Dodge & Co., is a gentleman trusted and highly respected among all business, mercantile and monetary, classes; while such other officers and directors as W. M. Rice, Moses Taylor, Sheppard Knapp and W. Walter Phelps are well worthy to be associated with him. These names will inspire confidence wherever known.

The company are now offering through the eminent banking house of John J. Cisco & Son, 59 Wall street, first mortgage 7 per cent. land grant gold bonds at 90 and accrued interest in currency, principal and interest payable January and July in gold at the National Bank, New York city.

These bonds are secured by a first and only mortgage upon ten sections or square miles of land for every completed mile of road on the northern division or trunk line from the city of Houston to Red River, and on the western division from Hempstead to Austin city, the capital of the State, also by first and only mortgages upon the whole and entire lines of road of each division, and upon the property of the company of every description, including chartered rights, privileges and franchises, also by an annual sinking fund of two per cent. in addition to the amount derived from the sales of the lands, which are specially devoted to the purpose of paying the bonds. The land grant is 16 sections of 640 acres each, or 10,240 acres for every mile of road constructed; of which, however, as stated above, but 10 sections, or 6,400 acres, to the mile are covered by the mortgage. The issue of the bonds is limited to $20,000 per mile, and no bonds are issued except upon road thoroughly built, equipped and in active operation. Capital stock, $820,000, to which has been added the net earnings of the road, over $3,000,000, largely held by managers and directors. It will be seen that these bonds offer the highest possible inducements as to profit and security for permanent investment. They are in every respect first-class.

Jackson, Lansing and Saginaw Railroad.

The northern extension of this road is completed and accepted to the West Branch, thirteen miles above Wells. Beyond that point track laying is progressing rapidly, not less than five miles having been laid in four days, recently. There are some 600 men regularly employed. The new Superintendent, Major Geo. C. Hooper, has his office at Saginaw City, and with the energy for which he is noted, is sparing no pains to render this road complete in all its appointments. The following is from the Jackson *News*:

This road is opening up a section of the country that for wildness of scenery and picturesque beauty cannot be surpassed in this country, by penetrating these vast old forests that for centuries have been the secure abodes of the bear, wolf and deer, where they have remained undisturbed except by an occasional adventurous pioneer, or by the "noble red man," those solitudes are soon to echo with the shrill scream of the locomotive, and those beautiful lakes that for ages have nestled in those dark forests, will soon be the scenes of happy parties from the highest circles of civilization. As soon as the railroad is completed a ride to Mackinaw and a visit to the intermediate points of interest will be one of the most delightful of summer trips that can be imagined. The road will be completed to the north line of Crawford county this fall, and will undoubtedly be pushed to the Straits next summer, and is destined to be one of the most popular and safe roads to travel on in this country.

Illinois Central Railroad.

The statement of this Company for the month of August, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,409.74 for	$12,480 18
Acres Inter't Fund Lands Sold	40 for	480 00
Acres Free Lands Sold	183.89 for	2,158 90
Total sales during the m'th of August, 1872	1,633.63 for	$15,119 08
To which add Town Lot Sales	for	
Total of all	1,633.63 for	$15,119 08
Cash collected in August, 1872		$47,198 00

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$444,741 00	$82,891 00	$527,632 00
Passengers	111,434 05	38,990 20	150,424 25
Mails	6,375 00	3,059 33	9,434 33
Other sources	73,625 00	2,140 67	75,765 67
Tot'l Aug. '72	$636,175 05	$127,081 20	$763,256 25
Total actual earn'gs, Aug., 1871	$706,947 35	$129,093 16	$836,040 51

Albany and Susquehanna R. R.

At the annual meeting of this company held in Albany on the 3d inst., the following gentlemen were elected directors for the ensuing year: Thomas Dickson, J. Pierpont Morgan, David Groesbeck, New York; Joseph H. Ramsey, Robert H. Pruyn, William A. Rice, Thomas Olcott, Albany; Minard Harder, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Ira E. Sherman, Sidney Plaine. At a meeting of the directors held subsequently, the following officers were chosen: Joseph H. Ramsey, President; David Groesbeck, Vice President; William L. M. Phelps, Secretary and Treasurer.

☞ The estimated earnings of the Kansas Pacific Railway in August, 1872, were $349,381-80, against actual earnings in August, 1871, $332,-554 97—an increase of $16,826 83.

☞ The length of the Berks County (Pa.) railroad, between Reading and Slatington, is forty miles; one-half of this is now under contract, and the shanties for the workmen are being put up along the route.

☞ A railroad is being built from Mt. Union, in Blair county, (Pa.) to Matilda Furnace, in Wayne township, Mifflin county. The grading is nearly completed.

Traffic Guarantee

AND

REDEMPTION BONDS

7 per cent. Gold Interest.

Mortgage $15,000 per mile.

COMPLETED AND FULLY EQUIPPED RAILWAY.

228 MILES LONG,

ENTIRELY WITHIN THE

STATE OF ILLINOIS.

FIRST MORTGAGE SINKING FUND, GOLD BONDS OF THE

Springfield and Illinois South-Eastern Railway.

INTEREST PAYABLE FEBRUARY AND AUGUST, FREE OF GOVERNMENT TAX, AT THE

Office of the Farmers' Loan and Trust Company

IN NEW YORK.

PRICE 90 AND ACCRUED INTEREST.

These Bonds, representing an unusually light Mortgage upon a Finished Railway, fully Equipped, extending Centrally through one of the Richest, and most Populous States of the Union, remarkable for the great success of its different Railways, offer unusual inducements to the investor seeking a PROFITABLE AND SAFE SECURITY.

The Holder of this Bond has the right to vote at all Elections.

By the terms of a Traffic Guarantee Contract with the well-known CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, (four of whose Directors, including the President and Vice-President, are also DIRECTORS IN THE SPRINGFIELD AND ILLINOIS SOUTH-EASTERN RAILWAY), A LARGE NUMBER OF THESE BONDS WILL BE PURCHASED BY LOT SEMI-ANNUALLY *AT PAR* and ACCRUED INTEREST, giving the fortunate holders Eleven per cent. Profit on their investment, besides nearly Nine per cent. Interest.

We respectfully invite the attention of all Capitalists to this Security as a particularly safe and desirable one.

Pamphlets and Maps with full particulars furnished by us on written or personal application.

JONES & SCHUYLER,

12 PINE STREET, NEW YORK,

Financial Agents of the Company.

Grand Rapids and Bay City R. R.

The eastern end of the Grand Rapids and Bay City Railroad will soon be completed. It is time to think of the western end of the road; the line from Midland City to Grand Rapids ought to be completed next season. The following from the Midland *Independent* tells how far advanced the eastern end of the road is, and what the prospects are:

An assessment of 10 per cent. was made on the 9th inst., on the subscribed stock of the above road, which is payable September 5th, and another assessment of 15 per cent., payable on the 6th of October next. These two assessments make the 100 per cent., or in other words, exhaust the subscription. We are informed that the grading upon this road is substantially completed, with the exception of a two-mile job at either extremity. The whole will be accomplished probably within 60 days. The ties and irons have not as yet been purchased. Many ties have been got out, however, along the line of the road, and are held for sale to this company. The iron will probably be secured ere long, and it is believed that before the frost hardens our ground again the locomotive will have made its first direct trip from Midland to Bay City.—*Grand Rapids Eagle.*

Wilmington and Reading Railroad.

The grading on the extension of the Wilmington and Reading Railroad from Birdsboro' to Reading is rapidly approaching completion. Three bridges are required over the Schuylkill, and by the time these are finished the whole road will be ready for the rails. The work on the extension of the W. and R. road from Reading to the Lehigh Valley Railroad, known as the Berks County Railroad is also progressing. The contractors are at work on the grading of the first twenty miles, and the remainder will be put under contract in a few days. The road connects with the Lehigh road at Slatington, and will be 40 miles long, part of which, however, will be built by the Lehigh Valley road. It is expected to have the cars running in a year. This will place Chester county in direct connection with the Lehigh coal regions. The project to build a branch from the Wilmington and Reading Railroad, at Springfield, up the Conestoga Valley into Lancaster county, we hear, is lying quiet for the present, owing to the fact that surveys of the proposed Lancaster City and Delaware River Railroad run parallel with it.—*Westchester Record.*

Marquette, Houghton and Ontonagon R. R.

The Marquette and Ontonagon and the Houghton and Ontonagon Railroad companies have been consolidated under the above title. The officers of the new organization are: H. N. Walker, of Detroit, President; S. P. Ely, of Marquette, Vice President; Freeman Norvell, of Detroit, Secretary; Moses Taylor, of New York, Treasurer. Directors, Moses Taylor and John Steward, of New York; Charles Adams, Jr., and Alex. Agassis, of Boston; H. N. Walker, George Jerome, S. L. Smith, S. P. Ely and C. H. Palmer, of Michigan.

It is understood to be the policy of the new company to extend their road and branches to all the mines in their vicinity, to increase the rolling stock and motive power equal to the demand, to reduce their rates of transportation, and, if practicable, to establish a new system of transportation, which, if carried out, will, it is thought, work advantageously to the producer and consumer, and relieve the anxiety of both.

A committee was appointed to investigate the mode suggested, which is to establish a line of steam barges to run in connection with the road, taking the ore from the mines and delivering it at its port of destination, with a certain degree of regularity, which it is impossible to do now. It is hoped that something may be done to facilitate transportation of ores from this region. The present prospects are that a demand for not less than 1,500,000 tons of ore, and possibly more, will be made next year from here. As it now looks not over 1,000,000 tons will be shipped this year, and over half this amount will go via the Chicago and Northwestern Railroad, via Escanaba. It is reported that the latter company intend to build 500 or more cars the coming winter to do the transportation required over their road next year, equal to 800,000 tons or more of ore. Their new shipping dock will be completed so as to use this fall to some extent. It is now very evident that neither road can move the whole amount of ore sold.—*Correspondence Detroit Post.*

The Cotton Crop.

The cotton crop as made up for the year ending August 31, 1872, is considerably smaller than the estimates of it which were published at this time a year ago, and this for reasons which we have duly published as the prospects varied from time to time until the last boll was picked. When the statement was completed last year, the indications for the new crop were so favorable that the most reliable estimates had gradually risen from three and a quarter to three and a half million bales, and it was our own opinion that the higher figure was not an exaggerated summary of the prospective yield. This was afterwards reduced, but very few, even of the least sanguine, expected that the total would fall below three million bales. The weekly *Financial Chronicle* of this city, under the advice and countenance of the Cotton Board, has made up the annual statistics which are accepted here as official. The following will show the yield in different sections as nearly as these can be divided:

COMPARATIVE PRODUCT OF COTTON.

	1869-'70	1870-'1.	1871-'2.
Louisiana	1,142,097	1,446,490	957,538
Alabama	305,956	404,673	288,012
Texas	246,284	314,484	197,956
Florida	23,194	16,688	19,359
Georgia.	485,374	725,528	450,539
South Carolina.	246,593	350,692	271,241
North Carolina.	58,884	77,223	52,528
Virginia.	203,981	339,175	276,098
Tennessee, etc..	322,386	580,813	341,080
Manuf. at South.	79,843	91,240	120,000
Total bales	3,114,592	4,347,006	2,974,351

The exports to foreign ports show a very large decrease as compared with the corresponding figures of last year. They may be summed up briefly as follows:

EXPORTS OF COTTON TO FOREIGN PORTS.

	1869-'70.	1870-'1.	1871-'2.
To Gt. Britain..	1,475,444	2,345,998	1,454,532
To France	346,706	138,869	189,634
To N. Europe...	255,315	496,377	229,427
To other ports..	96,094	152,928	82,721
Total bales	2,173,529	3,134,172	1,957,814

The total consumed in the United States can never be given with perfect accuracy, but the annexed estimate is probably near enough for all practical purposes:

HOME CONSUMPTION OF COTTON.

	North of Virginia.	Elsewhere.	Total.
1856-7, bales...	665,718	154,218	819,936
1857-8 "	452,185	143,376	595,562
1858-9 "	760,218	167,433	927,651
1859-60 "	886,521	185,522	972,043
1860-1 "	650,357	193,383	843,740
1865-6 "	594,000	72,000	666,000
1866-7 "	690,000	80,000	770,000
1867-8 "	884,281	81,385	965,666
1868-9 "	846,756	79,498	926,254
1869-70 "	777,341	85,265	862,606
1870-1 "	1,072,426	94,542	1,166,968
1871-2 "	1,007,540	130,000	1,137,540

We now present our usual comparison of the total crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates;

COMPARATIVE CROP STATEMENT.

	Bales.		Bales
1820-1	430,000	1846-7	1,778,651
1821-2	455,000	1847-8	2,347,634
1822-3	495,000	1848-9	2,728,596
1823-4	509,158	1849-50	2,096,706
1824-5	569,249	1850-1	2,355,257
1825-6	720,027	1851-2	3,015,029
1826-7	957,281	1852-3	3,262,882
1827-8	727,593	1853-4	2,930,027
1828-9	870,415	1854-5	2,847,339
1829-30	976,845	1855-6	3,527,845
1830-1	1,038,848	1856-7	3,939,519
1831-2	987,477	1857-8	3,113,962
1832-3	1,070,438	1858-9	3,851,481
1833-4	1,205,324	1859-60	4,669,770
1834-5	1,254,328	1860-1	3,656,086
1835-6	1,360,725	1861-2. (est.).	4,800,000
1836-7	1,422,930	1862-3. (est.).	1,500,000
1837-8	1,801,497	1863-4. (est.).	500,000
1838-9	1,360,532	1864-5. (est.).	300,000
1839-40	2,177,835	1865-6	2,154,476
1840-1	1,634,945	1866-7	1,951,988
1841-2	1,683,574	1867-8	2,430,893
1842-3	2,378,875	1868-9	2,260,557
1843-4	2,030,409	1869-70	3,114,592
1844-5	2,394,503	1870-1	4,347,006
1845-6	2,100,537	1871-2	2,974,351

The Sea Island crop for last year was the smallest of any year upon our record, amounting to only 16,845 bales. The largest total was for 1858-9, when it reached 47,592 bales. The smallest previous total was for 1868-9, when it fell to 18,054. The next year it reached 26,507, then fell to 20,818, for the year before last.

Prices of cotton have ruled during the year a little above the range for the previous year. The average of the range, reckoning one week with another, is 22 cents. The highest price for middling upland in this market was 27¼, and the lowest price 18¼, reckoning from September 1, 1871, to August 31, 1872. We have prepared with much care, from the official record at the Cotton Exchange, the highest and lowest price of middling upland at this port for each week of the year, which will be found extremely valuable for reference, and should be carefully preserved:

HIGHEST AND LOWEST PRICE OF MIDDLING UPLAND COTTON AT NEW YORK DURING EACH WEEK OF THE YEAR ENDING AUGUST 31, 1872:

Week end.	High-est.	Low-est.	Week end.	High-est.	Low-est.
Sept. 8—1871.	20⅞	19¾	Mch. 8—1872.	22¼	22¼
Sept. 15	21¼	20¾	Mch. 15	22¼	22¼
Sept. 22	21	19⅞	Mch. 22	22¼	22¼
Sept. 29	19¾	19¼	Mch. 29	23¼	22¾
Oct. 6	21¼	19¾	Apl. 5	23¼	23¼
Oct. 13	20¼	19⅞	Apl. 12	23¼	23¼
Oct. 20	20¼	19¼	Apl. 19	23¼	23¼
Oct. 27	18⅞	18¼	Apl. 26	23¼	23¼
Nov. 3	18¼	18¼	May 3	23⅞	23¼
Nov. 10	18¼	18¼	May 10	23¼	23¼
Nov. 17	18¼	18¼	May 17	24¼	23¾
Nov. 24	19	18¾	May 24	25¼	24¼
Dec. 1	19¼	19	May 31	26¾	25¼
Dec. 8	19¾	19	Jun. 7	27¼	26¾
Dec. 15	20¼	19¾	Jun. 14	26¾	26¼
Dec. 22	20¼	19⅞	Jun. 21	26¼	26¼
Dec. 29	20¼	20	Jun. 28	26¼	26¼
Jan. 5—1872.	20⅞	20	July 5	26¾	25¼
Jan. 12	22¼	22¼	July 12	25	24
Jan. 19	22¼	21¾	July 19	24¼	22¾
Jan. 26	22¼	21¾	July 25	22¼	22
Feb. 2	22¾	22	Aug. 2	22	21¼
Feb. 9	23¼	22¾	Aug. 9	21¾	21¼
Feb. 16	23¼	22¾	Aug. 16	21¾	21¾
Feb. 23	23¼	22¾	Aug. 23	22	21¾
Mch. 1	22¾	22¼	Aug. 30	22	21¾

Some time ago we compiled a yearly table giving the highest and lowest prices of middling upland at this port for each year since 1825. This was very highly esteemed, and we were solicited for copies long after our edition was exhausted. We now repeat this table, adding to it the highest and lowest for the year 1872 from January 1 to August 31. This, it will be noticed, is for the calendar

year ending December 31, and not for the commercial year:

HIGHEST AND LOWEST PRICES OF MIDDLING UPLAND COTTON IN EACH OF THE YEARS NAMED AT THE CITY OF NEW YORK.

Year.	Highest price.	Lowest price.	Year.	Highest price.	Lowest price.
1825	27	13	1849	11	6
1826	14	9	1850	14	11
1827	12	8	1851	14	8
1828	13	9	1852	10	8
1829	11	8	1853	11	10
1830	13	8	1854	10	8
1831	11	7	1855	11	7
1832	12	7	1856	12	9
1833	17	9	1857	15	13
1834	16	10	1858	13	9
1835	20	15	1859	12	11
1836	20	12	1860	11	10
1837	17	7	1861	28	11
1838	12	9	1862	68	20
1839	16	11	1863	88	54
1840	10	8	1864	1 90	72
1841	11	9	1865	1 22	33
1842	9	7	1866	52	32
1843	8	5	1867	36	15½
1844	9	5	1868	33	16
1845	9	4	1869	35	25
1846	9	6	1870	25¾	15
1847	12	7	1871	21¼	14¾
1848	8	5	1872 to 8p. 1	27⅜	18⅜

The damage to the growing crop from various causes, and especially from the furious storms and overflow of water in Alabama, have modified materially the estimates made some time ago. A few days since the sharp turn of cold weather led many to fear an early frost that would put an end to all ripening of the late yield. Not a few argue from the extreme heat of the past summer, an early and cold winter, to extend over a large area of country. Of course this is mere speculation, but the indications of a long, late picking season are not as favorable quite as usual. If no untimely frost occurs, with a fair opportunity to gather all maturing, the yield will probably be near three and a half million bales.—*N. Y. Journal of Commerce.*

Notes on Tennessee Roads.

It appears likely that Chattanooga will push through her air line to Pensacola. The South and North proposed to build the Chattanooga, Montgomery and Pensacola road beginning at Rome, Georgia, if Chattooga and Walker Counties would subscribe $100,000, but the Lookout Mountain Company want the work to begin at Chattanooga and this appears to be the understanding now. The indications are that Chattooga and Walker counties will assist, and Chattooga has already promised.

The survey of the Columbia and Fayetteville road was begun on the 19th inst., and is now being carried vigorously forward. Fayetteville does not seem as enthusiastic as Columbia and Lewisburg, and counts out its dollars for assistance slowly. Unquestionably this road would be of immense benefit to Lincoln County and no county can better afford it. Nature has made the route an easy one, almost level, while Marshall, Maury and Lincoln are all fertile to a remarkable degree; the two latter are among the richest counties in the State. Probably Lincoln is rich enough to be a little selfish and careless as to its neighbors welfare, Maury has not subscribed yet but will in all probability; while Marshall is very anxious, a subscription of $300,000 to the Cumberland and Ohio, restrains it from action just now.

The bidding closed for the building of the extension of the Mississippi Central from Jackson, Tennessee, to Cairo, and Col. Reid has laid the estimates and bids before President McCombs. The Jacksonians are hopeful of an early completion of this line.

The Memphis and Knoxville narrow gauge is working it way through the mist of wordy preliminaries.

The Cincinnati Southern sold $150,000 of their bonds to the First National Bank of Cincinnati lately at a handsome premium. With this money they intend to complete the surveys to Chattanooga, and arrange other preliminaries so that by the first of 1873 to begin the grading.—*Nashville Journal of Commerce.*

Air-Line Route from Nashville to Chicago.

Among the various roads lately projected and now completed, has been an air line route from Nashville, Tenn., to Chicago, via Evansville and Terre Haute. In other words a road has been built from Henderson, Ky., opposite Evansville, Ind., to Nashville, Tenn., as an extension of the Evansville and Crawfordsville Railroad, at the southern extremity, while at the northern terminus the Terre Haute, Danville and Chicago Railroad has been completed, so that now the run from Chicago to Nashville can easily be made in twenty hours. These three roads are soon to be consolidated, and cars without change will be run from Evansville to Chicago, the distance being about three hundred miles.

Between Vincennes and Terre Haute the Evansville and Crawfordsville Railroad runs through a valuable coal country; and previous to the opening of this one to Chicago there has been little or no market for the coal mined in this region, so that, during the summer months especially, the miners were idle. Now there is a ready sale for all the coal offered, and so great is the demand that several new shafts have recently been sunk in Sullivan county. About three fourths of the freight trains to Chicago over the Chicago, Danville and Vincennes road are now composed of coal cars. Besides this, immense quantities of cotton and tobacco from Nashville, which were formerly sent over the Louisville and Nashville as a matter of necessity now comes this way. This new road is as straight as an arrow, and seems so destitute of curves that an express train could run on it 50 miles an hour with ease and safety. This is destined to be the great Southern route from Chicago, and will form a valuable connection with the Terre Haute and Cincinnati road now building, a portion of which was opened with a celebration on the 6th inst., to Middleburg, in Clay county, Indiana.—*Chicago Journal of Commerce.*

☞ The managers of the Chicago, Dubuque and Minnesota Railroad have made proposals for building another branch of their line. It will commence on the Iowa and Pacific, eight miles beyond Lafayette, and run up into Howard county, via Cresco. The building of the road will commence as soon as certain preliminaries are fixed up. The Chicago, Dubuque and Minnesota Railroad is now running to Brownsville, Minnesota, and on the Tucker Valley Road the iron is laid to Elkport, and beyond.

☞ Mr. Wendell Bollman, of Baltimore, the contractor for the erection of iron bridges over the creeks on the line of the Frederick and Pennsylvania Line R. R., completed the last one, that over Monocacy, on Saturday morning last. It is a neat and handsome structure, and reflects much credit upon the builder.

☞ The following persons have been elected directors of the Cincinnati, Rockport and Southwestern Railway Company, to serve for one year: A.S. Goshorn, James M. Glenn, S. S. l'Hommedieu, K. Garrard, Joseph Kinsey, Henry Lewis, E. H. Sabin, L. J. Debruler, John Mollen, Jacob Seasongood, J. F. Melbourne, John A. Mann.

☞ Work will soon be commenced on the Nashua and Rochester Railroad at Rochester.

☞ The survey of the Painesville, Warren and Pittsburgh Railroad has been completed.

$5,000,000.

A

PRIME INVESTMENT

AT A

LOW PRICE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund

30 Years'

7 PER CENT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

BANKERS,

NO. 27 PINE STREET.

Leonard, Sheldon & Foster

BANKERS,

NO. 10 WALL STREET

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,667	611,854	609,788	579,642	535,360	467,059	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,242,140	1,175,295	1,288,297	.....	.....	.....	.... ..	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,516	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747.942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858.948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211.150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,693	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,054,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,937	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236.435	193,959	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341.783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319.012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,638	318,629	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416.588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6.329.447
1865	571,586	528,972	616.665	516.608	460.573	617,682	578,403	747,469	739,736	641,689	643,887	518,088	7,151,208
1866	603,053	505,266	505,465	411,605	569.250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	890,907	931,530	685,401	681,041	7,817,689
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	886,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	768,256	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103.373	98,043	106,921	104,866	113,504	112,962	123,802	1,201.230
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,568	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476.661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	345.737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	383,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,261
1869	384,120	320,636	386,527	411.814	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496.563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,395
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,728	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	259.139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234.633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	251,351	265,905	262,149	204,620	217,082	194,455	287,557	307,122	283.329	274,637	233,861	2,964,041
1869	180,366	216,080	221.459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	264,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	245,650	222,263	189,241	211,352	298,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,283
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,108	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,584	757,178	936.188	711,457	1,170,241	1,128,635	754.551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861.604	1,109.267	1,140,301	996,841	1,252,386	856,742	887,793	874,974	436,990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,668	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,159,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,500	688,578	1,003,092	1,510,088	1,213,803	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,185	168,699	162,532	166,015	222,953	198,884	244,854	212,227	177,364	2,250,142
1867	149,668	149,312	174,163	188,162	171.736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,693	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,606	1,935.753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	145,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105.033	103,716	117,625	116,242	107,524	126,012	127.412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,553	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	551,759	333,480	3,809,353
1868	278,712	266,137	247,800	286,825	260.529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,015,208
1869	284,193	240,395	242,705	311,803	312,530	348,891	310,800	450,246	4 0,720	422,869	323,377	434,284	4,242,342
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466.431	508,043	451,294	425,687	515,618	4,454,464
1871	265.175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,786,666
1872	439,780	431,949	460,648	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,660	617,586	758,467	999,665	837,388	716,929	5,709,183
1870	528 529	549 139	459,228	706,665	802,586	746,450	643,078	684 951	728 521	719,698	570.168	505,053	7,654,009
1871	479,573	37 ,995	4 0,559	584 540	724,466	728,174	673,692	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,115	565,864	609 430	690,442	855,459	743,382	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury..Mass	56,138	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'70	10.70	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,879	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.00	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,209	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40 685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	373,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	....
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	134,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,335	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	....
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,388	26.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,480	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	....
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.00	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	968	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	65
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	58	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,050	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	164,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	895	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.58	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	....
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	....
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,896	3,838	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,800	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	555,954	137,404	—	50	50	95
Oct. 31,'71	38.00	580	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	....
Oct. 31,'71	6.75	256	40	17th and 19th street (Phila.)..Pa.	186,402	180,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,478	43,074	3.50	50	....	20¼
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,920	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	sing'b.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,185	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown....Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	130	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush...N.Y.	428,600	300,000	125,000	3,600	17,076	609	—	100	100	....
Oct. 31,'71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,182	51,650	—	—	8,90-	3,001	4	100	100	....
Sept. 30,'71	4.18	51	23	Worcester .....Mass.	81,413	40,000	83,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1894	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F& A	1882	....
2d Mortgage	200,000	7	M& N	1890	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J & J.	1873	....
D. Dock, E. Bdw. & Battery: 1st Mortgage	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1851	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1855	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1894	....
2d Mortgage	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Rea. estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage	25,000	7	.....	.....	....
2d Mortgage	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley	50	2,256 350	— & —	---- ---- --
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100	3,691,200	— & —	--- ---- --
" " pref.	100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*	100	2,494,900	M. & S.	Sept. '72 2
" " new 1870.	100	1,500,000	— & —	---- ---- --
Avon, Genesee & Mt. M.*	100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio	100	13,151,962	M. & N	May '72 5
Washington Br.	100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref.	50	5,680,685	— & —	---- ---- --
Berkshire*	100	600,000	J.A.J&O	July '72 1½
Blossburg & Corning.*	50	250,000	J. & D.	June '72 2½
Boston and Albany	100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.	100	633,200	— & —	---- ---- --
Agricultural Br. guar.	100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref	100	500,000	M. & N.	May '72 3
Boston and Lowell	500	2,215,000	J. & J.	July '72 4
Boston and Maine	100	5,000,000	M & N.	May '72 5
Boston and Providence	100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*	100	950,000	J. & D.	June '72 3½
Burlington and Mo. Riv.	100	1 380,000	J. & J.	July '72 4
" " pref.	100	1,083,400	J. & J.	July '72 4
Camden and Amboy*	100	5,847,800	J.A. J.O.	July '72 2½
Camden and Atlantic	50	577,100	— & —	---- ---- --
" " pref.	50	752,700	— & —	---- ---- --
Cape Cod	50	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville*	50	447,000	J & D.	June '72 3
Catasauqua & Fogelsv.	50	426,900	Novemb.	Nov. '71 6
Catawissa*	50	1,159,500	— & —	---- ---- --
" pref.	50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*	50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*	100	6,850,400	M. & N.	May '72 1½
" " pref.	100	769,600	M. & N.	May '72 3½
Central of Georgia	100	4,668,800	J. & D	June '72 5
Central of New Jersey	100	15,000,000	J.AJ&O.	July '72 2½
Central Ohio*	50	2,425,000	J. & D.	June '72 3
" pref.	50	400,000	J. & D.	June '72 3
Chemung*	100	380,000	J.A.J&O	July '72 1½
Cheshire, preferred	100	2 100,000	J. & J.	July '72 2
Chicago and Alton	100	8,925,500	M. & S.	Sept. '72 5
" " pref.	100	2,425,400	M. & S.	Sept. 72 5
Chicago, Burl. & Quincy	100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	July '72 4
Chicago & N. Western	100	14,720,959	J. & D.	June '71 4
" " pref.	100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*	100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*	50	2,967,390	— & —	Apl. '72 10s
" " pref.	50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind.	100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*	50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*	100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*	5	1,788,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.	100	848,961	F. & A	Aug. '72 5
Concord	50	1,500,000	M. & N.	May '72 5
Concord and Ports.*	100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv.	1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River	50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.	100	307,388	— & —	---- ---- --
Cumberland Valley	50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk	50	400,000	M.J.S.D.	Dec '71 4
Delaware*	50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn.	50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee*	50	452,350	— & —	---- ---- --
" " pref.	50	2,095,000	J. & J.	July '72 2
Dubuque & Sioux City*	100	5,000,000	J. & J.	July '72 2
East Pennsylvania*	50	1 309,200	J. & J.	July '72 4
East Mahanoy*	50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)	100	4,062,600	J. & J.	July '71 4
Eastern (N. H.)	100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*	100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport*	50	500,000	M. & N.	May '72 2½
" " pref.	50	500,000	J. & J.	July '72 3½
Erie Railway	100	28,000,000	F. & A.	Feb. '66 4
" pref.	100	8,636,910	J & J.	July '72 3½
Erie and Pittsburg*	50	1,090,250	M.J.S.D.	Sept. '72 1½
Fitchburg	100	3,540,000	J. & J.	July '72 4
Georgia	100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.	100	1,000,000	— & —	---- ---- --
Grand Trunk, (Ca.)	100	14,367,946	— & —	---- ---- --
Great Western, (Ca.)	100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph	100	4,151,700	F. & A	Aug. '70 3½
" pref.	100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50	118,850	M. & N.	May '72 5
Harlem Extension	100	4,000,000	— & —	---- ---- --
Harrisburg & Lancaster*	50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven	100	3,300,000	J. A. J.O.	July '72 3
" " scrip.	50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref.	100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top.	50	616,000	— & —	---- ---- --
" " pref.	50	218,350	J. & J.	July '68 3½
Illinois Central	100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf.	50	7,686,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	100	4,626,000	— & —	---- ---- --
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*	100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.	100	38,446,500	F. & A.	Aug. '72 4
" " (guar.)	100	533,500	F. & A.	Aug. '71 5
Lawrence*	50	260,200	— & —	---- ---- --
Leeds and Farmington*	100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50	8,739,800	M & N.	May '67 5
Lehigh Valley	50	18,169,400	J.A. J.O.	July '72 2½
Little Miami*	50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*	50	2,648,100	J. & J.	July '72 3½
Long Island	50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex	50	1,623,483	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	July '72 4½
Louisville & Nashville	100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200,000	A. & O.	Apl. '71 3
Lykens Valley	20	600,000	F.M.AN	Aug. '72 2½
Macon and Western	100	2,500,000	J. & D.	Dec. '71 5
Maine Central	100	3,400,500	— & —	---- ---- --
Manchester and Law	100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati	50	1,372,891	— & —	---- ---- --
" " 1st pref.	50	8,130,719	M. & S.	Sept. '66 3s
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Michigan Central	100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl.*	50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul	100	11,822,878	J. & J	Dec. '70 7s
" " pref.	100	10,825,102	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	July '72 3½
Morris and Essex*	50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell	100	800,000	M. & N.	May '72 5
Naugatuck	100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*	50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*	100	977,100	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.*	50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp.	100	605,000	J.A. J.O.	Sept '72 3
New Jersey*	100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*	100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R.	100	45,000,000	A. & O	Apl. '72 4
" " Certif.	100	44,428 330	A. & O.	Apl. 72 4
New York and Harlem	100	8,500,000	J. & J.	July '72 4
" " pref.	100	1,500,000	J. & J.	July '72 4
N. York & New Haven	100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston	100	2,000,000	J.A. O.J.	July '72 2½
Nlag. Bridge & Canand*	100	1,000,000	J. & J	July '72 3
North Carolina*	100	4,000,000	irregular.	July '72 3
N. Eastern (N.C.) pref.	100	111,000	M. & N.	May 67 4
North Pennsylvania	50	3 150,150	January.	Jan. '72 5s
Northern Central	50	5,000,000	M. & N	May '72 3
Northern N. Hampsh.	100	3,068,400	J. & D.	June '72 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*	100	3,051,800	J. & J.	July '72 3½
" " pref.	100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi	100	19,995,847	— & —	---- ---- --
" " pref.	100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.	50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport	100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*	100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri	100	3,835,750	— & —	---- ---- --
Panama	100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*	100	630,000	J & J.	July '72 4
Paterson and Newark*	100	500,000	J. & J.	---- ---- --
Paterson and Ramapo*	100	249,030	J. & J.	July '72 2
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '71 3
Pennsylvania	50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*	50	6,004,300	J. & J.	---- ---- --
" " pref.	50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn*	50	1,626,250	M.J.S.D.	Sept. '72 3
Philadelphia & Reading	50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*	100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt.	50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp.	100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams	100	400,000	J. & J.	July '72 3
Portland and Kennebec	100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates	100	202,400	A. & O	Apl. '72 3
Portl., Saco & Portsm.	100	1,500,000	J. & J.	July '72 5
Providence & Worces.	100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*	100	557,500	— & —	---- ---- --
Rome, Watert. and Ogd.	100	2,997,800	J. & J.	July '72 4
Rutland*	100	2,700,000	— & —	---- ---- --
" " preferred	100	4,300,000	F. & A.	Aug. '72 3½
St. Croix and Penobscot	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100	2,300,000	— & —	---- ---- --
" " " pref.	100	2.040.000	May.	May '68 7
Saratoga and Schenec.*	100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*	50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke	100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potsv.*	50	869,450	F. & A.	Aug. '72 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	5,910,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100	3,939,900	F. & A.	Feb. '72 4
Staten Island	100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100	445,700	J. & J.	Jan. '72 3½
Stony Brook*	100	267,300	M. & N.	May '72 3
Summit Branch*	50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.)	100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	1,670,139	— & —	Sept. '72 4
Taunton Branch	100	500,000	J. & J.	July '72 4
Terre Haute & Indiana	100	1,968,150	J. & J.	July '72 6
Tol., Peo. & War. 1st pref.	100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*	100	274,400	J. & D.	Dec. '71 3½
Utica and Black River	100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*	100	2,500,000	J. & D.	June '72 4
Vermont and Mass	100	2,860,000	M. & N.	May '72 2
Warren (N. J.)	100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*	100	180,000	J. & J.	July '72 3
Winchester & Strasburg*	100	500,000	J. & J.	July '72 3½
Worcester and Nashua	76	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	---- ---- 2½
Baltimore City	100	800,000	F. & A.	Aug. '72 4
Bleecker st. & F Fy. (N Y)	100	900,000	— & —	---- ---- --
Boston and Chelsea	100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)	100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)	100	2,100,000	J. & D.	Jun. '70
Brooklyn City	100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt.	100	660,000	J. & J.	July '70
Brooklyn and Jamaica	100	488 100	— & —	---- ---- --
Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 3½
Cambridge	100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50	500,000	J. & J.	July '72 7
Citizens' (Phg.)	50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.	100	500,000	— & —	---- ---- --
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)	100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	---- ---- --
42nd St. & G. St. Ferry	100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50	491,760	J. & J.	July '72 4
Germantown (Ph.)	50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm.	50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.)	25	105,000	A. & O.	Oct. '71 6
Lynn and Boston	100	200 000	— & —	---- ---- --
Malden and Melrose	100	200,000	— & —	---- ---- --
Metropolitan (Boston)	50	1,250,000	J. & J.	July '72 5
Middlesex (Boston)	100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)	100	797,320	— & —	---- ---- --
Orange and Newark	100	282,555	— & —	---- ---- --
Philadelphia City	50	750,000	J. & J.	July '71 3
Philadelphia and Darby	20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry	50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	100	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.)	50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.)	50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)	100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.)	50	1,000,000	J. & J.	July '72 1½
Somerville (Boston)	100	75,000	M. & N.	May '72 3
South Boston	50	400,000	J.A. J.O.	July '72 2½
Union (Boston)	100	200,000	.....	July '72 7½
Union (Phila.)	50	400,000	J. & J.	Jan. '72 5
West Philadelphia	50	400,000	J. & J.	July '72 8
CANALS.				
Chesapeake & Delaware	50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio	25	8,229,594	— & —	---- ---- --
Delaware Division	50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson	100	15.000,000	F. & A	Aug. '72 5
Delaware and Raritan*	100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania	50	64,000	— & —	---- ---- --
Lehigh Coal & Navigat.	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	July '71 5
Morris (consolidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1 175,000	F. & A.	Aug '72 5
Pennsylvania	50	4,337,950	— & —	---- ---- --
Schuyl. Nav. (common)*	50	1,908,207	F. & A.	Feb' 72 25c
" " (pref.)	50	2,888,977	F. & A.	Feb' 72 50c
Susq. and Tide Water	50	2,002,746	— & —	---- ---- --
Union	50	2,907,850	— & —	---- ---- --
" preferred	50		— & —	---- ---- --
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.				
Adams Express	100	10,000,000	M.J. S.D.	Sept. '72 2
American Coal	25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	---- ---- --
Butler Coal	25	500,000	J. & D.	Dec' 69 85c
Canton	100	731,250	— & —	---- ---- --
Consolidation (Md.) Coal.	100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.	100	500,000	— & —	Apl. '72 5
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,886,600	— & —	---- ---- --
" pref.	100	8,893,400	— & —	---- ---- --
" certif.	100	2,324,000	J. & J.	---- ---- --
Pacific Mail Steamsh'p.	100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	---- ----	---- ---- 2½
Pennsylvania Coal	50	4,000,000	F.M.A.N	Aug. '72 5
Pullman Palace Car	100	4,000.000	F.M.A.N	Feb. '71 5
Quicksilver, common	100	5,700 000	— & —	---- ---- --
" preferred	100	4,300,000	— & —	---- ---- --
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000,000	— & —	---- ---- --
Union Trust	100	1,000,000	J. & J.	Jan. '72 5
United States Express	100	6,000,000	F.M.A.N	Aug. '72 2
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells Fargo & Co. Exp	100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.	100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	113¼
.. .. coupon	4,678,000	6	" "	1880	115⅝
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109⅝
Loan of July 1, and Aug. 3, 1861..... registered	125,348,450	6	Jan. & July	1881	113¾
.. .. coupon	63,972,750	6	" "	1881	115⅞
Loan of Feb. 25, 1862 (5-20s)..... registered	33,111,850	6	May & Nov.	1882	116⅜
(5-20s)..... coupon	238,167,650	6	" "	1882	113⅜
Loan of March 3, 1863..... registered	53,427,850	6	Jan. & July.	1881	113⅝
.. .. coupon	21,572,150	6	" "	1881	115⅝
Loan of March 3, 1864 (5-20s)..... registered	2,295,000	6	May & Nov.	1884	115⅝
Loan of June 30, 1864 (5-20s)..... registered	34,266,500	6	May & Nov.	1884	115¼
(5-20s)..... coupon	37,298,100	6	" "	1884	113⅜
Loan of March 3, 1865 (5-20s)..... registered	37,493,300	6	May & Nov.	1885	113⅜
(5-20s)..... coupon	120,023,650	6	" "	1885	114
.. .. .. 2d series (5-20s)..... registered	60,580,150	6	Jan. & July.	1885	112⅛
.. .. .. (5-20s)..... coupon	156,990,750	6	" "	1885	112⅛
.. .. .. 3d series (5-20s)..... registered	92,350,150	6	Jan. & July.	1887	113¼
.. .. .. (5-20s)..... coupon	227,743,100	6	" "	1887	113
.. .. .. 4th series (5-20s)..... registered	13,435,500	6	Jan. & July.	1888	113⅞
.. .. .. (5-20s)..... coupon	25,681,800	6	" "	1888	112⅛
Loan of March 3, 1864, (10-40s)..... registered	138,687,700	5	Mar. & Sept.	1904	108
.. .. .. (10-40s)..... coupon	55,879,700	5	" "	1904	107⅛
Consols of July 14, '70 & Jan. 20, '71. registered	123,313,250	5	F. M. A. & N.	1881	111⅛
.. .. coupon	73,086,750	5	" "	1881	110⅝
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	7,985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	112
U. S. Notes and Fractional Currency.....	396,905,453	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	59
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1888	....
.. — .. .. (" ")...	712,800	5	" "	1886	....
.. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100⅞
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100⅛
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100⅜
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. — .. .. military	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	600,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	778,000	5	" "	1865	....
.. — .. .. .. converted	215,422	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98⅜
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98⅜
.. — .. of 1864.....[	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	June.	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R. R. & Hoosac T. stg.	3,566 580	5	" "	'88-'90	97½
.. —	986,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'54-'90	93
.. —South Pacific, guar.....	1,589,000	7	" "	1876	70
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	99½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	693,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1879	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	34
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	21
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	April & Oct.	1890	25
Ohio—State Loan (New York).....	1,284,317	6	" "	1899	....
.. — .. (").....	1,600,000	6	Jan. & July.	1870	15
.. — .. (").....	4,095,300	6	" "	1875	....
.. — .. (").....	2,400,000	6	" "	1881	101
.. —Union Loan (Columbus).....	366,976	6	" "	1886	101½
Oregon—Relief and Bounty Bonds.....	176,156	6	May & Nov.	1871	103½
Pennsylvania—Redemption Loan of 1867.....	92,850	7	Jan. & July.	'74-'84	....
.. —	4,731,300	6	Feb. & Aug.	1872	95
.. —	90,400	6	" "	1872	97
.. —	7,890,550	5	" "	1877	101½
.. —	726,950	6	" "	1877	96
.. —	9,237,050	5	" "	1882	104
.. —Inclined Plane Loan.....	400,000	5	" "	1852	96
.. —Military Loan.....	2,769,250	6	April & Oct.	1879	106½
.. —State Stocks (old).....	384,000	6	Feb. & Aug.	1871	107
.. — .. (old).....	3,377,000	5	Jan. & July.	1882	102
.. — .. (old).....	112,000	5	Feb. & Aug.	'77-'78	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Jan. & July.	1882	104
.. — .. of 1863.....	736,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	239,000	6	Jan. & July.	1893	100½
.. — .. of 1864.....	841,000	6	April & Oct.	1883	100
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Feb. & Aug.	1894	....
.. — .. bonds (stg.).....	484,445	6	Jan. & July.	1870	....
.. —Blue Ridge R. R. bonds of '64	970,000	5	" "	1868	....
.. —State Capitol bonds.....	1,997,728	6	" "	'74-'78	55
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'71-'90	....
.. —Conversion Bonds of 1869....	1,265,800	6	" "	'87-'97	....
.. —Funding & Special Bonds '68	1,692,150	6	J. A. J. & O.	1886	25
Tennessee—*State Bonds proper	1,398,640	6	" "	1888	33
.. —	239,166	6	April & Oct.	Var.	....
.. —*	1,706,000	6½	" "	"	....
.. —*Railroad Loans	24,008,500	6	" "	"	....
.. —*Railroad Endorsements	2,172,000	6	Jan. & July.	long.	....
.. —*Funding Bonds	4,069,503	6	" "	"	72½
Texas—No legal debt.....	.....	.....	.....	.....	73
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'77-'78	99
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,988	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,478,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia					
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'86	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N. Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1860-'80	579,500	6	" "	"	1880	97
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96¾
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R., assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88¾
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55¾
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	96
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	8½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88¾
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1888	....
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Alm.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg id for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	118
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	98½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	88½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,248,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	94
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov, 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	600,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	88½
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div.) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,398,000	7	May & Nov.	" "	1875	....
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,000	7	Feb. & Aug.	" "	1909	76
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	89½
Cooperstown and Sueq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,900	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv. Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	709,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	....
Company Bds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Am.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.S.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $50,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,500	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds	68,800	6	Jan. & July.	Bangor.	1875	....
B'gor L'n, 2d on 14m. & 1st on 31m.	1,000,000	6	" "	N. Y. & Lond.	1884	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1851	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1870	....
Florida:						
1st Mortgage conv. gold	2,000,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,500,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,235	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'77	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	89
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F & P M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY & OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	232,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by P'a. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. f'nd tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.)						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC.):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	660,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.& Ph.	1890	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	101
Consol. coupon July 1, 1870	1,234,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1890	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie	260,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali. & Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1904	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	748,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1896	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	98½
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1876	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) placed in rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware						
1st Mortgage	$350,000	6	May & Nov.	Boston	1889	...
2d Mortgage	150,000	6	June & Dec.	"	1885	...
Massachusetts (Western R.R.)						
1st Mortgage guaranteed gold	1,000,000	7*	Jan. & July	New York	1890	....
Memphis & Ohio Railroad						
1st Mortgage	600,000	7	Jan. & July	New York	1890	...
Memphis and Charleston						
1st Mortgage, endorsed by	2,250,000	7	March & Sept.	New York	1891	...
2d Mortgage	1,000,000	7	June & Dec.	"	1885	...
Memphis and Little Rock						
1st Mortgage	1,200,000	8	May & Nov.	New York	1881	....
Michigan Air Line						
1st Mortgage, R. [illegible]	$2,000,000	6	Jan. & July	Boston	1890	...
Michigan Central						....
1st Mortgage, convertible	883,000	8	April & Oct.	New York	1882	....
1st Mortgage sinking fund	2,000,000	8	" "	"	1882	...
2d Mortgage sterling	£87,480	6*	Jan. & July	London	1872	...
2d Mort. M. Air L. & W. Division	1,000,000	6	" "	New York	1891	....
1st Mort. for Bay City [illegible]	1,000,000	6	" "	"	1886	....
2d Mort.	500,000	6	March & Sept.	"	1870	90.1
3d Mort. Ka. & S. Bay [illegible]	600,000	6	May & Nov.	"	1882	...
2d Mort. [illegible]	700,000	6	" "	"	1882	....
Michigan Lake Shore						
1st Mortgage	800,000	8	Jan. & July	New York	1889	....
Minnesota Union & W. Gen. R.						
1st Mortgage, for 250	250,000	7	May & Nov.	New York	1887	....
Midland of Canada						
1st Mortgage sterling 2,250,000	1,240,000	6*	May & Nov.	London	1896	....
Midland Pacific						
1st Mortgage gold, for 100	1,000,000	7*	Feb. & Aug.	New York	1896	....
Milwaukee and St. Paul						
1st Mortgage	6,500,000	7	Jan. & July	New York	1862	9.9
2d Mortgage	1,200,000	7	April & Oct.	" "	1884	8.8
2d Mortgage, L. for Palmer	750,000	7	May & Nov.	" "	1874	....
1st Mort. Iowa and Min.	4,000,000	7	Jan. & July	" "	1897	88
1st Mortgage Extension	2,000,000	7	" "	" "	1870	90
1st Mortgage Iowa & Dak.	1,000,000	7	" "	" "	1870	88
2d Mortgage P. du Chien	1,000,000	6	Feb. & Aug.	" "	1896	90
2d Mortgage P. du Chien	1,000,000	7	" "	" "	1896	90
Milwaukee City Loan	200,000	7	March & Sept.	" "	1877	....
1st Mort. Mil. & Minn.	2,000,000	7	Jan. & July	" "	1882	....
Bon Homme Purchase	250,000	7	" "	" "	...	....
Milw. Manitowoc & Green Bay						
1st Mortgage for $1,000,000	.....	7	.....	.....	1901	....
Milwaukee and Northern						
1st Mortgage for $2,000,000	.....	8	June & Dec.	New York	1880	....
Minera Coal						
1st Mortgage, Sec. 7, 1860	125,000	10	Jan. & July	New York	1880	....
Minneapolis & Cincinnati L.R. & M.						
1st Mortgage and guarantee	400,000	8*	Jan. & July	New York	1903	....
Minneapolis & St. L. R. Min. & M.						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July	New York	1927	....
Minnesota and Northwestern						
1st Mort. gold, sinking fund	2,000,000	7*	Jan. & July	New York	1906	....
Mississippi Central						
1st Mortgage	1,000,000	7	May & Nov.	New York	1911	....
2d Mortgage	1,000,000	8	Feb. & Aug.	" "	1871	....
General Mort. for $2,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.						
1st Mortgage gold	1,000,000	7*	— & —	.....	.....	....
2d Mort. Land Grant gold	1,000,000	7*	— & —	.....	.....	....
State Bds. assumed $1,000,000	1,000,000	7	April & Oct.	New York	1910	....
Mississippi and Tennessee						
1st Mortgage of April 1, 1854	600,000	7	April & Oct.	New York	1870	....
Consolidated Mort. sup. of 1866	2,148,000	8	Jan. & July	" "	90	90
Mississippi Valley and Western						
1st Mortgage $2,000 p. m.	.....	8	April & Oct.	New York	1902	....
Missouri, Iowa and Nebraska						
1st Mortgage gold, interest limited	.....	7*	Jan. & Dec.	.....	1900	....
Missouri, Kansas and Texas						
1st Mort. P. Paris [illegible]	4,200,000	6*	Jan. & July	New York	1900	....
1st Mort. Tex. & Sherman [illegible]	2,000,000	7*	" "	" "	1905	....
Conso. Land Grant, sec. 6 and	1,855,000	7*	Feb. & Aug.	" "	1905	....
Missouri River, F. Scott & Gulf						
1st Mortgage Land sec. 16 and [illegible]	2,000,000	10	Jan. & July	New York	1895	95
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Boston	.....	....
Mobile and Girard						
1st Mortgage	600,000	7	Jan. & July	New York	1870	....
2d Mortgage	600,000	7	" "	" "	1887	....
Mobile and Montgomery						
1st Mortgage guar. by Ala. gold	1,000,000	8*	May & Nov.	New York	1900	....
Mobile and Ohio						
1st Mortgage, Sterling	1,000,000	6*	May & Nov.	Nov. & Lond.	1892	....
Interest bonds	800,000	6	" "	Mobile	1875	....
Interest bonds	700,000	8	" "	"	1881	....
Interest sterling bonds	700,000	6*	" "	London	1882	....
2d Mort. Tennessee Extension	1,000,000	6	March	Mobile	1877	....
Monument N. Y. & Orange						
1st Mortgage gold, guar.	200,000	7*	March & Sept.	New York	.....	....
2d Mortgage	400,000	7	— & —	" "	.....	....
Income Mortgage	700,000	7	— & —	" "	.....	....
Montgomery and Eufaula						
1st Mortgage gold, to Ala. gold	1,000,000	8*	March & Sept.	New York	1886	....
1st Mortgage to extension	300,000	8	June & Dec.	" "	1900	....
Monticello						
1st Mortgage	225,000	8	April & Oct.	New York	1911	....
Monticello and Port Jervis						
1st Mortgage gold, for free	650,000	7	J. & J. & J. & J.	New York	1890	....
Morris and Essex R. R. L. & W.						
1st Mortgage sinking fund, gold	1,000,000	7	March & Sept.	New York	1914	105½
2d Mortgage gold	1,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	600,000	7	Jan. & July	" "	1900	....
Coupon bonds $ 8%	1,000,000	7	Jan. & Aug.	" "	1871	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga						
1st Mortgage, endorsed by Tenn.	$1,500,000	6	Jan. & July	New York.	1890	....
Nashville and Decatur. L. & Nash.						
1st Mortgage sinking fund, gold	2,100,000	7	Jan. & July	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Nauguatuck						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Con. N. J.)						
1st Mortgage gold	600,000	7	Jan. & July.	New York.	1891	....
Newark Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada						
1st Mortgage, Sterling £ [illegible]	£ [illegible]	6*	May & Nov.	London.	1907	....
Newburg & New York (Erie)						
1st Mortgage for [illegible]	.....	7	Jan. & July.	New York.	1889	....
New H. Middletown & Willimant.						
1st Mortgage, sterling & gold	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton						
1st Mortgage	1,000,000	7	Jan. & July	N. Y. & N. H.	1899	....
Convertible	600,000	6	April & Oct.	" "	1880	....
Warrants and Wooster bonds	2,000,000	7	" "	" "	1891	....
New Jersey Southern Railroad Co.						
New Jersey Midland (N. Y. & M.)						
1st Mortgage gold, guar.	2,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,800,000	7	" "	" "	1881	....
New Jersey Southern						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	79
1st Mortgage, Tom's Riv. Br.	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line						
1st Mort. gold, for $5,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern Vt. Con.						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	900,000	7	Jan. & July	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1866	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1866, for $5,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	6*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	6*	Jan. & July	" "	1890	....
New Orleans, Mobile and Texas						
1st Mt. New O. [illegible] sterling 5d	2,825,000	8	Jan. & July	New York.	1915	....
1st Mt. [illegible] gold sterling 5d		7	" "	N. Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston						
1st Mortgage gold, for $5,000,000	.....	7*	May & Nov	N. Y. & N. O	1889	....
New York Central & Hudson R.						
Debt Central (N. Y. Central)	5,986,926	6	May & Nov.	New York.	1883	95
Bonds for debts as H. & N. Y. Cen.	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B. & N. Stock	76,000	6	May & Nov.	" "	1883	....
Bonds for R. R. stocks	502,000	6	" "	" "	1883	....
Bonds for real estate	102,000	6	" "	" "	1883	....
Bonds of 1864 renewed	2,000,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" " & F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (" ")	150,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax from N Y C & H	1,960,000	7	April & Oct.	" "	1891	....
New York and Harlem						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1865	1,784,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861	311,850	7	Jan. & July.	" "	1881	....
Bonds of 1858, unissued	106,000	7	" "	" "	1873	....
N. Y. and Hoboken & Northern						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven						
1st Mortgage	1,000,000	7	April & Oct.	New York.	1876	....
New York & Oswego Midland						
1st Mortgage gold, tax free	5,000,000	7	Jan. & July.	New York.	1859	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1909	....
2d Mortgage non-convertible	1,000,000	7	" "	" "	1906	....
New York, Providence & Boston						
1st Mortgage	188,000	6	Feb. & Aug.	New York.	73-75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1879	....
Extension Bonds	200,000	6	May & Nov.	" "	78-81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1900	....
N. York, West Shore & Chicago						
1st Mortgage gold, $30,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon						
1st Mortgage	100,000	7	Jan. & July.	New York.	1900	....
Norfolk County (B. H. & Roxbury)						
1st Mortgage guaranteed	415,500	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg & M. & O.						
1st Mortgage	100,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	167,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1868	....
North Eastern (S. Car.)						
1st Mortgage of Sept. 1, 1860	830,000	7	March & Sept.	Charleston.	1900	....
2d Mortgage of Sept. 1, 1860	322,000	7	" "	"	1900	....
North Pennsylvania						
1st Mortgage	2,228,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	112
General Mortgage	300,000	10	April & Oct.	"	1877	97
North Shore (L. I.)						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1887	...
Northern Central						
1st Mortgage, old State loan	1,400,000	6	J. & J. & J. & J.	Baltimore.	[illegible]	....
2d Mortgage sky 4d	2,000,000	6	Jan. & July	"	1885	....
3d Mortgage sky 4d	1,225,000	6	April & Oct.	"	1900	91
4th Mortgage N. Y. & Canada guar.	900,000	6	Jan. & July	"	1877	....
General Mortgage gold	2,500,000	6*	" "	"	1900	93
Income Mortgage conv.	600,000	7	April & Oct.	"	1880	....
Northern New Hampshire						
1st Mortgage	100,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (New)						
1st Mortgage sky 4d gold	600,000	7	Jan. & July	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	834,000	7	" "	" "	1874	84
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Old Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	86
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (B.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (" ")	2,594,000	6	April & Oct.	"	1875	99
2d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'00	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,800,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,800,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,600,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6	April & Oct.	Philadelphia.	1877	101
1st Mortgages whole road 287(m)	5,000,000	6	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	80
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy & Woodbr.(C.& A.)						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,000	8	Jan. & July.	New York.	19	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	200,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	100,000	7	Jan. & July.	"	1880	....
Philadelphia and Reading:						
Loan of 1868	1,139,000	6	Jan. & July.	Philadelphia.	1888	87
Loan of 1870, convertible	2,520,000	7	" "	"	1900	....
Mortgage Loan of 1857, conv.	115,000	6	" "	"	1886	....
Mort. Loans of 1843 44-45 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	100
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1856 stg	110,400	7*	" "	"	1893	....
Mortgage Loan of 1856 stg	177,600	7*	" "	"	74	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	104
	Dollar registered	1,462,000	7	" "	"	1911	104
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	"	1911	....
	Dollar coupon	576,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,000	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	84
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1894	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1897	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July	Baltimore.	1898	86
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1896	....
1st Mort. (Turtle Cr.Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1890	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	90
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1878	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1880	....
Portland & Ogdensb.(Me.& N.H.)						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,500,000	.....	6*	May & Nov.	"	1903	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1901	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	300,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1901	....
Port Royal (S. C.):						
1st Mortgage gold, skg fd.	1,500,000	7*	May & Nov	N.Y. & Lond.	1890	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free.	800,000	7*	Jan. & July.	New York.	1919	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July	Providence.	1900	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.)						
1st Mortgage, guaranteed	800,000	7	May & Nov	New York.	1890	....
Quincy & Warsaw (C. B. & Q.)						
1st Mortgage, guaranteed	800,000	8	Jan. & July	Boston.	1890	100
Reading and Columbia (P.& R.)						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York	1882	....
2d Mortgage, guaranteed	500,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1883	....
Richmond and Danville:						
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1880	....
1st Mort. (Troy, Salem & Rutl.)	800,000	7	May & Nov	" "	1880	....
1st Mortgage (Glenn's Falls)	150,000	7	Jan. & July	" "	1900	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July	Richmond	1886	....
Virginia State guar. bonds	137,800	6	" "	"	1870	....
Consolidated Mortgage	1,725,000	6	May & Nov	New York	09-'99	....
Rich., Fredericksburg & Potomac:						
Rieuling Loan	67,777	6*	Jan. & July	London	1875	....
Dollar Loan	200,000	6	" "	Richmond.	1881	....
Dollar Loan	172,000	7	" "	"	1870	....
Richmond and Petersburg						
1st Mortgage	150,000	7	June & Dec.	Richmond.	1870	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	600,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1890	88½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	500,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C.& A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific:						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk'g f'd.con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.& I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	250,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	760,000	8	May & Nov.	New York.	1904	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G.)						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val)						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1876	....
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund....	1,163,600	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar....	100,800	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	79
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	.....	.....	1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	65½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	99
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	79½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	550,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western(Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	....
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	....
2d Mortgage	285,000	6	" "	"	1876	....
Bont Loan, sinking fund	236,965	7	" "	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$5,484,161	$4,892,026
" cotton	2,395,139	2,673,110
" silk	3,948,641	3,249,390
" flax	1,459,646	1,392,450
Miscellaneous dry goods	1,360,829	965,966
Total entered for consump	$14,648,416	$13,172,942

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$2,327,451	$5,500,883
" cotton	641,037	2,245,739
" silk	1,307,492	1,715,909
" flax	524,791	856,523
Miscellaneous dry goods	149,087	360,717
Total withdrawn from warehouse	$4,949,858	$10,679,771
Add entered for consump.	14,648,416	13,172,942
Tot. thrown on the market.	$19,598,274	$23,852,713

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$2,376,906	$4,018,382
" cotton	554,003	1,261,432
" silk	1,336,499	1,790,475
" flax	483 653	625,018
Miscellaneous dry goods	203,231	187,639
Total entered for wareh'g.	$4,984,292	$7,882,896
Add entered for consump.	14,648,416	13,172,942
Total entered at the port.	$19,632,708	$21,055,838

The imports of foreign dry goods at New York for eight months from January 1, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool	$20,088,815	$17,244,125
" cotton	15,331,967	15,639,941
" silk	21,162,468	19,534,430
" flax	8,642,507	9.141,230
Miscellaneous dry goods	7,383,793	6,941,437
Total entered for cons'p.	$72,609,550	$68,501,163

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$8,757,161	$12,634,966
" cotton	3,998,616	6,488,194
" silk	5,080,234	6,916,232
" flax	3,871,617	4,555,993
Miscellaneous dry goods.	1,082,576	1,433,786
Total withdrawn from warehouse	$22,790,204	$32,029,171
Add entered for consump.	72,609,550	68,501,163
Total thrown on the market	$95,399,754	$100,530,334

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$9,857,184	$15,790,062
" cotton	4,537,078	7,116,080
" silk	6,110,981	8,584,183
" flax	3,184,419	4,968,648
Miscellaneous dry goods.	1,377,496	1,973,128
Total entered warehouse.	$25,067,158	$38,432,101
Add entered for consump.	72,609,550	68,501,163
Total entered at the port.	$97,676,708	$106,933,264

☞ The Kendallville (Ind.) *Standard* says that the surveyors of the Lake Shore, Midland and Western Railroad Company have arrived at that place, having completed the preliminary survey to Kendallville from the Illinois State line; that the directors of the company have also been there looking after the interest of the proposed road,and that everything appears to be favorable for its speedy construction.

Vermont Central Railroad.

The Vermont Central Railroad has obtained permission of the courts in Vermont to issue a new loan of about $2,000,000. This is rendered necessary by the extraordinary expenses incurred in putting the road in thorough repair, and making additions to the rolling stock. To this may be added the loss incurred by leasing the Rutland and Ogdensburg roads, the earnings of which for the past year have not covered the expenses and the rental. These losses have not taken the managers by surprise. It was expected that for the first few years the receipts would not be sufficent to pay the operating expenses and the full rent. In taking the lease the calculations were based upon the whole period of twenty years, and that the growth and development of the property within that period would make the whole a profitable undertaking. In this view the Vermont and Canada stockholders fully concurred, as was expressed by their vote unanimously authorizing the execution of the lease.

The indebtedness of the road for which trust property is held, amounts to $4,000,000, with an interest of $310,000, to which the new loan of $2,000,000 is added making $6,000,000 at $471.000 interest. The securities which take the chances of earnings are the Vermont Central first mortgage bonds, $3,000,000 7 per cent., and the Vermont and Canada stock of $3,000,000 8 per cent. calling for an annual payment of $450,000 ; maka total of $921,000. This, it will be perceived, is more than the income of the road for the year ending May 1, 1871, as per the report of the managers, though the next six months show a decided improvement. The business of the road has been steadily increasing during the last ten years, as the figures plainly show. In 1861 the tonnage of the road was 213 834, with receipts amounting to $713,417, while in 1871 the road carried 806,152 tons, and receipts amounted to $2,107,900, exclusive of the earnings of the S., S. and C. The floating debt of the road is now about $2,000,000 against which are assets, including the new extension bonds, of $2,500,000, excluding from these assets all the securities pledged to the payment of the S., S. and C. bonds.

The road is in the best condition as regards the road bed and equipment. The traffic is steadily increasing and the managers believe that by a reduction of the expenditures, and a proper increase of the local tariff, and the natural increase of the business of the road, which we have seen has been steadily progressing for the past ten years, they will be able to overcome the deficiency in income and earn the interest on the whole debt.

In this aspect of the affairs of the road it cannot be doubted that the security holders will find it to their interest to come forward and take the new issue of bonds, relieve the management of its floating liabilities, and thus hold the great system of our Northern Railroads for the benefit and development of Boston, rather than see it diverted into other channels.—*Boston Journal, Sept.* 3.

☞ The last rail has been laid on the Hastings and Dakota Railroad through Hastings and Glencoe, and workmen are now engaged in ballasting the newly made track. This makes seventy-four miles on this important railroad line that is now completed.

☞ Grading on the main line of the Northern Pacific Railroad, in the Dakota division, is progressing very rapidly, the level condition of the country necessitating no great amount of very heavy work. The grade will all be completed to the Missouri river by October.

☞ The work of extending the Chicago and Northwestern Railway northward from Menominee progresses slowly. There is a determination, however, to get it through to Escanaba this season, and the probability is that it will be done.

The South Side Railroad.

We have already alluded to the project for the construction of a railroad on the south side of the Ohio river from Phillipsburgh, or some other point in that vicinity, to Pittsburgh. A meeting was held in Phillipsburg, on the 2d inst., to take action in reference to the matter. An organization was effected by calling John R. McDonald, Esq., to the chair, and electing J. C. Ritchie and W. J. Langfit, Secretaries. J. P. Fleming, Esq., then made a lengthy and effective speech, illustrating the advantages to be derived from the new railroad. Mr. Kerr, of Allegheny county, and Rev. W. G. Taylor addressed the meeting. The following persons were then selected as corporators: J. B. McKee, Marshall McDonald, W. J. Langfit, W. B. Anderson, W. G. Taylor, William Cooper, David McDonald.

The corporators were authorized to obtain such books as might be necessary, and to solicit subscriptions to the capital stock of the proposed corporation, and to make surveys for the location of the road. The meeting then adjourned.

A railroad on the South Side will be fed from the start by a large and remunerative local traffic, and will enhance the property along the route in value to an amount sufficient to defray the expenses of the construction.

The gentlemen agitating the matter are going forward with a determination to put it through, and it is hoped that they will have the cordial cooperation of all the people of the South Side.—*Pittsburg Chronicle.*

Shenandoah Valley Railroad.

The meeting of the stockholders of the Shenandoah Valley Railroad Company, and that of its board of directors, at Front Royal, on Tuesday and Wednesday last, were well attended, and we learn that a large amount of important business was transacted, amongst which was the appointment of a special committee, with Mr. Boteler its chairman, to confer with the Cumberland Valley Railroad Company in regard to the connection with Hagerstown, said committee being authorized, when the right of way in Maryland shall be satisfactorily arranged, to contract for the construction of the bridge, graduation, masonry, &c., between this place and Hagerstown.—*Shepherdstown (Va.) Register.*

☞ The corporators of the South Side Railroad Company appointed at a meeting held at Phillipsburg, in Beaver Co., Pa., on the 2d inst., met in Pittsburg on the 4th inst., and elected the following officers : J. P. Fleming, President ; David McDonald, Vice President ; W. J. Langfit, Treasurer ; W. B. Anderson, Secretary ; J. S. Ferguson, Solicitor, and Charles A. Cooper, Engineer. It is proposed to organize the company under the general railroad law. The right of way has already been obtained, and a considerable amount of stock subscribed. The enterprise bids fair to be carried out to successful completion.

☞ The new locomotive " Authracite," recently placed on the Albany and Susquehanna railroad, is of an altogether different model from those heretofore built for that or any other road, having six driving wheels and no trucks, and carries its water above the boiler, thus dispensing with a tender. The firing apparatus is so arranged that the fires last all day, without replenishing, and the furnaces require dumping only once a week.

☞ Ground was broken and work commenced on the 5th inst. on the Warsaw division of the State Line railway running from Rochester to Pittsburg. A large number of people were present. The work from Rochester to Salamanca is to be completed in one year.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)	—	—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	92
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	5,761,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Jan. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)	—	—	100	....
Dec. 31, 1871	287.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,648	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,926,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)	—	—	4	100	....
Sept. 30, 1871	579.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	5,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	159
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,095	11,807	—	100	....
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)	—	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	—	100	....
Sept. 30, 1871	201.8	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	150½
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass	1,221,520	537,420	241,981	63,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,462	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	7½
Sept. 30, 1871	26.7	13.8	36.8	—	49	88	24	1,055	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,769	1,203,108	252,264	8	100	....
Sept. 30, 1871	74.2	8.5	65.4	—	33	43	19	643	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	892,913	4,921,274	—	646,593	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	136
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	155½
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,632,658	—	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	190.0	(Leased	and oper.	by Erie.)	—	—	7	500	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	890	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	....
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			10	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	—	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased	to Penney	lvania.)			—	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	100	....
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	328,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,675	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)			—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	*	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	108	82	45	1,596	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	22	8	4	264	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	—	—	—	—	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,236	10	100	104½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	85
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,648	*Central Pacific of California* ¶..California.	120,433,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,600	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	—	233.1	451,522	133,427	99,596	769,265	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,807	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,816	157,649	5	100	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton .....Illinois.	14,437,600	*	564,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	111
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy..Illinois.	35,440,090	—	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	132½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque.....Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes.....Ill.	3,582,000	—	—	—	2,100,000	1,482,000	—	—	—	(Opened	d during	1870–'71.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	....
Mar. 31, 1872	140.0	25.0	15.0	29.0	269	277	83	5,983	Chicago and Michigan Lake Shore..Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	202	119	44	6,864	Chicago and N. West'n. Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	73½
Mar. 31, 1872	50.0	—	....	110.0	2	.....	.....	.....	Chicago, Pekin & South-Western..Ill&Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	construct	on—length	160 m.)	—	—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	32	3,701	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	375.0	29.0	31.0	—	—	—	—	—	Chicago and South Western..Iowa & Mo.	12,000,000	—	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)	—	—	—	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	18	502	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	948,600	752,647	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley..Ohio.	5,800,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago.Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,864	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne...Indiana.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)	—	—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland...Ohio.	6,884,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,885	.....	239,205	800,702	304,706	—	100	....
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute..Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	construct	on.)	—	—	—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind...Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,098,000	197,355	693,840	470.4	3,270,327	515,611	1,177,667	3,866,076	6,215,537	7	100	90½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	—	421,616	—	2,066,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)	—	274,272	7	50	....
Jun. 30, 1871	68.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware....Ohio.	1,641,501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,064	Cleveland and Pittsburg....Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,988,331	609,738	1,606,903	3,080,647	1,619,609	10	100	90
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,696	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	8,952,726	.....	.....	4,170,338	1,040,232	—	100	36½
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley .....Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sln. & Cleveland.)			—	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Carried one mile. Trains Moved. M.	Passengers. Number.	Freight. Tons.	Earnings. Gross. $	Net. $	Dividends. pc.	Value of Shares. Par. $	Market. p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recent	ly brough	t into oper	ation.)	.....	—	100	....
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,580,000			—	(Leased	and oper. b	yMich'gan	Central.)	.....	—	100	....
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	30,624,595			1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	....
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963				1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000			—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jan. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000			—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	36½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000			54.0	(Leased	& oper. by	Pennsylva	nia.)	.....	7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,706,925	754,000	93,998	820,071	75.0	675,644	.....	.....	2,412,150	843,908	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....		123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)	.....	—	100	....
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*			2,000,000	341,000	156,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt....Penn.	2,738,811	*			834,350	2,008,096			58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central*.....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,337,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517		179.0	1,205,686	.....	.....	1,921,274	707,493	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....				.....	.....			75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034.663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	....
Apl. 30, 1871	50.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	288,386				286,730				—	(In cour	se of cons	truction.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)	.....	.....	—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		328.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)	.....	7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)	.....	8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	10	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recen	tly comple	ted.)	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000		.....	.....	610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000		.....	.....	250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*	.....	.....	2,776,000	5,776,500			—	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	*	.....	.....	.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	—	—
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	37.0	2	—	—	—	18	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	.....	.....	.....	.....			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg .....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335			80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	.....	.....	.....	1,300,000	1,300,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	.....	.....	.....	3,000,000	1,500,000			—	(Under	constructi	on.)	.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000			37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	159,390,937	560,833,666	13,457,541	5,088,720	8	100	88½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	.....	.....	.....	4,000,000				—	(Under	constructi	on at $33,0	00 p. m.)	.....	—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49.507	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	.....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	.....	.....	.....	375,100	300,000	40,000		—	(Leased	& oper. by	Leh. Coal	& Nav. Co.)	.....	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	.....	.....	.....	.....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under	constr. to	be compl.	n 1871.)	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	.....	.....	.....	.....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under	cons. to be	comp.to P	.Bl.70 m.l	n 1871.)	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	.....	915,658	.....	2,646,100	783,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)	.....	—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	.....	.....	.....	15,000pm	16,000pm			—	(Leased	to Chicago	& Alton.)	.....	.....	—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	164,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	—	—	289.0	(No retu	rns of ope	rations pu	blished.)	—	—	—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville. New Albany & St.L..Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	382,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000		—	—		600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	4.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000				1,631,900	770,000			35.0	(Operat	ed by Geo	rgia.)	59,416	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	290	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922			428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	257	Macon and Western	Georgia.					2,500,000	150,000		195,862	166.0	292,258			692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045		106,897		3,483,800	44,511	12,357		180.8	(Leased	& oper. by	Phila.& R	eading.)		—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349		123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26 0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000				200,000				—	(Owned	& oper. by	Concord.)			—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185		13,000	1,452	258,000	300,000	98,855		—	(Leased	& oper. by	Bos., Clin.	& Fitch.)		—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040		13,963,978	8,324,528	1,320,182		276.8	1,629,000			1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*			2,500,000	150,000			40.0	166,280		11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*			500,000	1,000,000			54.0	(Recentl	y compl. n	o statem't	of oper.)		—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.					3,000,000				—	(Under	construct	ion.)			—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661			1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce sheet	furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091			408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.		*				2,350,000			84.0				180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*			1,074,288	2,528,000	590,810		130.8	457,876	3,638,132		790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*			20,000p.m	20,000p.m			—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold by	bondho	lders.)	800,000	250,000	424,500		27.0				77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774			4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	....	....	....	....	Michigan Lake Shore	Michigan.	832,085	*			41,048	880,000			56.5	(Comme	nced oper	ations Aug	29, 1870.)		—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092		253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688				84,537		10,151		—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883				110,050	225,000	66,350		13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000		1,500,000	1,100,000			—	(Road o	perated by	contr'ct's.)			—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	264,115				65,426	118,500			—	(Leased	& oper. by	Pennsyl.)			—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375				323,375				3.8	(Leased	& oper. by	Phila.& Re	ading.)		10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404				95,700		17,654		6.6				15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	56	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,880	*	1,514,750	1,076,259	21,847,981	17,205,573	895,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	55½
Nov. 30, 1870	26.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957				3,856,450				—	(Leased	& oper. by	Phila.& Re	ading.)		7½	50	105½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*			1,200,000	320,000			41.8				106,394		—	100	....
Dec. 31, 1870	—	—	—	140.0	....	....	....	....	Minnesota and North Western	Minn.					20,000p.m	20,000p.m			—	(Under	construct	ion.)			—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.		*				4,657,980			237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	167.0	—	—	—	—	Mississippi River	Tennessee.					1,200,000	17,000p.m			—	(Under	construct	ion.)			—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.						20,000p.m			—	(Under	construct	ion.)			—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*			10,007,500	7,750,000			—	(Under	construct	ion.)			—	100	41
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*			4,000,000	6,400,000			160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*		74,701	1,278,272	610,000	169,197		87.0	100,735			197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,389	6,137,181	495.5	1,198,630			2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565				150,315	177,000	4,550		—	(Operat	ed by Erie.)		42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921		66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Charl	es Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0						—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex	New Jersey	24,105,155				11,900,950	12,184,000	12,205		124.0	(Leas. b	y Del.Lac.	& W stn.)	2,858,453	957,521	7	100	91
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000			144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	140½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333		173.0	984,119			1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722			463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.									—	(Leas.&	oper.by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481			615,562	206,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624				1,000,000				—	(Leas. b	oper. by L.	Coal & N	av. Co.)		10	50	116
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793			23,824	977,400	600,000	726,217		—	(Leased	& oper. by	Central of	N. Jer.)		—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*			500,000	800,000			—	(Will be	compl. in	Aug.1871.)			—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578		500,000	172,500		124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249				605,000	93,300	2,000		—	(Leas.&	oper. by P	bg Ft. W.&	Chicago.)		10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000				400,000	150,000	35,000		—	(Oper. b	y N. Hav'n	& New Y	ork.)		—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.					850,000	2,200,000			—	(Under	construct	ion.)			—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115			1,800,000	1,400,000	186,205		99.0	240,535		(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey	New Jersey.	8,955,994	*	140,264		7,295,200	850,000			—	(Oper.in	cons. with	Camd. &	Amboy.)		10	100	126½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000		4,000,000	2,120,000	654,259		92.8				295,823	118,536	—	100	21
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.					3,000,000	3,000,000			—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500		100.0	287,024		(10 mos.	375,766	65,494	4	100	..
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.					4,200,000	4,500,000	1,000,000		206.0				1,694,000		—	100	....
Apl. 30, 1870	225.0	—	....	445.0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*							—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.					5,000,000				—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.					3,000,000	3,000,000			—	(Under	construct	ion.)			—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222			89,428,330	13,681,807			842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017			8,000,000	5,072,840	645,500		132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	113
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*			221,700	141,500	33,400		5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3				2,313,959	1,063,342	10	100	147
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946		4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,550	111,567	1,887,400	985,000		47,791	67.5	338,659			746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000				1,000,000				—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon	Ohio.	568,044	*	500,000		500,000	500,000	18,042		38.0				38,462	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0				744,761	288,189	6	100	....
Feb. 28, 1871	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,616	1,009,950	1,243,985	39,869	4,813	102.0	250,404			321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	11g.0	—	—	—	—	North Louisiana and Texas	La.									72.0						—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*			7,500,000	13,000,000			424.3				2,615,800		—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775		3,150,000	3,862,887	90,000		74.7	595,303			1,355,509	590,726	—	50	99
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449		1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,682	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,702	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	118½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,462	*	850,000		1,000,000	400,000			—	(Leased	& oper. by	Erie.)		80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17330	....	....	....	....	Northern Pacific	Minn., Dak. &c.					10,000,000	50,000p.m			—	(Under	construct	ion.)			—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.		5,909,914	9,312,721	614,200	191,642	10	100	122
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)			—	6	100	78½
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106		303.0		32,908,901	88,154,054	3,188,137	1,037,414	—	100	43½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	6	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160			4,259,450	3,170,000			98.5	650,381			2,718,702	1,422,833	10	50	74
Sept 30, 1870	72.5	70.2	46.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,843	474,712	8	100	113
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,671,282	141,013	2,692,640	5,340,676	574,313		292.6	555,226	8,827,750	18,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	168	Oswego and Syracuse	New York.	1,841,313				793,400	201,000			43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.
Feb. 28, 1870	283 5	—	39.5	—	97	60	23	1,130	*Pacific* §.....Missouri.
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.
Jun. 30, 1871	90.0	—	4.2	—	....	....	....	....	Peoria and Rock Island.....Illinois.
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg §.....Virginia.
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent..Penn. & Md.
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie §.....Pennsylvania.
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville §.....Penn.
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston §.....North Carolina.
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville §.....Virginia.
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac §..Va.
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg §.....Virginia.
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River §.....Virginia.
Sept. 30, 1870	22.0	—	0.6	31.0	....	....	....	....	Roanoke Valley.....Va. & N. Carolina.
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.
Dec. 31, 1870	112.0	—	—	159.0	....	....	....	....	St. Joseph and Denver City.....Kansas.
Dec. 31, 1870	175.0	34.0	22.1	—	....	....	....	....	St. Louis, Alton and Terre Haute.Illinois.
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* §...Missouri.
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.
Dec. 31, 1870	158.2	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.
Dec 31, 1870	11.0	—	3.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.

Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.
$	$	$	$	$	$	$	$
400,000	*			450,000	200,000		
12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	
1,338,500	110,000	28,700		.....	.....	.....	
9,500,000	*	2,062,544	747,469	7,000,000	8,734,136		
630,000				630,000			
1,000,000				500,000	500,000		
350,000				248,000	85,000		
2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000		
538,691				342,150	160,000	36,542	
875,000				500,000	375,000		
33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392
2,000,000	*	2,731,000		4,000,000	556,000	175,000	
5,811,700	*	.....	.....	1,811,700	3,000,000	.....	
1,800,000				1,200,000	600,000		
3,000,000	*			1,000,000	2,000,000	.....	
4,300,000	.....			2,000,000	2,000,000		
214,581				57,200	100,000	57,381	.....
1,650,156	*		62,580	1,324,200	295,094	93,442	
1,599,906	177,744	.....	.....	220,006	1,100,000	326,690	
21,601,865	*			8,404,300	12,598,000	609,565	
1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....
29,994,328	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024
1,497,604				1,259,100			
10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578
13,768,374	2,386,429	.....	.....	5,424,350	10,027,990	99,030	
4,621,737	409,251	3,428,053	.....	1,794,576	5,500,000	818,538	
24,894,193	*			19,714,285	13,663,000	18,230	
443,678				450,000			
489,113	34,493		101,813	44,100	505.000	76,319	
2,871,264	*			993,100	1,222,848	268,519	
550,000	*			250,000	250,000	50,000	
1,359,836	*	585.069	79,576	1,500,000			
1,200,000	*	4,300,000		3,000,000	2,800,000		
370,000	*			170.000	200,000		
629,198	*			483,874	10,000	176,302	
704,336	*			437,917	55,000	16,500	
1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698
1,400,000				600,000	800,000		
1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093
2,022,541	220,853			507,268	1,000,000	1,056,405	
8,101,897	*	885,084	787,841	6,000,000	1,689,750		2,035,072
6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488
2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817
1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698
1,440,321	*			650,000	712,173	78,148	
482,612	*			427,402			
656,026				557,560	70,000		
235,235	*			250,844			
4,000,000	*	399,963	.....	2,997,800	1,777,900	334	.....
1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....
8,000,000	*			7,000,000	1,000,000	.....	.....
609,000	*	23,351	8,516	100,000	242,700	4,000	
.....	.....	.....	.....	10,000,000	6,000,000	.....	.....
10,700,000	*			4,340,000	6,700,000		
.....	*			6,000,000	3,200,000		
8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....
5,348,850	*			2,223,850	2,725,000		
.....	.....	.....	.....	7,250,000	3,250,000	.....	
2,000,000				1,000,000	1,000,000		
6,000,000	*			1,500,000	4,500,000		
.....	.....	.....	.....	2,000,000	3,000,000		
13,446,030	.....	.....	.....	.....	11,020,000	.....	.....
4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....
278,328	*			180,550	100,000		
551,985	*		2,524	243,305	326,900	1,287	82,596
3,218,100	*			910,350	2,307,000		
484,684				300,000	40,000		
2,040 106	*		179,048	997,100	1,157,245	49,267	15,532
499,128		25,479	65,882	449,588		140,901	
.....	*	.....	.....	.....	320,000		
576,050				576 050			

Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
....	(Under	construct	ion.)				100	....
355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
63.5	.....	.....	.....	.....	.....	—	100	....
47.0	.....	.....	.....	.....	.....	—	100	....
—	.....	.....	.....	.....	.....	12	100	132
—	(Leased	and oper. b	y Erie.)	.....	53,400	8	100	....
—	(Leased	and oper. b	y Erie)	.....	.....	—	100	....
—	(Leased	and oper. b	y Erie.)	.....	26,500	5½	100	....
—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
—	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116½
62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
106 9	.....	.....	.....	949,686	311,914	—	100	....
—	(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	8	100	....
83.0	246,648	.....	.....	.....	.....	—	100	....
90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
92.3	.....	.....	.....	260,113	117,898	—	100	....
58.1	155,390	.....	.....	251,576	6,001	—	100	....
289.6	2,228,683	.....	.....	3,144,045	366,316	50	50	54½
33.6	405,605	.....	.....	700,465	303,186	10	50	178
575.3	5,100,175	41,508,247	467,787,779	9,571,367	3,062,582	10	50	115½
33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
101.7	996,234	.....	.....	2,577,147	929,288	8	50	110½
200.5	.....	.....	.....	2,821,124	726,115	—	50	....
72.0	522,044	.....	.....	655,736	185,848	—	50	....
500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95½
—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	27,000	6	100	88
....	.....	.....	.....	41,259	28,943	—	100	....
109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
27.5	.....	.....	.....	.....	.....	—	100	....
—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
—	(Under	construct	ion.)	.....	.....	—	100	....
26.0	.....	.....	.....	88,144	31,755	—	100	98½
....	.....	.....	.....	.....	.....	—	100	....
15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
—	(Leas.&	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
48.0	172,982	.....	.....	201,689	56,200	—	50	....
181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
38.3	.....	.....	.....	86,052	24,916	—	100	....
22.0	.....	.....	.....	.....	.....	—	100	....
—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
20.0	.....	.....	.....	125,304	52,801	20	100	....
218.2	593.514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
....	8,314	266,724	123,606	20,662	17,378	—	100	....
239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
22.0	45,657	.....	.....	83,429	35,530	4	100	....
112.0	(Under	construct	ion.)	.....	.....	—	100	....
209.0	.....	.....	.....	1,390,376	580,474	—	100	22
—	(Under	construct	ion—80 m.l	n oper. Ju	n. 1, '71.)	—	100	....
201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
—	(Leas.&	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
—	(Leas.&	oper. by N.	Missouri.)	.....	.....	—	100	....
—	(Leas.&	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
110.0	284,410	.....	.....	390,513	175,529	—	100	....
—	(Leas.&	oper. by W	est Jer.)	.....	.....	6	50	....
—	(Leas.&	oper. by B.	& Lowell.)	.....	.....	1.4	100	....
116.3	433,006	.....	.....	480,173	130,245	—	100	....
104.0	(Leas.&	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
—	(Under	construct	ion.)	.....	.....	—	100	....
—	(Leas.&	oper. by Phila.& Reading.)			28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988		64.0	202,470			207,264	72,103	4	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	169,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000						800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000			—	In a bad	condition. No returns.					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000			45.5				77,924	11,359	—	100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626	—	50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000			—	(Lease. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644,000	*				1,788,000	3,256,320			108.3				301,428	111,528	—	100	
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	462,080	358,009	243.0	840,910			1,486,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	16	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	75½
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124			—	100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1, ...					20,000 p m			100.0				267,762	27,677	—	100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49 0				284,142	166,971	—	100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Gen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502	—	100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000 p m			—	(Under	ons. to be finished by Dec. 1,					100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			—	(Leased	& oper. by Housat'c.)			31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,382					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	New Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	5 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,926	171,000	29,284		—	(Leased	& oper. by W. N. Jer.)				6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,235	400,000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	115
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	805,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,040				580,900	243,000			34.6	190,396			420,623	222,905	—	100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376	—	100	72
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Oct. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	(Leased	& oper. by N.Y. Cen. & H. Riv.)				6	100	48½
L. .c. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862	—	100	36⅜
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563		—	100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,318	*				1,666,990	150,000			59.0	85,360	3,192,075	1,403,923	260,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119	208,353	85,890	—	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750,000				11.4	40,586	353,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	70
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000			158.0	1,144,375	16,301,351	65,732,302	2,084,884	588,977	—	100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,364	2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.	—	100	87½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000					1,000,000	750,000			—	(Recent	ly completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350,000			18.5	15,794	109,513	....	14,411	2,976	—	100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410	....	50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395			97,045	2,742	—	100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	957,500	107,000		35.5	204,500			288,566	101,693	—	100	
Sept. 30, 1870	200.6	49.7	289.0	—	165	118	40	3,045	Western	Mass. & New York.	21,938.629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	134.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas fo	r 20 y'rs at 325,000 m	onthly.)	3,000,000		—	100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	56	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133	—	100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0				112,625	13,200	—	50	
Dec. 31, 1870	37.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,356,074	116,207	1,209.000	2379.000	20,000	48,745	126.1	307,156	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	cons.—New bring to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	cons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850.000					500,000	350,000			—	(Operat	ed by Wil. & Wel.)					100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				220,203	121,457	—	100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming. &	Manch.)				5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,184	114,711	1,463,775	1,484,665	130,021	154,577	181.0	436,316			594,222	250,725	—	100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	—	366	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0		2,861,440	6,131,860	574,668	109,400	—	100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100,000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	200,726	4,701,816	7,193,226	452,547	156,860	10	100	133
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316			258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309					8,229,594				184.5							25	
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350					1,633,350	800,000			—	(Leased	& oper. by Lehigh N				8	50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	7,066,899			13,245,880		15,000,000	5,000,000			108.0				107,947		10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353					5,847,400				65.5				888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000					64.000	835,750	689,446		161.0	(Leased	1870 by Pennsylvani		87,262	lo s.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452					1,003 500	110,000			83.0				220,216	130,187	10	100	79½
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000			19,947,779		8,739,800	15,662,979			108.0				344,308	181,042	—	100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214				110,570	2,200.000	1,021,965	197,815	82,206	103.0				391,550	183,076	—	100	52½
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950					4,337,950	2,232,000			360.0				609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140			4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila. & Read. Co.)			655,000	—	50	15½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278					2,002,746	2,634,387	284,873		45.0				135,162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850					2,907,850	3,000,000	20,000		87.6				59,953	4,203	—	50	1
Dec. 31, 1870	123.3	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300					1,100,000	748,300	63,000		....	(Leased	by Pennsylvania.)					50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	81
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	89
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70½
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	54½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred	.....	7	7	58
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,586	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	80
Union, preferred	....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ — —
Gartsherrie		56	@ 57 —
Glengarnock		54	@ 55 —
Eglinton		52	@ 53 —
Pig, American, No. 1		55	@ 57 —
Pig, American, No. 2		52	@ 53 —
Pig, American, Forge		48	@ 49 —
Bar, Refined, English and American		115	@120 —
Bar, Swedes, assorted sizes	(gold)	120	@130 —
		—Store Prices.—	
Bar, Swedes, 1½ x¾ & 1¼x¾ to ⅝ & ⅞ sq. 1¾ to 5x⅝ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅛		145	— @155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in.		120	— @ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		125	— @ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		127 50	@ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		127 50	@140 —
Scroll		140	— @170 —
Ovals and Half-round		140	— @160 —
Band, 1 to 6 in. by 3-16 to No. 12		—	— @135 —
Horse Shoe		130	— @140 —
Rods, ¼@3-16 inch		125	— @165 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		145	— @190 —
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	— 17½	@ 18 —
Sheet, Single D. and T. Common		— 7	@ — 8½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	75	— @ — —
Rails, American, at Works in Penns...c'y.		87 50	@ 90 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½	@ — 20
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 13½
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d	per keg	— —	@ 5 80
Cut, 8d. and 9d		— —	@ 6 05
Cut, 6d. and 7d		— —	@ 6 30
Cut, 4d. and 5d		— —	@ 6 55
Cut, 3d		— —	@ 7 30
Cut, 2d and 3d. Fine		— —	@ 8 05
Cut Spikes, all sizes		— —	@ 6 05
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 30	@ 7 80
Clinch, 2 to 3 inch and over		7 30	@ 7 80
Horse Shoe, Forged (No. 10 to 5)...per lb.		— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 30	@ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 40	@ — 41
Straits	(gold).	— 33	@ — 33½
English	(gold).	— 33	@ — 33½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal...per box.	13 25 @13 50	15 25	@ 15 50
I. C. Coke	12 — @12 50	14 25	@ 14 50
Coke Terne	10 75 @11 25	12 25	@ 12 75
Charcoal Terne	11 50 @12 —	13 25	@ 13 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— 12	@ — 12½
Crude, 40 @ 47 gravity (in shipping order)		— 17	@ — 17½
Refined, Standard White (in ship'g order)		— —	@ — —
Refined, S. W. (in jobbing lots)		— —	@ — 24½
Refined, S. W. (in tin)		— —	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 15½	@ — 16½
Residuum	per bbl.	4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— —	@ — 43
Copper, Bolts		— —	@ — 45
Copper, Braziers' (over 16 oz.)		— —	@ — 45
Copper, Nails		— —	@ — 45
Copper, Old Sheathing, &c., mixed lots		— 26	@ — 28
Copper, English Pig		— 33½	@ — 33½
Copper, American Ingot		— 32½	@ — 32½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 45	@ — —
German	(gold)	6 45	@ — —
English	(gold)	6 75	@ 7 12½
Bar		— —	@ 9 25
Sheet		— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15 —	@16 —
Liverpool House Cannel		24 —	@25 —
Anthracite (by cargo)	per ton of 2,000 lb.	3 75	@ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11
Canton Co.	92	....	91	....	92	
Central Pacific 6s	100½	100	....	99½	99½	99½
Central of N. Jersey	103	103½	....	103½	104½	104½
Chicago & Alton	112½	....	112	....	....	111
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	98	....
Chicago, Burl. & Q.	130	....	130½	131	....	
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	73½	74	73½
" pref.	90	....	89	....	....	....
" 1st M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	110½	110½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	101½	....	101½	....	....	....
Clev., Col., C. and Ind.	....	....	....	90	90½	....
Clev. & Pittsburg guar.	89½	....	90	89½	89½	90
" 2 M	....	....	....	....	....	....
" 3 M	98	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	34½	35½	36	36½	37½	36½
" 1 M	92	....	92	92	92	91½
" 2 M	76	....	....	....	76	76
Del. & Hudson Canal	119	....	119	....	....	....
Del. Lack. & Western	99	99½	99½	100	100½	100½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	48½	49	48½	47½	48½	47½
" pref.	....	71½	....	70½	....	....
" 1 M. 7s, 1897	....	....	....	103	....	....
" 2 M. 7s, 1879 99½	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	36	....	36½	....	....	....
" pref.	....	....	....	....	54½	....
" 8s, conv.	89	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	132½	....	133	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89½	89½	89½	89½	88½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M	....	....	....	98	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	....	2½	....	....	....
Milw. and St. Paul	55½	55	55½	55½	55½	55½
" pref.	76	....	75½	....	76	....
" 1st mort.	92½	92½	92½	92½	....	....
" 2d mort.	....	....	....	....	....	84½
" 8s	....	107	....	....	....	....
" 7 3-10s con.	....	95	....	....	....	....
" 7s, gold	96½	96½	....	96½	96½	....
Missouri 6s	93	93	....	....	....	93
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	91½	....	....	91	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	98	97½	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	99½	100	100	99½	98½
N. York and Harlem	....	113½	114	....	113½	113
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	43½	43½	43½	44½	43½	
" pref.	75	74½	....	75	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	70½	71½	71½	71½	71½	70½
Panama	133	131½	132	131½	132	132
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	96½	....	....	....
" 1 M.	....	105	....	....	....	....
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	41½	41	41	41½	43½	43½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	82½	....	....	....	....
Tennessee 6s, old	....	73½	73½	73½	....	....
" new	73½	73½	73	....	....	....
Tol., Wab. & Western	73½	72	72	72	....	72
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	94½	....	94½
" 2 M.	....	....	....	....	....	94½
" Equipment	....	....	....	87½	....	....
" St. Lou. Div.	89	....	....	....	....	....
Union Pacific	36½	36½	36½	36½	36½	36½
" 1st mort.	88½	88½	....	87	87½	87
" L. Gt. 7s	80½	80	....	80	....	79½
" Inc. 10s	81½	81	....	79	79½	79
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	51½	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	108	.. ..	108	....	....	....
U. S. 5s, 10-40s. coup.	108½	108	....	108	107¾	107¾
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	110¾	....	....
U. S. 6s, 1881, reg.	114	....	....	113½	....	....
U. S. 6s, 1881, coup.	115½	....	....	115¾	....	....
U. S. 6s, 5-20s. reg. '62.	114	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	113¾	....	113¾
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	113¾	....	....	113¾
U. S. 6s, 5-20s, reg. '65.	....	....	113¾	....	....	....
U. S. 6s, 5-20s, c. 1865.	114½	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '65.	113	112¾	112¾	....	....	112¾
U. S. 6s, 5-20s, c. n '65.	112¾	112¾	112¾	....	....	112¼
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867.	113¼	113¾	112¾	112¾	....	113
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	113¾	....	....	113	112¾	....
U. S. 6s, Pac.R.R.issue.	112¼	113¾	112	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89.	98¼	....	....	....	....	98¼
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	42	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	40	39¼	40	40¼	39¾	....
.. 6s, 1884	....	....	90	....	90	90
.. Gold L.	93	....	98	98	....	....
.. R. R. L.	....	....	97	....	....	....
.. Conv. L.	82	....	....	....	....	....
Lehigh Valley R. R.	59⅞	60	60	60	59½	60
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	99	....	....	99	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	52¼	53	....	....	52¾	52¼
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
North Pennsylvania	49¼	....	....	....	....	....
.. 6s, 1880	100¼	....	....	....	....	....
.. 7s	....	....	97	97	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37¼	37	....	....	....	....
.. 7s	....	....	80¼	....	....	....
Pennsylvania R. R.	58¾	58¼	58¼	58¼	58¼	58⅝
.. 1st M.	....	....	101	....	....	101¾
.. 2d M.	....	....	....	....	....	....
.. Gen. mort.	....	....	....	....	....	....
.. .. reg.	96¼	....	....	96¼	96¼	....
Penn. State, 6s.1st series.	101¼	101¼	....	101¼	....	....
.. 6s, 2d series.	....	104	....	....	....	....
.. 6s, 3d series.	106¾	....	....	....	....	....
Philadelphia City, 6s.	98¼	98¼	....	98¼	98¾	98¾
.. new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58	58	57¼	57¼	57¼	57¾
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	90¾	90¼	....	....	90	90
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	15¾	14¼
.. 6s, 1882	....	....	....	....	78	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	127½	127¼	....	128	128	127¾
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	20¼	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.4.	Th. 5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875.	100	....	....	100	....	99½
.. 1886	....	....	....	....	....	....
.. 1890	98¾	98¾	99	99	99	....
.. 1884	....	....	....	....	....	....
.. 1900	....	98¼	98¼	98¼	98¼	....
Balt and Ohio	159	....	....	....	....	....
.. bonds, 1875.	....	....	....	....	....	....
.. .. 1880.	97	....	....	....	....	....
.. .. 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	....	....	....	99¾	98¾
.. 2d M.	91¼	91¼	....	....	....	91
.. 3d M. 8s.	....	....	83¼	....	83¼	....
Northern Central	....	....	....	....	93	....
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	....	95¼	....	....	....	95¼
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	51¼	....	51	....	....	51
.. Defer. Certif.	15¼	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	151½	151½	....	150	150½	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	137	....	....	136	
Boston and Providence	....	153½	....	....	....	
Boston, Hartford & Erie	....	....	....	4½	....	
.. 7s, new	40½	40½	41½	40	39½	39½
Cheshire, pref.	81	....	....	....	....	....
Chi., Burl. & Quincy	131	....	....	....	132½	....
Concord	....	....	....	....	....	....
Connecticut River	136½	136¾	....	....	....	136¾
Eastern	....	108½	....	108½	109½	
Fitchburg	132	133½	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	115¾	115½	....	115	
Northern, N. H.	....	....	....	....	118½	
Ogdens. & Lake Champ.	74	....	74½	....	73½	
.. pref.	....	103½	....	....	....	
Old Colony & Newport	....	113½	113½	113	113	
Ph., Wil. & Baltimore.	55¼	55	54¾	54¾	55½	
Portl'd, Saco & Ports.	....	....	....	....	130	
Union Pacific	....	....	....	....	....	
" 6s	87	....	....	....	86½	
" Land Grant 7s	77¼	....	....	....	76¾	
" Income 10s.	81½	80¾	....	....	78¼	
Vermont & Canada	68	....	70	....	70	70
Vermont & Mass.	87½	....	87½	....	....	87½
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	65	64	....	....	....	65
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	11½	....	....	....	....	....
Franklin ..	....	....	....	....	9¼	9¼
National ..	6¼	....	....	....	....	....
Pewabic ..	12	....	....	11	11	11
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 23.	Aug. 30.
Atlantic & Gt. W. 1st mort., $1,000	69 — 71	69 — 71
Do. 2d mort., $1,000	59 — 61	55 — 58
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	33 — 35
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds.	83 — 85	83 — 85
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	38½ — 39	40½ — 41
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	95 — 96	95 — 96
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	105 —109	103 —105
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	96 — 98	97 — 99
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95½ — 96½	95½ — 96½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 14, 1872.

Stock Exchange and Money Market.

The Money market has been comparatively well supplied, chiefly through the agency of private lenders, the banks having been less liberal of accommodation in view of their contracted reserve averages. The demand for aid has been good on mercantile account, with strictly prime to good grades of business paper rated at from 7@10 per cent. per annum. The speculative inquiry has been brisk, and has been quite readily met, within the range of 4@6, generally at 5 per cent. on call, on the pledge of satisfactory collaterals. The city banks, last week, were again losers, in their leading items of averages, particularly so in that of deposits, while reporting a further slight increase in their circulation. The U. S. Sub-Treasury added moderately to its coin balances chiefly through the receipts from customs which amounted at this port alone, for the week, to $3,664,000. The office reduced its currency reserves about half a million.

The U. S. Sub-Treasury office last week received $3,505,444 of currency, and $3,965,129 of gold, the latter including $3,664,000 from customs; and disbursed $3,941,144 of currency and $3,513,747 of gold, the latter embracing $982,526 of coin interest. The city banks reduced their loan and discount average about 1⅛ millions during the week, and enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $10,232,302, and a coin reserve of $51,718,675.

The city banks, in their latest return, show a reduction of $298,200 of legal tender notes, $2,951,000 of specie, and of $5,420,000 of deposits, also a contraction of $1,172,400 in their loan and discount averages, and an increase of $57,900 in their item of circulation. The city bank exchanges, last week, averaged 93¼ and thus far, this week, about 103 millions daily. The banks now hold $2,232,525 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $13,451,300, against $10,762,800 same time last year. The city bank deposits are now $213,616,200 against $249,078,600, week ending Sept. 9, 1871. The legal tender reserve amounts to $49,068,500, against $66,945,700 same time last year. The circulation now stands at $27,532,900 against $30,144,200 same time last year. The loans are now $287,640,000 against $311,206,300 at this date last year.

The coin reserve of the city banks is now under 13⅛ millions as against about 29⅛ millions on the 20th of July; the legal tender reserve is about 49 1/16 millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 213⅝ millions, against 247¼ millions on the 20th of July.

Government revenues have been yielding quite satisfactorily since our last. The excises yielded within the week about three millions, and thus far in the current fiscal year beginning with July 1, 1872, $28,488,789. The customs at the port of New York last week were $3,522,111; at the outports, equal to about $1,200,000 all in coin, or coin certificates.

Under the Treasury programme for September, Government proposes to sell, Gold, as follows: Thursday, September 19, $1,000,000; Thursday, September 26, $1,000,000. And to buy in Five Twenties, as follows: Wednesday, September 18, $1,000,000; Wednesday, September 23, $1,000,000.

The Gold speculation has been of less general interest, and the fluctuations in the price have been within a narrow range. The customs call has been up to about $600,000 per day. The export drain has been unimportant. The later transactions indicated weakness.

The range of the price during the week has been from 112⅝@113⅜ and the closing quotation on Wednesday was 112⅞ against 113 the preceding Wednesday. The specie outflow last week, was only $374,433. The Gold Exchange Bank clearances have averaged about 44¾ millions per day during the week.

The customs demand for Gold last week, averaged $610,670 a day; thus far, this week, it has averaged $589,000 a day, or equal to a weekly aggregate of $3,534,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $8,367, and since Jan. 1, 1872, $2,884,995 against $7,506,816 same time in 1871. The total customs revenue of the Government, in

coin, at this port, since January 1, has been $107,581,542 against $111,924,297 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $58,328,410, against $64,396,697 during the same time in 1871.

The export drain of specie was $374,433 last week, against $422,105 same week preceding year. The shipments since January 1, 1872, have been $56,916,603 against $54,296,201 during the same portion of 1871.

Foreign Exchange has been quoted decidedly lower, on a freer offering of bills, and a restricted inquiry, closing weak. Bankers' sixty day bills on London closed on Wednesday at 108 1/8@108 3/8; sight bills on London, 108 7/8@109 1/8.

The week's exports hence of domestic produce have been to the currency value of $4,909,999.

Government securities has been in less demand, and values have been quoted easier, influenced mainly by the depression in gold. The later transactions indicated a steadier range of prices.

On Wednesday, Government bought in a million of Five-Twenties at 111 08@111 44 out of an aggregate offering of $4,494,600.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 115@115 1/2; U. S. Five-Twenties of 1862, 113 3/8@113 7/8; U. S. Five-Twenties of 1864 at 113 3/8@113 7/8; U. S. Five-Twenties of 1865, 113 3/4@114; U. S. Five-Twenties of 1865 consolidated, 112 5/8@112 3/4; U. S. Five-Twenties of 1867, 113@113 1/2; U. S. Five-Twenties of 1868, 113@113 1/8; U. S. Ten-forties at 107 7/8@108 U. S. Fives of 1881 (Funding Loan) 111 1/4@111 3/4; Six per cent. currency bonds, 112@112 1/8.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 28.	Sept. 4.	Sept. 11.
Consols	92 3/4	92 7/8	92 5/8
U. S. 5-20's of 1862	92 1/2	92 5/8	—
U. S. 5-20s, 1865	93 1/8	93 1/4	93 1/4
" 1867	92 1/2	92 5/8	92 1/4
" 10-40s	88	88	87 1/2
New Fives of 1881	89 3/4	89 7/8	89 1/4
Erie	40 1/3	39 1/4	40

State bonds have been comparatively quiet and irregular as to prices.

Railway and Miscellaneous share property has been more active, and the speculative dealings have been more confident in the favorite stocks, prices closing firmly.

Railway Mortgage Loans have been in moderate investment demand, at the current rates. Central Pacific Sixes have been in request, at 99 1/2@99 3/4. Chesapeake and Ohio have been selling at 94 per cent. and accrued interest.

The Metal trade has shown rather more life. Ingot Copper has been in pretty fair request and quoted about steady, with sales reported of 300,000 lbs., at 33 1/4c.@33 1/2c. per lb. Scotch Pig-iron has been quoted firmer on light offerings of stock, but has been quite moderately dealt in; sales, 120 tons Gartsherrie at $57; 150 tons Glengarnock and 50 tons Langloan at $54, with Eglinton quoted at $52. American Pig-iron has been purchased to the extent of 500 tons, part at $56 for Allentown. Of Iron Rails, 2,000 tons English, and 2,000 tons American, sold on private terms, the former quoted at $73@$75, gold, and the latter at $85@$87 50, currency per ton. Lead, Spelter and Zinc, dull at old figures. Pig Tin firm at 33c.@33 1/4c., with sales of 100 slabs Shorts at 33c., gold. Tin Plates, tame, and irregular: sales, 250 boxes assorted Charcoal, at $13 25, gold.

General business has been fairly active in most kinds of Domestic produce, with values comparatively well supported in most instances. Middling upland cotton closed weaker on Wednesday at 21 1/2 cts. per lb. The receipts at all the ports, since Sept. 1, have been 33,744 bales, against 17,778 bales same time in the preceding year; exports 2,055 bales against 8,826 bales in the previous year; stock at the ports at latest dates, 55,302 bales against 99,337 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 10@13 1/2 cts.; Veals at 7@10 cts.; Sheep at 5 1/2@7 1/2 cts.; Lambs, 6 3/4@9 3/4 cts.; Swine, at 5 1/4@5 1/2 cts. per lb., all live weight. The week's receipts were 11,053 Beeves, 2,389 Veal Calves, 30,227 Sheep and Lambs, and 39,595 Swine.

Foreign goods have been more generally active, and on the whole, strong in price. The week's imports of foreign goods reached the amount of $8,969,052 including $3,365,385 of dry goods.

Ocean freights have been moderately active at firmer rates, particularly for Grain, of which the offerings have been quite liberal.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Apl. and Oct., 28; do Jan. and July, 25; New York State 7s, B. L., 108; Brooklyn 6s, W. L., 94 1/2; Boston, Hartford and Erie R. R., 7 1/4; do. 1st mort., 39 3/4; do. guar. bonds, 55 3/4; Sixth Avenue R. R., 130; Second Avenue R. R., 95; Missouri, Kansas and Texas R. R., 41; Albany and Susq. R. R., 92; New York and New Haven R. R., 147; St. Louis, Kansas City and Northern pref., 70; Long Dock bonds, 95; Clev., Col., Cin. and Ind. 1st mort., 102 1/2; Gt. Western 1st mort. 1888, 94; St. Louis and Iron Mt. 1st mort., 96; Lake Shore and Michigan Southern consols, reg., 101; Milwaukee and St. Paul 1st mort. Iowa div., 88; Central of New Jersey 1st mort. new, 103 1/4; do. 2d mort., 100; Hannabal and Naples 1st mort., 89; North Missouri 1st mort., 90 1/2; Toledo, Peoria and Warsaw 1st mort. Burlington div., 87 3/4; Ohio and Miss. 2d mort., 87 1/2; Western Union Tel., 71; do. 7s, 97 1/2; Quicksilver pref., 55; Cumberland Coal and Iron, 80; Consol. Coal of Md., 42; Maryland Coal, 16 1/2; U. S. Exp., 79 7/8; Am. Mer. Union Exp., 71; Wells-Fargo Exp., 86; Adams Express, 93 1/2; Mahattan Gas, 210.

Philadelphia.—Pittsburg, Cincinnati and St. Louis R. R. 7s, 81 1/2; Catawissa 7s, new, 96; Philadelphia and Reading Gen'l mort. 7s, coupon, 102 3/8; do. reg., 103 1/4; do. mort. 6s, 1844-'80, 95 1/8; Sunbury and Lewistown 7s, 95; Lehigh Valley 7s, new, 102 3/4; Belvidere Delaware 2d mort., 84; Wilmington and Reading 7s, 102 1/2; Pennsylvania and New York Canal 7s, 96; West Chester and Philadelphia R. R. 7s, 102 1/4; Green and Coates Streets R. R. 7s, 90; Delaware Division Canal, 46; Huntingdon and Broad Top Mt. pref., 12 1/4. The latest quotations are: City 6s, 98 1/2@98 3/4; do. free of tax, 101 1/2@101 5/8; Pennsylvania State 6s, 1st series, 101 1/4@101 1/2; do. 2d series, 103@104; do. 3d series, 106 3/4@107 1/4; Philadelphia and Reading, 57 3/4@57 3/4; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 95 1/8@95 1/8; United New Jersey R. R. and Canal Co., 127 3/4@128; Camden and Amboy mort. 6s, 1889, 98@98 1/2; do. 1883, 92@92 1/2; do. 1889, 92@92 1/2; Pennsylvania R. R., 58 1/4@58 1/2; do. 1st mort., 100@101; do. 2d mort., 99 3/4@—; do. General mort. coupon, 92 1/2@93; do. reg., 96@97; Little Schuylkill R. R., 48@49; Morris Canal, 49 1/2@50; do. pref., 120@122; do. 6s, 93@98; Susquehanna Canal, 8@8 1/2; do. 6s, 75@78; Schuylkill Nav., 7@8; do. pref., 14 3/4@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 42—@; do. 7s, 1873, 95@95; do. 5s, 60@61; Lehigh Coal and Navigation, 89 3/4@40; do. 6s, 1884, 89 3/4@90; do. R. R. Loan, 96@97; do. Gold Loan, 93 1/4@93 1/2; North Pennsylvania, 49 1/2@50; do. 6s, 100@100 1/4; do., 7s, 96 1/2@97; do. Chattle 10s, 112 1/2@—; Philadelphia and Erie, 26 1/4@27 1/4; do. 6s, 92 1/2@92 1/2; Minehill, 52 1/2@53; Catawissa, 11@18; do. pref., 44 1/2@45; Lehigh Valley, 59 7/8@60; do. 6s, new coupon, 98@98 1/2; do. reg., 98@99; do. 7s, 102 1/2@103; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@60 1/2; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 19@19; Union, @—73; Germantown, 34@40.

Boston.—Boston, Clinton and Fitchburg 7s, 1891, 90; Eastern R. R. 6s, 1874; 97 1/2; Rutland R. R. pref., 58; do. 8s, 1880, 83 1/2; Boston and Albany 7s, 1892, 107 1/4; Vermont and Canada 8s, 89; Vermont Central 1st mort., 65 1/2; Burlington and Missouri River R. R. 8s, in Nebraska, 99 1/2; Atchison, Topeka and Santa Fe R. R 1st mort. 7s, gold, 81 1/2; do. L. G. 7s, 80; Missisquoi R. R. 7s, 1891, 80; Grand River Valley R. R. 2d mort. 8s, 1879, 102 1/4; European and North American 1st mort. 6s, gold, 87; Norwich and Worcester R. R., 122; Cincinnati, Sandusky and Cleveland R. R., 19 3/4; Nashua and Lowell R. R., 140 3/4; Portsmouth, Gt. Falls and Conway R. R., 98 3/8; Cary Imp., 10 1/2; Waverly Land, 8; Boston Water Power, 48; Vermont 6s, 1878, 99; New Hampshire 6s, 1902, 98 1/4; Maine 6s, 1889, 100; Boston 6s, 1876@1880, currency, 100; Cambridge 6s, 1883, 98; Bath 6s, 1891-'2, 90 1/2; Lowell 6s, 1890, 97; Burlington Iowa, 10s, 1878, 100 1/8; Allouez Mining Co., 7 1/8; Calumet and Hecla, 160 7/8; Hanover, 1 1/2; International silver, 2 1/2; Petherick, 3 1/4; Shuniah Silver, 5; Superior, 50c.

Baltimore.—Orange, Alex. and Manassas 7s, 83; Orange and Alexandria 1st mort. 6s, 94; do. 2d mort, 6s, 85; do. 3d mort. 8s, 91 1/2; do. 4th mort. 8s, 84; Central Ohio R. R., 35; do. 1st mort., 85 1/2; Union R. R. 1st mort. guar., 92 1/2; Maryland Defense 6s, 103 1/2. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94 7/8@95 3/4; Baltimore and Ohio, 155@159; do., 6s, 1875, 97 1/2@99; do., 1880, 96 1/4@96 5/8; do., 1885, 96 1/2@97 1/4; Parkersburg Branch, 10@15; Northern Central 38 1/2@39 1/2; do. 6s, 1885, 94@95; do., 1900, 90@91; do., 6s, 1900, gold, 93 1/2@94; N. W. Va. 1st mort., 99@101; do., 2d mort., 99@100 1/2; do., 3d mort., 1885, 90@91 1/2; Marietta and Cincinnati 1st mort. 7s, 1892, 98 1/2@99 1/2;

do., 2d mort., 7s, 91@91⅛; do., 3d mort., 8s, 83½@83¾; Central Ohio, 34¼@36; do., pref., 35@39½; do. 1st mort., 85¼@86; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 96½@97½; do., 2d mort. guar., 96½@—; do. 3d mort., guar., 93@96; do. 2d mort pref., 80@85; do., 2d mort. guar. by Washington Co., 82@89; Richmond and Danville bonds, 79½@80¼; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 81@87; do., 3d mort. 8s, 91@94; do., 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 81@81¾; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99@100; do., 1884, 98@98½; do. 1886, 97½@98½; do., 1890, 98⅞@99; do., 1893, exempt, 98@—; do., 1900, exempt, 97½@98½; do. 1902, 97½@98½; Memphis City 6s, 53@54¾; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 22¾@24; George's Creek Coal, 94@96; Atlantic Coal, 1.50@1.95.

The New Railroad Outlet for the Southwest.

CHESAPEAKE AND OHIO RAILROAD BONDS.

The Chesapeake and Ohio Railroad Company, whose extension of their line to the Ohio river, at a point favorable for continuous navigation, was begun some two years and a-half since, have so nearly completed the work that they are able to announce that trains will be running from Richmond to Huntington, 420 miles, before the close of the year. They at the same time announce the disposal of all but $500,000 of their fifteen million first mortgage loan; and it is now proposed to offer the unsold balance, together with about $2,500,000 of these bonds which have been either repurchased or received in exchange for the Debenture Bonds of the Company, for public proposals. The opportunity is thus afforded capitalists to secure a portion of this Loan at the time when the whole remainder is being removed out of the market, prior to its introduction upon the Stock Exchanges, and just as the magnificent enterprise is on the eve of completion. A portion of these bonds is already held in Europe, and it is natural to expect that large amounts will follow, as in the case of the Central Pacifics, under substantially the same financial management. As will be seen by their advertisement in our columns, Proposals for Bonds should be sent to the Financial Agents of the Company, Messrs. FISK & HATCH, up to Monday, the 16th inst.

☞ The earnings of the Central Pacific Railroad Company for the month of August, 1872, were $1,228,297; for the month of August, 1871, $1,006,373—increase this year over 1871, $281,924. Earnings first eight months 1872, $7,972,208; earnings first eight months, 1871, $5,920,552—increase this year over 1871, $2,051,656.

☞ The estimated earnings of the Erie Railway for the week ending September 7, 1872, were $379,871; against $414,087 for the corresponding period of 1871—a decrease of $34,216. Total earnings since April 1, 1872, $8,244,909—an increase over the same time in 1871 of $47,367.

☞ The Muskegon and Big Rapids (Mich.) Railroad is to be built forthwith, James F. Joy having taken hold of the enterprise.

HOUSTON AND TEXAS CENTRAL
RAILWAY COMPANY'S
FIRST MORTGAGE
Land Grant Sinking Fund
7 PER CT. GOLD BONDS,
AT 90 AND ACCRUED INTEREST IN CURRENCY,

Yielding over Nine per Cent. on the Investment.

WILLIAM E. DODGE, of New York, President.
SHEPHERD KNAPP and WILLIAM WALTER PHELPS, Trustees for Bondholders.

Principal and Interest payable in Gold at the National City Bank, New York. We confidently assure investors that these Bonds are in every respect first-class, and we recommend them as an entirely safe investment. All securities taken at Board prices in exchange. Circulars and information may be obtained at our office.

JOHN J. CISCO & SON,
No. 59 Wall-st., New York.

Cotton Trade of Mobile.

The exports of Cotton from Mobile (Ala.) for the years ending September 1, 1871 and 1872 have been as follows:

	1871.	1872.
Great Britain	137,484	211,154
France	16,133	10,432
Other foreign ports	9,537	14,925
Total foreign	163,154	236,511
Total United States	84,194	122,234
Grand total	247,348	358,745

Commerce of Charleston.

The Charleston (S. C.) *Courier* publishes the following as an approximate value of the leading articles of export from that port during the year ending August 31, 1872:

Cotton, 270,000 bales upland	$27,000,000
Cotton, 11,789 bags Sea Island	2,500,000
Rice, 43,000 tierces	2,000,000
Navel stores, 149,000 barrels	1,100,000
Lumber, 12,000,000 feet	175,000
Domestic yarns 20,000 bales	2,000 000
Phosphates (manufactured and crude)	1,500,000
Sundries additional	2,000,000
Total value	$38,275,000
To which add the jobbing trade of the city	22,275,000
Showing the business of Charleston to have amounted the past year to	$60,550,000

☞ Gen. George W. Cass has been elected President of the Northern Pacific Railroad Company, Vice J. Gregory Smith, Esq., resigned. Mr. Cass will take up his residence permanently in New York, and give his undivided attention to the interests of the Northern Pacific.

☞ The Detroit river tunnel is progressing. The tunnel now extends under the river 905 feet from the Michigan shore, and about 300 feet from the Canada shore.

☞ It is stated the Allegheny Valley Railroad Company has purchased a controlling interest in the Oil Creek and Allegheny River Railroad, and will take possession soon.

THE
St. Joseph & Denver City
RAILROAD COMPANY'S
First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.
BANKERS,
NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 9th inst., reports the net anthracite coal tonnage for the week ending on the 31st ult., from all sources, at 460,663 tons, and for the year 12,872,899 tons, against 8,606,476 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,266,423 tons. The production of bituminous coal for the week was 57,525 tons, and for the year 1,669,356 tons, against 1,543,495 tons to the corresponding time last year—an increase of 125,161 tons. The total production of all kinds of coal for the week was 517,688 tons, and for the year 14,542,255 tons, against 10,109,881 tons to corresponding time last year, showing an increase of 4,432,374 tons.

☞ The Pewabic Mining Company has declared a dividend of $1 per share, payable October 5.

Journal of Railroad Law.

COMMON CARRIERS—BURDEN OF PROOF—RESPONSIBILITY FOR LOSS OF CATTLE.

The late case of The Baltimore and Ohio Railroad Company *vs.* Brady (32 Maryland, 333), was an action to recover damages for loss and injury to a number of cattle belonging to the appellee. The appellant offered in evidence a printed tariff of special rates under which it assumed no responsibility for loss, damage or delay to stock. This tariff contained the condition that the rates therein specified were to be charged only when the owner of the stock, or the party in charge of them, executed to the company a release of all liability for risks or damage to his person or stock. When no such release was executed, the charge would be made at local first class rates of the general tariff. The appellee was charged for the transportation of his cattle under the tariff of the special rates, but executed no release.

The following is the opinion of the court delivered by—

BRENT, J.—There is no doubt that a common carrier by an express contract with his employer may limit his ordinary responsibilities. Where idemnity from loss is claimed by virtue of such a contract, the burden of proof to establish it is upon the carrier.

In this case a special contract was attempted to be set up by showing that the appellee paid for the transportation of his stock at a tariff under which by the printed table the company assumed no responsibility for loss, damage or delay of stock. This alone was not sufficient. It was necessary to show that the owner of the cattle had notice or actual knowledge of these terms at the time or before the delivery of the stock by him to the company to be transported and they were assented to on his part. 2 Redfield on R. R., 80. This was the only question in the case; it was one of fact for the jury upon all the evidence and was promptly submitted to them.

There was no written contract which the court was called upon to construe; and although the appellee may have paid the special rates, it does not follow, as a conclusion of law, that he had notice of the terms upon which they were charged, or that he assented to the same. The weight of testimony is against any such conclusion. The evidence offered by the company shows that really no contract was entered into by the appellee to limit their responsibility as a common carrier. Where the special rates were accepted, releases were to be given. In this case, no release was given by the owner of the cattle, according to the company's own terms, a contract was never consummated between the parties. Their own evidence also rebuts the presumptions of any contract growing out of the charge of the special rates. The cattle were placed on the cars at Brady's Mills, and the charges for their transportation were fixed at the company's office in Baltimore City, after the accident and loss occurred, upon which this action is founded.

In looking at the whole case, the appellant has nothing to complain of in the instruction and payers which were granted by the court below. The prayers of the appellee which were granted, properly state the law of the case. And in the fourth prayer of the appellant the case is most favorably submitted to the jury upon the law, and the whole question of the existence of any special contract left to be passed upon by them on the whole evidence in the case.

Seeing no error in the rulings of the court below, the judgment will be affirmed.

Judgment affirmed.

Springfield and Illinois Southeastern Railway.

Last May the Springfield and Illinois South Eastern Railway Company being desirous to extend its roads northwestwardly from Beardstown to some point on the Mississippi River, and from Shawneetown to some point on the Ohio River, entered into an agreement with the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company by which each is bound to supply the other with all the freight and passengers it can, and the latter guarantees to apply 25 per cent. of the gross earnings to be derived from this source to the purchase of the mortgage bonds of the former. This 25 per centum is expected to realize $200,000 per annum. The mortgage bonds on the road that is now in running order for 228 miles, amounts to $3,400,000 of the denomination of $1,000. Two hundred of these bonds will be annually drawn by lot and the principal and accrued interest paid in coin. This "traffic guarantee" is in some respects new. In this form, besides to the holder's assurance of the ultimate redemption of his bonds, it adds the hope that it may be at a day much earlier than he had anticipated. It utilizes the element of chance in a manner entirely unobjectionable.

☞ The Directors of the Ware River (Mass.) Railroad Co. have organized by choosing Charles A. Stevens of Ware President, and Otis Low of Ware Secretary and Treasurer. The first section of the road, which is now leased to the New London Northern Railroad, will be surrendered as soon as the whole road is completed, which it is expected will be in January, 1873, when cars will be running from Winchendon to Palmer.

☞ Track laying on the Lake Erie and Louisville Railroad is progressing satisfactorily between Lima and Findlay, Ohio. The latest reports say the party were at Rawson, nine miles from Findlay, and expected to reach Bluffton in ten days. The grading north is finished to Lima, and work on the grade south has commenced and will be pushed rapidly forward.

☞ The Saginaw *Enterprise* says that the work of track laying on the Saginaw Valley and St. Louis Railroad has commenced in good earnest, and assurances have been given that the cars will be running through to St. Louis in a very short space of time.

☞ The Lynchburg *Virginian* says that the work of grading on the Lynchburg and Danville railroad is progressing rapidly, and it is thought will be ready for the track within the next sixty days.

☞ John S. Hoffman has purchased the rolling mills at Cooper's Point for $99,250. They will be put in working order in about two weeks.

☞ W. H. Slingerland, of Albany, has been appointed chief engineer of the proposed railroad from Hudson to the State line.

Cold Water and Northwestern Railroad.

The Bellefontaine (Ohio) *Republican* says that the Coldwater and Northwestern Railroad, designed to run from Lima, on the Dayton and Michigan Railroad to Columbus, is again on foot and in a fair way of proving a success. It urges that assistance be given it, and for the following reasons:

We have graded already, with the exception of a short half mile, a good road-bed from Bellefontaine to Marysville, a distance of twenty-four miles—where about $100,000 of capital is lying unused and valueless, having no interest—we can soon put it to use and profit. It will give a connection with the great growing Northwest. It will, on the other hand, by way of the Baltimore and Ohio, from Columbus, gives us a through Eastern connection to the cities of the seaboard.

☞ The Athens (Ga.) *Watchman* says that the contract for grading the Northeastern Railroad from that place to the Air-Line Road has been awarded to Grant, Alexander & Co., who have also subscribed liberally to its stock. They will commence operations on the 9th inst., and push the work rapidly. It will take but a short time to construct and equip the first twenty miles—when State aid, to the amount of fifteen thousand dollars per mile, can be secured.

☞ The railroad between Lafayette, Ind., and Kankakee, Ills., having been completed, the Illinois Central, in connection with the Cincinnati, Lafayette and Chicago, and Indianapolis, Cincinnati and Lafayette Railroads have commenced running through trains between Chicago and Cincinnati, *via* Kankakee, Lafayette and Indianapolis. A fast freight line has been established, to be known as the Kankakee Line, which is now in regular operation, with good equipment.

☞ The earnings of the Union Pacific Railroad in July, 1872, were $743,382; and the expenses, $357,840—making the net earnings $385,542. From January 1, to July 31, 1872 the earnings were $4,584,999; the expenses, $2,744,984—and the net earnings $1,840,015. This shows an increase for July in gross earnings of $69,689; and for the seven months ending July 31, 1872, of $501,021. The increase in net earnings for July was $30,151; and for the seven months ending July 31, $238,772.

☞ The Pennsylvania and Delaware Railroad, extending from Pomeroy, on the Pennsylvania Railroad, to the Delaware State line, where it connects with the Delaware and Pennsylvania Railroad, is fast approaching completion. The locomotive already passes over the greater portion of it daily, and it is the intention to open it for travel on the 18th of September.

☞ The contractors for building that part of the Philadelphia, West Chester and Downingtown Railroad, lying between Philadelphia and West Chester, have been ordered by the directors to push along the work as fast as in can be marked out by the engineer.

☞ The North Grey Branch of the Northern (Canada) Railway is completed as far as Thornbury, and was opened for traffic on the 2d inst.

☞ A movement is on foot to have the Toronto, Grey and Bruce Railway extended from Wroxeter, via Ainleyville, Seaforth, Brucefield, and Varna to Bayfield.

☞ The secretary of the Dayton, Piqua and Toledo Railroad Company reports that the prospects for completing the work on the line north of Piqua, at an early day, are encouraging—a survey of the route having been completed, and arrangements made for building the road. A surveying party will start along the route down the Stillwater Valley, from Piqua to Dayton, during the present month.

☞ The Davenport and St. Paul division of the Indianapolis, Bloomington and Western Railroad has been completed to Hopkinton, seventy miles north of Davenport, and trains are running regularly to that point.

☞ The Wolfboro' Branch of the Portsmouth, Great Falls and Conway Railway has been completed from the main line at Sanborn's Junction northwestward to Wolfboro', N. H., 12 miles.

☞ Work has been commenced at Gardner (Mass.) upon the extension of the Worcester and Gardner Railroad.

Board of Engineers of the Fourth Avenue Improvement.

Office, Grand Central Depot.

NEW YORK, September 5th, 1872.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned at this Office until Two O'Clock of the thirtieth day of September 1872, for all the work on the Fourth Avenue Improvement between 79th Street and Harlem River, embracing a large amount of heavy work, Excavation, Tunnels, Walls, Bridges, &c.

Plans, Specifications and Blank Proposals will be in readiness at this Office on the eleventh day of September, on and after which time the Engineers will be present to make explanations.

ALLAN CAMPBELL,
ALFRED W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKHOUT,
} Board of Engineers 4th Avenue Improvement.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

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One (Osgood Pattern) Second Hand. Price $10,000.

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CIVIL ENGINEER,

78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

Iron Furnace Property FOR SALE.

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

Blast Furnace and Real Estate

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Morris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

EASTON IRON MANUFACTURING CO.

Easton, August 20, 1872.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R. Co.
MOBILE, ALA., August 13, 1872.

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

RAILS MADE BY THE

Park Gate Iron Co.,

Rotherham, England,

SUPERIOR QUALITY, FOR SALE BY

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PROPOSALS

FOR THE CONSTRUCTION

OF THE

TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

G. M. DODGE
Chief Engineer.

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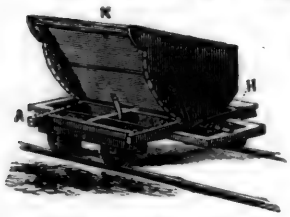
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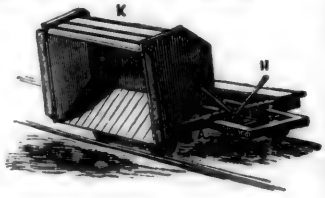


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 20, steamer OCEAN QUEEN, CAPT. JEFF MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer SACRAMENTO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Sept. 18.

Steamer GREAT REPUBLIC will leave San Francisco, Oct. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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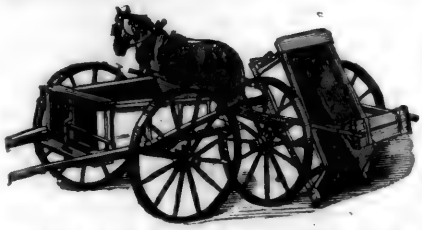
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board; without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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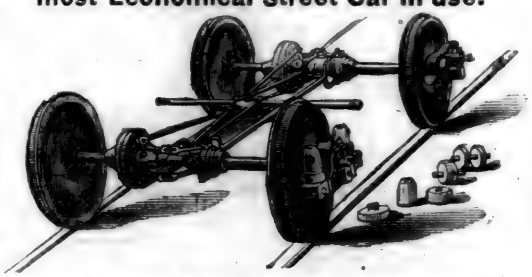
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YORK CAR WORKS.

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78 BROADWAY,

NEW YORK.

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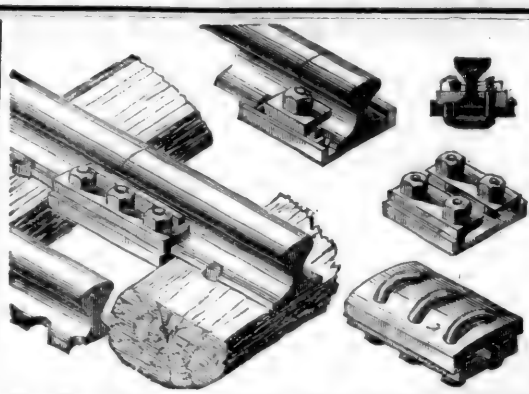
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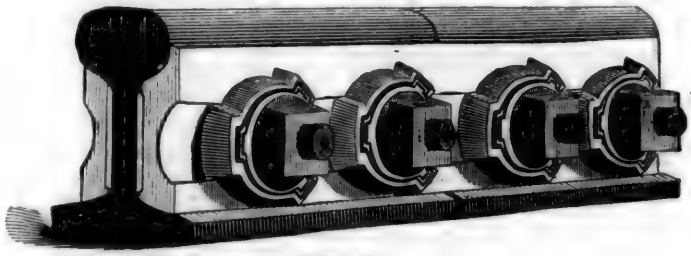
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,

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Cast Steel Tyres, Axles, &c.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 21, 1872.

European and North American Railway.

The following statement of the bonded indebtedness of this company is from an official source:

The Bonds of the European and North American Railway Company, are: First, a million in amount, currency, of Bangor City Bonds, which were loaned to the Company by the City of Bangor, and are secured by a first mortgage on fifty-five miles of its line of railway from Bangor to the town of Winn. Second, an issue of two millions in amount, of gold six per cent bonds, which are secured by a second mortgage upon 55 miles of the line of railway from Bangor to Winn, and a first mortgage upon fifty nine miles of its line of railway from Winn easterly to the Saint Croix River, or the boundary of New Brunswick; and, lastly, by a first and only mortgage upon a grant of wild land from the state of Maine, embracing nearly seven hundred thousand acres of land. The Bangor city Bonds loaned to the company are payable in 1894. The gold Bonds are payable in 1899.

☞ J. P. Barnard has been appointed General Superintendent of the Kansas City, St. Joseph and Crincil Bluffs Railroad.

TO INVESTORS.

To those who have funds to invest in large or small amounts, or who wish to increase their income from means already invested in other less profitable securities, we recommend, after full investigation, the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company. Bearing seven and three-tenths per cent. gold interest, (equal now to about 8¼ currency,) and sold at par, they yield an income considerably more than one-third greater than U. S. 5-20's. They are Coupon and Registered, the lowest denomination being $100, the highest, $10,000.

Nearly one-third of the Main Line of the Road will be completed and in operation with a large business the present season. All the property and Rights of the Company, including a most valuable Land Grant, averaging about 23,000 acres per mile of road, are pledged as security for the first mortgage bonds now offered.

All marketable stocks and bonds are received in exchange at current prices. Descriptive pamphlets and maps, showing Route of road, Connections, Tributary Country, &c., will be furnished on application.

JAY COOKE & CO.

New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

Baltimore and Ohio Railroad.

The Wheeling (W. Va.) *Intelligencer* says that the Baltimore and Ohio Railroad Company is extending its double track west of Piedmont as rapidly as it can be done. Already the seventeen mile grade is nearly furnished with the second track, and by the close of the present month Newburg will be reached from Grafton. Along the line between Altamont and Newburg gangs of men are at work widening the road bed for the additional track. Within the next twelve months this will probably be completed. We hear that orders have been given to double-track the Parkersburg branch also. The immense addition to the company's business since getting control of a through line to St. Louis has made this addition to the capacity of the road indispensably necessary.

Railroad Improvements in New Jersey.—Harsimus Cove.

The work of the different railroad lines between this city and New York is materially changing the appearance of the meadows between Snake Hill and the junction of the Passaic and Hackensack rivers. The net work of tracks and the necessary buildings about to be constructed will doubtless in a short time determine in part how a considerable portion of the marsh in this locality is to be reclaimed.

The completion of the Midland road and the double track road bed of the Newark and Hudson road, now nearly completed, will add several hundred acres to the solid ground.

The route for the connecting link that will unite the Morris and Essex with the Newark and New York road east of the Passaic river, is now being laid out by the engineer, and this will also take up several hundred acres of waste land. It is expected that this road bed will be laid in a very short time after it is commenced, as a portion of the ground is comparatively solid. The crossing over the New Jersey road will be the most important part of the undertaking.

Opposite the foot of Snake Hill the presence of a large force of men with portable steam engines, cutting ditches and driving piles, has excited the curiosity of passengers in the cars of the three lines running close by this locality. This work has been done to prepare a foundation for a round house and machine shops for the Pennsylvania Railroad Co. A considerable portion of the stone walls of the foundation have already been laid and the work is progressing favorably.

In connection with this matter, we will state that the Harsimus Cove improvements are being pushed forward and show progress, two long lines of made ground having been partially completed from the shore line on the Hudson for a considerable distance into the Cove. The principal substance so far used for filling up is the street dirt from New York. This is carried on cars moved by dummy engines and dumped where wanted, two tracks having been constructed the length of the Cove. It will be remembered that this is the beginning of the gigantic project, for several years determined upon by the Camden and Amboy Railroad Company, to construct immense warehouses and docks at Harsimus Cove, and to run their trains from Bergen Cut over an elevated track, supported upon arches, to the Hudson river.—*Newark* (N. J.) *Advertiser*.

Detroit and Milwaukee Railroad.

The Detroit and Milwaukee Railroad, in length 189 miles, or including sidings, &c., 210 miles, is under perpetual lease and is operated by the Great Western Railway Company of Canada.

The Company's Stock of locomotives at the close of 1871 consisted of 34 engines, of which were passenger 14, freight 16 and shunting, 4. They had at same date 576 revenue cars, viz: first-class passenger 30, post-office and baggage 20, emigrant 7, box and cattle 330, flat 188 and auxiliary one.

Trains were run as follows: passenger 304,159, freight 326,610, and others 132,366—total 763,135 miles.

Passengers in 1871, 440,239 as against the previous year's business 459,808—showing a decrease in passenger traffic of 19,569. The freight business increased over the figures of 1870 to the extent of 61,775 tons, having been in 1870, 315,994 and in 1871 377,769.

The cause of the decrease in passenger traffic is assigned to the opening of new roads in the country traversed by this line. The decrease was in the local traffic alone. Through travel, never very large, increased about ten per cent. Freight traffic increased—local about 10 per cent., and through 71½ per cent.; but the average rate per ton was in 1871 less than that realized in preceding years.

The gross earnings in 1870 and 1871 compare as follows:

	1870.	1871.
Passengers	$638 905 71	$618,178 42
Freight	734,874 27	803 110 44
Mails, &c	41,962 18	42,068 61
Rents	5,380 47	39,504 51
Trackage 1870 & 1871	.....	4,355 76
Total	$1,421,122 63	$1,507,217 74

The working expenses were:

Way	$320,841 89	$322,734 45
Locomotive power	194,473 31	210,709 41
Cars	84 159 55	82,287 24
Traffic-passenger	85,022 44	96,525 29
" freight	141,949 32	152,583 34
General charges	39,130 63	38,782 20
Taxes and summaries	52,322 33	37,901 95
Total	$917,899 47	$941,583 88
Balance carried to net revenue	$503,223 16	$565,633 86

"Rents" in 1871 include $34,048 88 for the use of the company's track by the Michigan Central Company between Grand Rapids Junction and Nunica, Nov. 27, 1870, to Dec. 31, 1871. "Trackage," a new item of account, is paid under traffic agreement by the Michigan Central and Great Western of Canada Companies.

The net revenue from the traffic of 1870 and 1871, was disposed of as shown in the following summaries:

	1870.	1871.
Interest on funded debt	$389,128 24	$394,141 76
Interest and discount	5,234 80	1,828 78
Interest on bonds of June 30, 1866	11,421 98	972 90
Claim for personal injury D. & M. R. R. Co. proportion of claims for detention of freight in Winter of 1864-'65	.....	16,657 79
	.....	16,835 10
	$408,785 02	$430,431 27
Balance to credit of income	$94,438 14	$135,202 59

The following table shows the operations and results thereof from January 1, 1861, to December 31, 1871, a period of eleven years:

	Train miles.	Pass. carried.	Tons moved.	Earnings—Gross.	Earnings—Net.
				$	$
1861	161,189	135,787		738,863	318,924
1862	187,727	167,454		866,726	385,547
1863	296,868	167,818		1,026,059	405,025
1864	403,901	165,361		1,323,403	438.644
1865	515,420	439,961	189,427	1,691,735	690.985
1866	514,787	439,453	218,819	1,659,218	635,062
1867	588,382	468,004	258,409	1,761,308	768,789
1868	600,913	438,394	278,729	1,718,094	704,458
1869	614,243	447,041	283,580	1,615,618	666,267
1870	690,924	459,808	315,994	1,421,123	503,223
1871	763,135	440,239	377,769	1,507,218	565,634

The company was reorganized Oct. 24, 1860, and from that date to Dec. 31, 1860, the gross earnings were $218,558 53, and the net earnings $109,666 30, or 50.18 per cent. In the ten succeeding full years the net earnings were 43.07, 44.52, 39.48, 33.16, 40.85, 38.28, 43.65, 41.01, 41.24, 35.42, and 37.53 per cent.

In the years prior to 1868 the earnings included the Michigan Steam Ferry proportion of business. The establishment alluded to has been purchased and is now operated by a distinct company in connection with the railroad.

No dividends have been paid on the Common Stock since the re-organization of 1868. The preference shares, however, received in 1868 3½ and in 1869 7 per cent. No dividends were declared either in 1870 or 1871; but it is very evident that the increased earnings, dependent mainly on improved economy and the rapid settlement of the country traversed, must at no distant period render it possible to pay on both preference and common alike.

The following statement shows the financial condition of the company as of January 1, 1872:

Capital stock	$422,140 00
Pref. stock, secured by mortgage	2,095,000 00
Bonded debt	7,696,387 75
Total	$10,213,527 75
Cost of road and equipment	$10,179,342 47
Expenditure on works, &c., 1871	13,613 03
Balance carried to general account	20,572 25
Total	$10,213,527 75

The actual cost of the road and rolling stock was on June 1, 1872, $11,797,972 48, the difference between the actual cost having been taken from revenue used in construction since the reorganization of October 24, 1860.

The following shows the elements of the capital account at the close of the years indicated:

Dec. 31.	Stock.	Bonds.	Debt.	Road, &c.
1861	$1,952,350	$4,942,046	$357,917	$7,102,514
1862	1,952,350	4.942,046	293,407	6,948,898
1863	1,952,350	5,333,768	188,710	7 286,118
1864	1,952,350	5,333,768	335,686	7,286,118
1865	1,952,350	5,313,408	225,455	2,265,758
1866	1,952,350	5 313,408	372,614	7,265,658
1867	2,547,350	7,151,198	251,150	9,698,548
1868	2,547,350	6,925,048	177,315	9,472,298
1869	2 547,350	6,825,048	337,041	11,467,220
1870	2,547,350	7,530,048	236,813	11,648,094
1871	2,517,140	7,696,388	230,979	11,797,972

The increase in stock and bonds in 1867 was the result of the adjustment of old debts of the late D. and M. Railway Company. The funded debt of the company was reduced in 1868-'69 and '70 by the operation of an annual sinking fund. The actual cost of road and equipment was increased in 1869 and 1870 by adding amounts spent out of revenue since 1860 on capital account.

The outstanding funded debt is described as follows:

Oakland and Ottawa sterling 6s, 1873	$150,866 75
Oakland and Ottawa dollar 7s, 1873	51,000 00
Detroit and Pontiac 7s, 1878	250,000 00
Detroit and Pontiac 8s, 1886	250,000 00
Detroit and Milwaukee 1st mortgage 7s, 1875	2,500,000 00
Detroit and Milwaukee 2d mortgage 8s, 1875	1,000,000 00
Detroit and Milwaukee 1st coupon 7s, 1875	628,525 00
Detroit and Milwaukee 2d coupon 7s, 1875	377,115 00
Detroit River Front mortgage 10s	53,266 67
Mechanical shops 10s, 1871	50,000 00
Detroit and Milwaukee Railroad 6s, of June 30, 1866 due 1886	2,085,614 33
Detroit and Milwaukee Railroad 6s, of Sept. 1, 1866, due 1886	300,00 00

The majority of the bonds of June 30, 1866, ($1,238,000), are in the hands of the Merchant's Bank of Canada, and are redeemable at the rate of $100,000 per annum. To date $350,000 have been thus redeemed and are held by the company although still retained in full on the balance sheet. The company also hold of this series $40,262 62; of the bonds of Sept. 1, 1866, $190,000, and of funded coupons $8,983 50, the said bonds not having been used. Deducting these redeemed and non-issued securities the net debt of the company amounts only to $7,112,141 63.

President.—CHARLES C. TROWBRIDGE, Detroit, Michigan.

Vice President.—JOSEPH PRICE, Hamilton, Can.

Directors.—Charles C. Trowbridge, Detroit, Mich.; Joseph Price, Hamilton, Can.; Henry N. Walker, Edmund A. Bush, and Christain A. Buhl, Detroit, Mich.; Donald McInnes and Æmilius Irving, Hamilton, Can.; Hugh Allan, Montreal, Can.; William K. Muir, Hamilton, Can.

General Superintendent.—Thomas Bell, Detroit, Michigan.

Secretary.—JAMES H. MUIR, Detroit, Michigan.

Baltimore and Potomac Railroad.

At a meeting of the stockholders of this Company, held in Baltimore on the 4th inst., the following gentlemen were elected Directors to serve for the ensuing year: George B. Roberts, J. N. Du Barry, Wm. D. Bowie, Samuel Cox, Dr. Eli J. Henkle, James C. Clarke and Wm. T. Walters. At a subsequent meeting of the new Board, Hon. Oden Bowie was unanimously re-elected President; J. N. Du Barry, Vice President and General Manager; S. Little, Secretary and Auditor, and J. S. Leib, Treasurer.

REPORT OF THE PRESIDENT AND DIRECTORS.

In the last annual report the President and Directors gave the stockholders assurance that before the present yearly meeting a great portion of the road would be ready for travel and freight transportation. Accordingly, on the second of July last the road between Baltimore and Washington, being thoroughly in order and complete, was opened to the public, and six trains were run daily then and since, each way, between the two cities. Two of these each way are accommodation trains stopping for local benefits at all stations. The other four are mail and through trains, conveying Southern and Western travel, and stopping only at important stations. One of these is a night train, with the very best sleeping accommodations, and running through from Baltimore to Weldon without change of cars.

The road from Bowie, the junction of the main

stem and Washington Branch, is now ballasted to Upper Marlboro,' on the main stem, about fourteen miles from Bowie: the "turn table" at Marlboro' is now in, and as the want of this only has for sometime delayed that part of the road being opened, trains were yesterday started from that town. A gravel pit has been opened at Marlboro' to ballast that portion of the road south of the town; another has been purchased at Talbert's, a station about ten miles further south, and will be at once opened. Two others have been secured in Charles county to the Pope's Creek terminus, and as all our energies will now be directed to the immediate completion of the lower end of the route, along which there has been some complaint of delay, we can promise its opening to Pope's Creek by January 1, 1873. But reflection will satisfy even those who have complained most that we have exercised a sound policy in completing first the lines nearer Baltimore and Washington, which would give larger returns upon the heavy investment of the whole work. When completed, as it soon will be, it is our purpose to extend the greatest facilities and inducements for business along the whole line. We propose to run two trains daily each way between Bowie and Pope's Creek, connecting at the former place with Baltimore and Washington trains—one of which each way will be a fast and exclusively passenger train, and the other will be for freight, with passenger coaches attached.

While these very liberal facilities through a sparsely populated, and of late years, because of the scarcity of labor, not very productive, country, may not pay the Company at first, we consider it a wise economy and sound policy to build up a future paying trade by encouraging fruit and other culture and increasing business generally, the life-blood of railways. We hold that the wise course for all corporations, depending on the custom of others, is to invite business by the most liberal policy. This will embrace numerous stations along the line and as low rates as can be maintained. In this connection it must be remembered that the present rates of freight are only temporary upon a business which we are doing at great inconvenience and delay to the road, and only for the great and general accommodation of the people of the country through which it passes. It must also be remembered that the present charges for drayage in Baltimore will be very largely reduced when the completion of the tunnel will allow the delivery of freight at our regular depot instead of, as now, at a suburban station, some distance out of the city.

The last report having detailed so completely the character of the road, its grading, bridging, superstructure, &c., we deem it unnecessary to refer again to it, further than to say that the track of the entire length of the line is laid, the ballasting all completed, except from Marlboro' to Pope's Creek, and platforms and way station houses are being erected.

The equipment has been, like the construction, first-class in every respect. We have at this time: Passenger cars, the best made, 27; to arrive 6; baggage cars, 10; box freight cars, 50; and to be delivered immediately, 50 more; gondola and flat cars, 125; hand cars for track and repair men, 22; truck cars for track and repair men, 22; engines now on hand, 16; ordered for immediate delivery, 5; and cattle cars ordered, 50.

Our line of road passing immediately by the State Cattle Scales, it is our purpose to give particular attention and the most liberal inducements to the cattle trade, which is already so large and greatly increasing each year in Baltimore. The obvious fact that our advantage of being able to unload cattle immediately in the State Yard would give to us this carrying trade from the grazing section of Virginia, which passes through Washington, has induced an effort in this interest of another road, to require the cattle to be unloaded in Washington, under the pretence of being there fed and watered. But when it is remembered that the yard at Baltimore is less than two hours distant in time from Washington and that Baltimore being one of the largest home and distributing markets in the country, all cattle coming to the city are unloaded and refreshed here, it is unreasonable to suppose that this additional annoyance, expense and delay will be put upon drovers and dealers in Washington merely that another road, having less advantages than ours, should be benefited.

As we have labored earnestly for the success of our road so in the interest of Southern Maryland, which has been heretofore deprived of rail facilities, and of the cities of Baltimore and Washington, have we been gratified at the prospect of other roads being built from that part of the State to these cities; and been willing cordially to co operate with any where the interests might be made identical, or were not too conflicting with ours.

Accordingly we have entered into articles of agreement with the Southern Maryland, a road chartered some years since by the Maryland Legislature, and running from Point Lookout through the counties of St. Mary's, Charles and Prince Georges, in the lower part of which last county it intersects our road, which it is believed, will aid materially the building of this road, and upon its completion be materially advantageous to both.

The tunnel, a work of greater magnitude and expense than any other of the kind in this country, except the Hoosac, is satisfactorily approaching completion, and we have the assurance of the contractor, Mr. Rutter, a gentlemen of high character and great experience, that it will be completed by April next.

Thirty seven hundred feet have been walled up, covered in and entirely finished. Rapid progress is being made with other excavations, which are enclosed as fast as each section is excavated.

The completion of the tunnel will complete our work, and facilities for local and through travel will then be unequalled. With the Union Tunnel connection, passengers from all sections of the country passing through Baltimore can do so without any change of car or delay, and for Baltimore travel the most enlarged facilities will be provided. Arrangements having been made with the Northern Central Railway for the use of its depot, as a starting point in the heart of the city, excellent local stations—such as that at Lafayette, which will be continued, and to the neighborhood of all of which the city horse-cars will run—will be provided at Pennsylvania avenue and at the State Cattle Scales on Baltimore street extended.

The convenience of all sections of this city being thus consulted and provided for, our depot in Washington, the plans of which have been perfected on the most extensive scale and with a full regard in architectural design to meet the requirements which its location in the very centre of the city and the neighborhood of the hotels, departments and public buildings require, its construction will be commenced forthwith, and with the character of the road we have built, the superior outfit we have provided, the obliging and accommodating officials, whom alone will be retained in connection with the road, and the liberal policy which we are satisfied will prevail, we feel assured of the public patronage and of every reasonable success.

The approaching completion of the road, which will dispense with their services, renders this a fitting opportunity for a just and merited testimonial upon our part to the efficient labors rendered the Company by our engineers, and for the faithful and unexceptionally good work done by our contractor, Mr. Thomas Seabrook.

ODEN BOWIE, President.

☞ The South and North Alabama railroad, from Montgomery to Decatur (Ala.) is completed, and through trains will run to Louisville (Ky.) in a few days. The formal celebration of the opening will take place on the 29th inst., under the auspices of the Louisville and Nashville Railroad Company.

Traffic Guarantee

AND

REDEMPTION BONDS

7 per cent. Gold Interest.

Mortgage $15,000 per mile.

COMPLETED AND FULLY EQUIPPED RAILWAY.

228 MILES LONG,

ENTIRELY WITHIN THE

STATE OF ILLINOIS.

FIRST MORTGAGE SINKING FUND GOLD BONDS OF THE

Springfield and Illinois South-Eastern Railway.

INTEREST PAYABLE FEBRUARY AND AUGUST, FREE OF GOVERNMENT TAX, AT THE

Office of the Farmers' Loan and Trust Company IN NEW YORK.

PRICE 90 AND ACCRUED INTEREST.

These Bonds, representing an unusually light Mortgage upon a Finished Railway, fully Equipped, extending Centrally through one of the Richest, and most Populous States of the Union, remarkable for the great success of its different Railways, offer unusual inducements to the investor seeking a PROFITABLE AND SAFE SECURITY.

The Holder of this Bond has the right to vote at all Elections.

By the terms of a Traffic Guarantee Contract with the well-known CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, (four of whose Directors, including the President and Vice-President, are also DIRECTORS IN THE SPRINGFIELD AND ILLINOIS SOUTH-EASTERN RAILWAY), A LARGE NUMBER OF THESE BONDS WILL BE PURCHASED BY LOT SEMI-ANNUALLY *AT PAR* and ACCRUED INTEREST, giving the fortunate holders Eleven per cent. Profit on their investment, besides nearly Nine per cent. Interest.

We respectfully invite the attention of all Capitalists to this Security as a particularly safe and desirable one.

Pamphlets and Maps with full particulars furnished by us on written or personal application.

JONES & SCHUYLER,

12 PINE STREET, NEW YORK,

Financial Agents of the Company.

Development of the Mining Resources of the United States.

AN ACT to promote the development of the mining resources of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That all valuable mineral deposits in lands belonging to the United States, both surveyed and unsurveyed, are hereby declared to be free and open to exploration and purchase, and the lands in which they are found to occupation and purchase, by citizens of the United States, and those who have declared their intention to become such, under regulations prescribed by law, and according to the local customs or rules of miners, in the several mining districts, so far as the same are applicable and not inconsistent with the laws of the United States.

Section 2. That mining-claims upon veins or lodes of quartz or other rock in place bearing gold, silver, cinnabar, lead, tin, copper, or other valuable deposits heretofore located, shall be governed as to length along the vein or lode by the customs, regulations, and laws in force at the date of their location. A mining-claim located after the passage of this act, whether located by one or more persons, may equal, but shall not exceed, one thousand five hundred feet in length along the vein or lode; but no location of a mining-claim shall be made until the discovery of the vein or lode within the limits of the claim located. No claim shall extend more than three hundred feet on each side of the middle of the vein at the surface, nor shall any claim be limited by any mining regulation to less than twenty-five feet on each side of the middle of the vein at the surface, except where adverse rights existing at the passage of this act shall render such limitation necessary. The end lines of each claim shall be parallel to each other.

Section 3. That the locators of all mining locations heretofore made, or which shall hereafter be made, on any mineral vein, lode, or ledge, situated on the public domain, their heirs and assigns, where no adverse claim exists at the passage of this act, so long as they comply with the laws of the United States, and with State, territorial, and local regulations not in conflict with said laws of the United States governing their possessory title, shall have the exclusive right of possession and enjoyment of all the surface included within the lines of their locations, and of all veins, lodes, and ledges throughout their entire depth, the top or apex of which lies inside of such surface lines extended downward vertically, although such veins, lodes, or ledges may so far depart from a perpendicular in their course downward as to extend outside the vertical side-lines of said surface locations: *Provided*, That their right of possession to such outside parts of said veins or ledges shall be confined to such portions thereof as lie between vertical planes drawn downward as aforesaid, through the end-lines of their locations, so continued in their own direction that such planes will intersect such exterior parts of said veins or ledges; *And provided further*. That nothing in this section shall authorize the locator or possessor of a vein or lode which extends in its downward course beyond the vertical lines of his claim to enter upon the surface of a claim owned or possessed by another.

Section 4. That where a tunnel is run, for the development of a vein or lode, or for the discovery of mines, the owners of such tunnel shall have the right of possession of all veins or lodes within three thousand feet from the face of such tunnel on the line thereof, not previously known to exist, discovered in such tunnel, to the same extent as if discovered from the surface; and locations on the line of such tunnel of veins or lodes not appearing on the surface, made by other parties after the commencement of the tunnel, and while same is being prosecuted with reasonable diligence, shall be invalid; but failure to prosecute the work on the tunnel for six months shall be considered as an abandonment of the right to all undiscovered veins on the line of said tunnel.

Section 5. That the miners of each mining district may make rules and regulations not in conflict with the laws of the United States, or with the laws of the State or Territory in which the district is situated, governing the location, manner of recording, amount of work necessary to hold possession of a mining-claim, subject to the following requirements: The location must be distinctly marked on the ground so that its boundaries can be readily traced. All records of mining-claims hereafter made shall contain the name or names of the locators, the date of the location, and such a description of the claim or claims located by reference to some natural object or permanent monument as will identify the claim. On each claim located after the passage of this act, and until a patent shall have been issued therefor, not less than one hundred dollars' worth of labor shall be performed or improvements made during each year. On all claims located prior to the passage of this act, ten dollars' worth of labor shall be performed or improvements made each year for each one hundred feet in length along the vein until a patent shall have been issued therefor; but where such claims are held in common such expenditure may be made upon any one claim; and upon a failure to comply with these conditions, the claim or mine upon which such failure occurred shall be open to relocation in the same manner as if no location of the same had ever been made; *Provided*, That the original locators, their heirs, assigns or legal representatives, have not resumed work upon the claim after such failure and before such location. Upon the failure of any one of several co-owners to contribute his portion of the expenditures required by this act, the co-owners who have performed the labor or made the improvements may, at the expiration of the year, give such delinquent co-owner personal notice in writing or notice by publication in the newspaper published nearest the claim, for at least once a week for ninety days, and if at the expiration of ninety days after such notice in writing or by publication such delinquent should fail or refuse to contribute his proportion to comply with this act, his interest in the claim shall become the property of his co-owners who have made the required expenditures.

Section 6. That a patent for any land claimed and located for valuable deposits may be obtained in the following manner: Any person, association, or corporation authorized to locate a claim under this act, having claimed and located a piece of land for such purposes; who has, or have complied with the terms of this act, may file in the proper land office an application for a patent, under oath, showing such compliance, together with a plat and field-notes of the claim or claims in common, made by or under the direction of the United States surveyor general, showing accurately the boundaries of the claim or claims, which shall be distinctly marked by monuments on the ground, and shall post a copy of such plat, together with a notice of such application for a patent, in a conspicuous place on the land embraced in such plat previous to the filing of application for a patent, and shall file affidavit of at least two persons that such notice has been duly posted as aforesaid, and shall file a copy of said notice in such land-office, and shall thereupon be entitled to a patent for said land, in the manner following; The register of the land office, upon the filing of such application, plat, field notes, notices and affidavits, shall publish a notice that such application has been made, for the period of sixty days, in a newspaper to be by him designated as published nearest to said claim; and he shall also post such notice in his office for the same period. The claimant at the time of filing this application, or at any time thereafter, within the sixty days of publication, shall file with the register a certificate of the United States surveyor general that five hundred dollars' worth of labor has been expended or improvements made upon the land by himself or grantors; that the plat is correct, with such description by such reference to natural objects or permanent monuments as shall identify the claim, and furnish an accurate description, to be incorporated in the patent. At the expiration of the sixty days of publication the claimant shall file his affidavit, showing that the plat and notice have been posted in a conspicuous place on the claim during said period of publication. If no adverse claim shall have been filed with the register and the receiver of the proper land office at the expiration of the sixty days of publication, it shall be assumed that the applicant is entitled to a patent, upon the payment to the proper officer of five dollars per acre, and that no adverse claim exists; and thereafter no objection from third parties to the issuance of a patent shall be heard, except it be shown that the applicant has failed to comply with this act.

Section 7. That where an adverse claim shall be filed during the period of publication, it shall be upon oath of the person or persons making the same, and shall show the nature, boundaries, and extent of such adverse claim, and all proceedings, except the publication of notice and making and filing of the affidavit thereof, shall be stayed until the controversy shall have been settled or decided by a court of competent jurisdiction, or the adverse claim waved. It shall be the duty of the adverse claimant, within thirty days after filing his claim, to commence proceedings in a court of competent jurisdiction, to determine the question of the right of possession; and a failure so to do shall be a waiver of his adverse claim. After such judgment shall have been rendered, the party entitled to the possession of the claim, or any portion thereof, may, without giving further notice, file a certified copy of the judgment roll with the register of the land office, together with the certificate of the surveyor general that the requisite amount of labor has been expended, or improvements made thereon, and the description required in other cases, and shall pay to the receiver five dollars per acre for his claim, together with the proper fees, whereupon the whole proceedings and the judgment-roll shall be certified by the register to the Commission of the General Land Office, and a patent shall issue thereon for the claim, or such portion thereof as the applicant shall appear, from the decision of the court to rightly possess. If it shall appear from the decision of the court that several parties are entitled to separate and different portions of the claim, each party may pay for his portion of the claim with the proper fees, and file the certificates and description by the surveyor general, whereupon the register shall certify the proceedings and judgment roll to the Commissioner of the General Land Office as in the preceding case, and the patents shall issue to the several parties according to their

respective rights. Proof of citizenship under this act, or the acts July twenty-sixth, eighteen hundred and sixty-six, and July ninth, eighteen hundred and seventy, in the case of an individual, may consist of his own affidavit thereof, and in case of an association of persons unincorporated, of the affidavit of their authorized agent, made on his own knowledge or upon information and belief, and in case of a corporation organized under the laws of the United States, or of any State or Territory of the United States by the filing of a certified copy of their charter or certificate of incorporation; and nothing herein contained shall be construed to prevent the alienation of the title conveyed by a patent for a mining claim to any person whatever.

Section 8. That the description of vein or lode claims, upon surveyed lands, shall designate the location of the claim with reference to the lines of the public surveys, but need not conform therewith; but where a patent shall be issued as aforesaid for claims upon unsurveyed lands, the surveyor general, in extending the surveys, shall adjust the same to the boundaries of such patented claim, according to the plat or description thereof, but so as in no case to interfere with or change the location of any such patented claim.

Section 9. That sections one, two, three, four, and six, of an act entitled "An act granting the right of way to ditch and canal owners over the public lands, and for other purposes," approved July twenty-sixth, eighteen hundred and sixty-six, are hereby repealed, but such repeal shall not affect existing rights. Application for patents for mining-claims now pending may be prosecuted to a final decision in the General Land Office; but in such cases where adverse rights are not effected thereby, patents may issue in pursuance to the provisions of this act; and all patents for mining claims heretofore issued under the act of July twenty-six, eighteen hundred and sixty-six, shall convey all the rights and privileges conferred by this act where no adverse rights exist at the time of the passage of this act.

Section 10. That the act entitled "An act to amend an act granting the right of way to ditch and canal owners over the public lands, and for other purposes," approved July ninth, eighteen hundred and seventy, shall be and remain in full force, except as to the proceedings to obtain a patent, which shall be similar to the proceedings prescribed by sections six and seven of this act for obtaining patents to vein or load claims; but where said placer claims shall be upon surveyed lands, and conform to legal subdivisions, no further survey or plat shall be required, and all placer mining claims hereafter located shall conform as near as practicable with the United States system of public land surveys and the rectangular subdivisions of such surveys, and no such location shall include more than twenty acres for each individual claimant, but where placer-claims cannot be conformed to legal subdivisions, survey and plat shall be made as on unsurveyed lands: *Provided*, That proceedings now pending may be prosecuted to their final determination under existing laws; but the provisions of this act, when not in conflict with existing laws, shall apply to such cases: *And provided also*, That where by the segregation of mineral land in any legal subdivision a quantity of agricultural land less than forty acres remains, said fractional portion of agricultural land may be entered by any party qualified by law for homestead or pre-emption purposes.

Section 11. That where the same person, association, or corporation is in possession of a placer-claim, and also a vein or lode included within the boundaries thereof, application shall be made for a patent for the placer-claim, with the statement that it includes such vein or lode, and in such case, (subject to the provisions of this act and the act entitled "An act to amend an act granting the right of way to ditch and canal owners over the public lands, and for other purposes," approved July ninth, eighteen hundred and seventy) a patent shall issue for the placer-claim, including such vein or lode, upon the payment of five dollars per acre for such vein or load claim, and twenty-five feet of surface on each side thereof. The remainder of the placer-claim, or any placer-claim not embracing any vein or lode claim, shall be paid for at the rate of two dollars and fifty cents per acre, together with all costs of proceedings; and where a vein or lode, such as described in the second section of this act, is known to exist within the boundaries of a placer-claim, an application for a patent for such placer-claim which does not include an application for the vein or lode claim shall be construed as a conclusive declaration that the claimant of the placer-claim has no right of possession of the vein or lode claim; but where the existence of a vein or lode in a placer-claim is not known, a patent for the placer-claim shall convey all valuable mineral and other deposits within the boundaries thereof.

Section 12. That the surveyor general of the United States may appoint in each land district containing mineral lands as many competent surveyors as shall apply for appointment to survey mining claims. The expenses of the survey of vein or lode claims, and the survey and subdivision of placer-claims into smaller quantities than one hundred and sixty acres, together with the cost of publication of notices, shall be paid by the applicants, and they shall be at liberty to obtain the same at the most reasonable rates, and they shall also be at liberty to employ any United States deputy surveyor to make the survey. The Commissioner of the General Land Office shall also have the power to establish the maximum charges for surveys and publication of notices under this act; and, in case of excessive charges for publication, he may designate any newspaper published in a landed district where mines are situated for the publication of mining-notices in such district, and fix the rates to be charged by such paper; and, to the end that the Commissioner may be fully informed on the subject, each applicant shall file with the register a sworn statement of all charges and fees paid by said applicant for publication and surveys, together with all fees and money paid the register and the receiver of the land office, which statement shall be transmitted, with the other papers in the case, to the Commissioner of the General Land Office. The fees of the register and receiver shall be five dollars each for filing and acting upon each application for patent or adverse claim filed, and they shall be allowed the amount fixed by law for reducing testimony to writing, when done in the land office, such fees and allowances to be paid by the respective parties; and no other fees shall be charged by them in such cases. Nothing in this act shall be construed to enlarge or affect the rights of either party in regard to any property in controversy at the time of the passage of this act, or of the act entitled "An act granting the right of way to ditch and canal owners over the public lands, and for other purposes," approved July twenty-six, eighteen hundred and sixty-six, nor shall this act affect any right acquired under said act; and nothing in this act shall be construed to repeal, impair, or in any way affect the provisions of the act entitled "An act of granting to A. Sutro the right of way and other privileges to aid in the construction of a draining and exploring tunnel to the Comstock lode, in the State of Nevada," approved July twenty-fifth, eighteen hundred and sixty six.

Section 13. That all affidavits required to be made under this act, or the act of which it is amendatory, may be verified before any officer authorized to administer oaths within the land-district where the claims may be situated, and all testimony and proofs may be taken before any such officer, and when duly certified by the officer taking the same, shall have the same force and effect as if taken before the register and receiver of the land office. In cases of contest as to mineral or agricultural character of the land, the testimony and proofs may be taken as herein provided on personal notice of at least ten days to the opposing party; or if said party cannot be found, then by publication of at least once a week for thirty days in a newspaper, to be designated by the register of the land office as published nearest to the location of such land; and the register shall require proof that such notice has been given.

Section 14. That where two or more veins intersect or cross each other, priority of title shall govern, and such prior location shall be entitled to all ore or mineral contained within the space of intersection *Provided, however*, That the subsequent location shall have the right of way through said space of intersection for the purposes of the convenient working of the said mine: *And provided also*, That where two or more veins unite, the oldest or prior location shall take the vein below the point of union, including all the space of intersection.

Section 15. That where non-mineral land not contiguous to the vein or lode is used or occupied by the proprietor of such vein or lode for mining or milling purposes, such non-adjacent surface ground may be embraced and included in an application for a patent for such vein or lode, and the same may be patented therewith, subject to the same preliminary requirements as to survey and notice as are applicable under this act to veins or lodes: *Provided*, That no location hereafter made of such non-adjacent land shall exceed five acres, and payment for the same must be made at the same rate as fixed by this act for the superficies of the lode. The owner of a quartz-mill or reduction works, not owning a mine in connection therewith, may also receive a patent for his mill-site, as provided in this section.

Section 16. That all acts and parts of acts inconsistent herewith are hereby repealed: *Provided*, That nothing contained in this act shall be construed to impair, in any way, rights or interests in mining property acquired under existing laws.

Approved May 10, 1872.

☞ The Bel Air (Md.) *Intelligencer* says that a new impetus has been given to the Bel Air and Magnolia Railroad which it hopes, will result in the building of the road. A meeting of the corporators was held in Bel Air on Saturday, when the prospects of the road were fully discussed, and the determination arrived at, that it must be built. At this meeting a statement was made that Mr. Patrick McCabe, of Havre de Grace, a well known railroad contractor, had offered to subscribe $20,000 to the capital stock of the road, provided the contract for grading the same be given to him. If this proposition is put in a tangible shape and properly guaranteed, we may safely promise that the remainder of the money will be forthcoming.

☞ The St. Vincent extension of the St. Paul and Pacific Railroad reached the crossing of Red Lake River, twenty miles east of Grand Forks, on the 29th of August.

☞ The Quincy, Missouri and Pacific Railroad has been completed to Kirksville, and trains commenced running regularly on the 2d of September.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,582	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,300	467,659	5,670,882
1870	413,104	394,176	488,332	638,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	.....	.....	.....	....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486.196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,360	384,999	388,964	461,290	466,097	533,655	584,163	507,617	473,227	455,607	377,687	5,275,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	261,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932.683	754,671	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895.712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,208.444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13.355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12.203.403
1871	655,428	602,482	774,904	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,043	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276,204	273,751	315,149	295,460	281,491	288,775	314,850	360,789	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571.348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,520	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,149	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	135,531	144.923	141,3 6	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429.161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362.783	333,952	284,977	313,021	398.993	464,778	506,296	412,934	330.373	4,371 073
1868	343,316	304,315	326,880	415,758	369.236	325.501	321,013	392.942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	393.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	360,228	321,203	333.508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,599	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529 759	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,728	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239.139	313.914	271,527	290,916	304,463	349,285	344,700	350.348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282.939	240,135	234,633	322.521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307.122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	390,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	266,406	.....	....,..	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	965,358	903.974	864,637	693,104	873.153	966,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744.188	314,472	631.143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,286	525,490	755,433	904,834	499,463	630,680	1,282,903	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,369,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156.066	172,933	220.788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174.500	168,606	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450.203	429,808	323,270	399,459	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	450,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328.791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	434,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528 529	500 139	589,258	706,603	802,586	746,450	643,658	664 961	798 971	719,898	670 168	606,063	7,054,094
1871	479,573	370,925	469,599	584 540	724,466	728,174	673,693	681,805	800,402	777,862	708,142	542,903	7,574,949
1872	278,936	534,115	565,861	699 430	590,442	855,459	743,382	.....	.....	.....	.....	.....	.....

North Missouri Railroad Sale.

Yesterday morning, at the east wing of the Court house, Deputy United States Marshal Sauer sold the title of the old Missouri railroad, now known as the St. Louis, Kansas City and Northern railroad. Some time ago Wm. Hoge, a well known car builder at Philadelphia, entered a complaint against the company for moneys due him from the company. The court allowed the claim, and invested the Marshal with authority to sell the title on the 13th day of September to the highest cash bidder. This title included the road bed of both the northern and western branches, the bridges, depots, station houses, water-tanks, cattle-pens, fencing, machine-shops, engine and car houses, all locomotives and cars of every description. The road, with all the appurtenances stated, sold for the comparatively insignificant sum of $45,000 cash. It was bought by its President, Mr. T. B. Blackstone, also President of the Chicago and Alton railroad. There was but a slim attendance of bidders.—*St. Louis Daily Globe Sept.* 14.

Burlington and Southwestern Railroad.

This road, which will soon be of considerable importance to Missouri as well as Iowa, is progressing in a most satisfactory manner. The route runs southwesterly from Burlington through Ft. Madison, Farmington and Bloomfield, Iowa, to Moulton, on the St. Louis, Kansas City and Northern railway. Thence through Unionville, Putnam county, Mo., Princeton, Mercer county, Bethany, Harrison county, Pattensburg, Daviess county, and Maysville, DeKalb county, to St. Joseph. From Unionville a branch runs southwesterly through Valparaiso and Milan, Sullivan county, Linneus and Laclede, Linn county, Stanley, Chariton county and Norborne, Carroll county, to Lexington. At this point the road again divides, one branch running west to Kansas City, and the other continuing to the southwest, through Pleasant Hill, Butler, Nevada, Lamar and Carthage, Mo., to Vinita, in the Indian Territory, the junction of the Atlantic and Pacific and the Missouri, Kansas and Texas roads. So much as to the route, which is evidently an excellent one.

The road was completed and trains commenced running regularly from Burlington to Moulton, a distance of 100 miles, January 1st, 1872. The work laid out for this season was to build the main line to Unionville, 30 miles west of Moulton, and to complete the branch from Unionville to Stanley City, a distance of 53 miles. The grading on this 83 miles is nearly done. The iron is bought and nearly all of it is on the ground. Track-laying began on the 15th of August at Laclede crossing of the Hannibal and St. Joseph Railroad toward the north. It is now laid to Linneus, a distance of seven miles. The track is also laid from Moulton, a distance of six miles to the Chariton river, near the State line. Both parties of tracklayers are now progressing at the rate of half a mile a day.—*St. Louis Railway Register.*

Hempfield and Bellevernon Railroad.

As we announced some time ago, the Baltimore and Ohio Railroad Company have broken ground on the Bellevernon route of the Hempfield road and commenced work at one or two points. It is understood that the reason the Bellevernon, instead of the Mingo route, was adopted, was because the former is between four and five miles the shorter, and this company is determined to secure the shortest route possible between Baltimore and Chicago, and the northwest, and on the completion of the Hempfield and a road which they are now building between Hannibal, Ohio, and Chicago, this result will be accomplished. The Hempfield route alone, via Bellevernon, shortens the distance between the above-named points sixty nine miles. It is the intention of the company to push forward the work with vigor, so that in eighteen months at the outside we may expect to have the long wished for and long-delayed line completed. A double track will be laid throughout the whole line.—*Washington Reporter.*

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York for eight months from January 1st:

	1871.	1872.
Ashes, bbls.	4,855	5,000
Breadstuffs—		
Wheat flour, bbls.	2,198,133	1,662,895
Cornmeal, bbls.	136,514	129,497
Wheat, bush.	11,398,230	5,570,447
Rye, bush.	165,798	568,664
Oats, bush.	5,731,260	8,832,437
Barley and malt, bush.	713,477	1,647,487
Peas, bush	93,318	168,135
Corn, bush	18,416,972	26,324,805
Cotton, bales	641,296	382,235
Naval Stores—		
Crude turp., bbls	5,489	6,654
Spirits turp., bbls	40,448	51,158
Rosin, bbls	305,339	421,750
Tar, bbls	15,167	23,797
Pitch, bbls.	640	1,741
Provisions—		
Pork, pkgs	154,429	109,488
Beef, pkgs	85,674	14,654
Cutmeats, pkgs	119,656	252,715
Butter, pkgs.	382,826	396,781
Cheese, pkgs	857,059	1,112,849
Lard, tcs. and bbls.	167,337	267,653
Do., kegs	14,851	17,820
Whiskey, bbls.	109,056	132,652

Exports from New York to foreign ports of certain leading articles of domestic produce for eight months from January 1st—

	1871.	1872.
Ashes—Pots, bbls.	1,486	1,266
Do. pearls, bbls	228	91
Beeswax, lbs	170,467	200,460
Breadstuffs—		
Wheat flour, bbls.	1,177,399	637,068
Rye flour, bbls.	2,552	3,538
Cornmeal, bbls.	85,673	119,890
Wheat, bush.	11,797,765	6,299,641
Rye, bush	125,845	644,102
Oats, bush.	18,978	25,429
Barley, bush.	81,797	22,656
Peas, bush	62,725	130,735
Corn, bush	7,444,593	16,900,984
Candles, bxs.	34,440	43,367
Coal, tons	11,129	60,490
Cotton, bales	418,231	191,607
Hay, bales	19,583	17,559
Hops, bales.	25,362	4,334
Naval Stores—		
Crude turp., bbls.	208	529
Spirits turp., bbls	9,599	17,705
Rosin, bbls	248,152	331,154
Tar, bbls.	7,640	14,674
Pitch, bbls	1,853	2,613
Oils—whale, galls	118,119	11,784
Do., sperm, galls	468,777	378,062
Do., lard, galls	234,962	122,059
Do., linseed, galls	8,868	4,633
Provisions—		
Pork, bbls.	114,293	111,451
Beef, bbls.	34,930	25,857
Do., tcs	65,109	27,958
Cutmeats, lbs	54,358,880	156,655,407
Butter, lbs.	4,290,714	2,968,871
Cheese, lbs	46,797,832	48,528,159
Lard, lbs.	67,702,924	113,609,862
Rice, tcs	1	57
Do., bbls	7,099	14,054
Tallow, lbs	23,023,247	41,821,426
Tobacco, crude, pkgs.	83,128	128,594
Do., manf., lbs	5,688,870	5,492,864
Whalebone, lbs	348,121	20,483
Petroleum, galls	61,653,177	51,572,158

☞ The estimated earnings of the Erie Railway for the week ending September 15, 1872, were $454,492; against $483,100 for the corresponding period of 1871—a decrease of $28,609. Total earnings since April 1, 1872, $8,699,401—an increase over the same time in 1871 of $21,758.

SAFE AND PROFITABLE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund

30 Years'

7 PER CENT. GOLD BONDS

INTEREST PAYABLE APRIL AND OCTOBER AT THE UNION TRUST COMPANY,

—AT—

90 AND ACCRUED INTEREST.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically STRAIGHT AND LEVEL; MUCH SHORTER, and can be run with greater speed and safety than any other road connecting Buffalo and Chicago.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable. Rapid progress is being made in the construction of the Road, and it will be finished at the earliest practicable period.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds, in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Leonard, Sheldon & Foster

Bankers, 10 Wall Street.

Winslow, Lanier & Co.,

Bankers, 27 Pine Street.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	$3,067,800	J. & J.	July '72 3½
Allegheny Valley	2,256 350	— & —	
Atlanta and West Point	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	3,691,200	— & —	
" " pref.	821,864	J. & J.	July '71 3½
Atlantic and St. Law*	2,494,900	M. & S.	Sept. '72 2
" " new 1870.	1,500,000	— & —	
Avon, Genesee & Mt. M.*	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio	13,151,962	M. & N	May '72 5
Washington Br.	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref.	5,680 685	— & —	
Berkshire*	800,000	J. A J & O	July '72 1½
Blossburg & Corning.*	250,000	J. & D.	June '72 2½
Boston and Albany	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.	633,200	— & —	
Agricultural Br. guar.	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref	800,000	M. & N.	May '72 3
Boston and Lowell	2,215,000	J. & J.	July '72 4
Boston and Maine	5,000,000	M & N.	May '72 5
Boston and Providence	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*	950,000	J. & D	June '72 3½
Burlington and Mo. Riv.	1,380,000	J. & J.	July '72 4
" " pref.	1,083,400	J. & J.	July '72 4
Camden and Amboy*	5,847,800	J. A. J. O.	July '72 2½
Camden and Atlantic	377,100	— & —	
" " pref.	752,700	— & —	
Cape Cod	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville*	447,000	J. & D.	June '72 3
Catasauqua & Fogelsv.	426,900	Novemb.	Nov. '71 6
Catawissa*	1,159,500	— & —	
" pref.	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*	6,850,400	M. & N.	May '72 1½
" " pref.	769,600	M. & N.	May '72 3½
Central of Georgia	4,666,800	J. & D	June '72 5
Central of New Jersey	15,000,000	J. A J & O.	July '72 2½
Central Ohio*	2,425,000	J. & D.	June '72 3
" pref.	400,000	J. & D.	June '72 3
Chemung*	380,000	J. A. J & O	July '72 1½
Cheshire, preferred	2,100,000	J. & J.	July '72 2
Chicago and Alton	8,925,500	M. & S.	Sept. '72 5
" " pref.	2,425,400	M. & S.	Sept. '72 5
Chicago, Buri. & Quincy	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*	3,916 300	J. & J.	July '72 4
Chicago & N. Western	14,720,959	J. & D.	June '71 4
" " pref.	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific	19,000,000	A. & O.	Apl. '72 4
Clin., Ham. & Dayton*	3,500,000	A. & O.	Apl. '72 4
Clin., Sand. and Clev.*	2,967,800	— & —	Apl. '72 10s
" " pref.	428,848	M. & N.	May '72 3
Clev., Col., Cin. & Ind.	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*	7,494,588	F.M.A.N	Aug '72 2½
Col., Chic. & Ind. Cen.*	13,000,000	J. A J & O	July '72 2½
Columbus and Xenia*	1,786,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.	848,964	F. & A.	Aug. '72 5
Concord	1,500,000	M. & N.	May '72 5
Concord and Ports.*	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv.	2,084,200	F. & A.	Aug. '72 3
Connecticut River	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.	307,383	— & —	
Cumberland Valley	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk	400,000	M.J.S.D.	Dec '71 4
Delaware*	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn.	18,508,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee *	452,350	— & —	
" " pref.	2,095,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*	5,000,000	J. & J.	July '72 2
East Pennsylvania*	1,309,200	J. & J.	July '72 4
East Mahanoy *	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)	4,062,600	J. & J.	July '71 4
Eastern (N. H.)	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport*	500,000	M. & N.	May '72 2½
" " pref.	500,000	J. & J.	July '72 3½
Erie Railway	18,000,000	F. & A.	Feb. '68 4
" pref.	8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*	1,090,250	M.J.S.D.	Sept. '72 1½
Fitchburg	3,640,000	J. & J.	July '72 4
Georgia	4,158,000	J. & J.	July '72 4
Grand River Val.* guar.	1,000,000	— & —	
Grand Trunk, (Ca.)	14,387,946	— & —	
Great Western, (Ca.)	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph	4,151,700	F. & A.	Aug. '70 3½
" " pref.	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	116,850	M. & N.	May '72 5
Harlem Extension	4,000,000	— & —	
Harrisburg & Lancaster*	1,182,500	J. & J.	July '72 3½
Hartford & New Haven	3,300,000	J. A. J. O.	July '72 3
" scrip.	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref.	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top.	616,000	— & —	
" " pref.	218,350	J. & J.	July '68 3½
Illinois Central	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf.	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	4,625,000	— & —	
Jeffersonv., Mad. & Ind.	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	1,500,000	J. A. J. O.	July '72 1½
Joliet & North. Indiana*	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.	33,446,500	F. & A.	Aug. '72 4
" " (guar.)	533,500	F. & A.	Aug. '71 5
Lawrence*	263,230	— & —	
Leeds and Farmington*	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	8,739,800	M. & N.	May '67 5
Lehigh Valley	18,159,400	J. A. J. O.	July '72 2½
Little Miami*	$5,871,450	J. A. J. O.	July '72 2
Little Schuylkill*	2,646,100	J. & J.	July '72 3½
Long Island	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex.	1,623,483	J. & J.	July '69 3
" " pref.	848,700	J. & J.	July '72 4½
Louisville & Nashville	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi.	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	200,000	A. & O.	Apl. '71 3
Lykens Valley	600,000	F.M.A.N	Aug. '72 2½
Macon and Western	2,500,000	J. & D.	Dec. '71 5
Maine Central	3,400,500	— & —	
Manchester and Law.	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati	1,372,891	— & —	
" " 1st pref.	8,130,719	M. & S.	Sep. '66 8s
" " 2d pref.	4,460,368	M. & S.	Sep. '66 8s
Massawippi*	400,000	F. & A.	Aug. '72 3
Memphis & Charleston*	5,312,725	J. & D.	Jan. '69 3
Michigan Central	14,685,848	J. & J.	July '72 5
Mill Creek & Minehill*	323,375	J. & J.	July '72 5
Milwaukee and St. Paul	11,822,878	J. & J.	Dec. '70 7s
" " pref.	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.*	5,856,450	J. & J.	July '72 3½
Morris and Essex*	11,900,950	J. & D.	June '72 3½
Nashua and Lowell	800,000	M. & N.	May '72 5
Naugatuck	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.*	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp.	605,000	J. A. J. O.	Sept '72 3
New Jersey*	7,295,200	J. A. J. O.	July '72 2½
New London Northern*	1,003,500	J. & J.	Jan. '72 4
N. Y. Cen. & Hudson R.	45,000,000	A. & O	Oct. '72 4
" " Certif.	44,428,330	A. & O.	Oct. '72 4
New York and Harlem.	8,500,000	J. & J.	July '72 4
" " pref.	1,500,000	J. & J.	July '72 4
N. York & New Haven.	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.	2,000,000	J. A. O. J.	July '72 2½
Niag. Bridge & Canand*	1,000,000	J. & J	July '72 3
North Carolina*	4,000,000	irregular.	July '72 5
N. Eastern (N. C.) pref.	111,000	M. & N.	May 67 4
North Pennsylvania	3 150,150	January.	Jan. '72 5s
Northern Central	6,000,000	M. & N	May '72 3
Northern N. Hampsh.	3,088,400	J. & D.	June '72 4
Northern New Jersey*	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*	3,051,800	J. & J.	July '72 3½
" " pref.	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi	19,995,847	— & —	
" " pref.	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.	4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport.	4,969,020	J. & J.	July '72 3½
Oswego and Syracuse*	482,400	F. & A.	Feb. '72 4
Pacific of Missouri	3,635,750	— & —	
Panama	7,000,000	J. A. J. O.	Oct. '72 3
Paterson and Hudson*	630,000	J & J.	July '72 4
Paterson and Newark*	500,000	J. & J.	
Paterson and Ramapo*	248,000	J. & J.	July '72 2
Pember. & Hightstown*	342,150	J. & J.	Jan. '71 3
Pennsylvania	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*	6,004,300	J. & J.	
" " pref.	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn*	1,626,250	M.J. S.D.	Sept. '72 3
Philadelphia & Reading	30,401,600	J. & J.	July '72 5
Phila. and Trenton*	1,250,100	J. A. J.O.	July '72 2½
Phila., Wil. & Balt.	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*	19,714,285	J. A. J.O.	July '72 1½
" Special Imp.	2,000,000	J. A. J.O.	July '72 1½
Pittsfield & N. Adams.	400,000	J. & J.	July '72 3
Portland and Kennebec.	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.	1,500,000	J. & J.	July '72 5
Providence & Worces.	2,000,000	J. & J.	July '72 5
Raleigh and Gaston	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*	557,500	— & —	
Rome, Watert. and Ogd.	2,997,800	J. & J.	July '72 4
Rutland*	2,700,000	— & —	
" preferred.	4,300,000	F. & A.	Aug. '72 8½
St. Croix and Penobscot.	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.	2,300,000	— & —	
" " " pref.	2,040,000	May.	May '68 7
Saratoga and Schenec.*	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley*	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.	1,181,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.*	869,450	F. & A.	Aug. '72 3
Shore Line*	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	436,300	J. & J.	Jan. '72 3
South Carolina	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	3,939,900	F. & A.	Feb. '72 4
Staten Island	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	443,700	J. & J.	Jan. '72 3½
Stony Brook*	267,300	M. & N.	May '72 3
Summit Branch*	240,000	F. & A.	Aug. '72 3
Sussex (N. J.)	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	1,670,189	— & —	Sept. '72 4
Taunton Branch	500,000	J. & J.	July '72 4
Terre Haute & Indiana	1,998,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*	274,400	J. & D.	Dec. '71 5½
Utica and Black River	1,666,000	J. & J.	Jan. '72 5
Vermont and Canada*	2,500,000	J. & D.	June '72 4
Vermont and Mass	1,800,000	M. & N.	May '72 3
Warren (N. J.)	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	225,000	A. & O.	Apl. '72 2½
West Jersey	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*	180,000	J. & J.	July '72 3
Winchester & Strasburg*	500,000	J. & J.	July '72 3½
Worcester and Nashua.	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City	110,300	— & —	2½
Baltimore City	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)	900,000	— & —	
Boston and Chelsea	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)	200,000	J. A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)	2,100,000	J. & D.	Jun. '70
Brooklyn City	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt.	600,000	J. & J.	July '70
Brooklyn and Jamaica	488,100	— & —	
Bushwick (Brooklyn)	302,000	J. & J.	July '71 3½
Cambridge	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	800,000	J. & J.	July '72 7
Citizens' (Phg.)	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.	600,000	— & —	
D. Dock, E. B'dw. & Bat.	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	200,000	— & —	3
42nd St. & G. St. Ferry	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	491,750	J. & J.	July '72 4
Germantown (Ph.)	1,000,000	J. & J.	July '72 3
Girard College (Ph.)	500,000	J. & J.	July '71 3
Grand St. and Newton	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm.	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.)	105,000	A. & O.	Oct. '71 6
Lynn and Boston	200 000	— & —	
Malden and Melrose	200,000	— & —	
Metropolitan (Boston)	1,250,000	J. & J.	July '72 5
Middlesex (Boston)	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)	197,320	— & —	
Orange and Newark	282,555	— & —	
Philadelphia City	750,000	J. & J.	July '71 3
Philadelphia and Darby	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	284,775	J. & J.	July '72 2½
Phg, Alleg. & Manchester	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	888,100	J.A. J.O.	July '72 2
Second & Third St. (Ph.)	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.)	500,000	J. & J.	July '72 1
Sixth Avenue (N. Y.)	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.)	1,000,000	J. & J.	July '72 1½
Somerville (Boston)	75,000	M. & N.	May '72 3
South Boston	400,000	J.A. J.O.	July '72 2½
Union (Boston)	200,000		July '72 7½
Union (Phila.)	400,000	J. & J.	Jan. '72 5
West Philadelphia	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio	8,229,594	— & —	
Delaware Division	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson	15 000,000	F. & A.	Aug. '72 5
Delaware and Raritan*	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania	64,000	— & —	
Lehigh Coal & Navigat.	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	1,003,500	J. & J.	July '71 5
Morris (consolidated)	1,026,000	F. & A.	Aug. '72 2
" (preferred)	1 176,000	F. & A.	Aug. '72 5
Pennsylvania	4,337,950	— & —	
Schuyl. Nav. (common)*	5,908,207	F. & A.	Feb '72 25c
" " (pref.)	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water	2,002,746	— & —	
Union	2,907,850	— & —	
" preferred		— & —	
W. Branch and Susq.	1,100,000	J. & J.	Jan. '65
MISCELLANEOUS.			
Adams Express	10,000,000	M.J. S.D.	Sept. '72 2
American Coal	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	1,000,000	— & —	
Butler Coal	500,000	J. & D.	Dec '69 85c
Canton	731,250	— & —	
Consolidation (Md.) Coal.	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.	600,000	— & —	Apl. '72 5
Maryland Coal	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	2,836,600	— & —	
" pref.	8,668,400	— & —	
" certif.	2,324,000	J. & J.	
Pacific Mail Steamship	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	3,000,000		2½
Pennsylvania Coal	4,000,000	F.M.A.N	Aug. '72 5
Pullman Palace Car	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common	6,700,000	— & —	
" preferred	4,300,000	— & —	
Spring Mountain Coal	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	1,000,000	— & —	
Union Trust	1,000,000	J. & J.	Jan. '72 5
United States Express	6,000,000	F.M.A.N	Aug. '72 2
United States Trust	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	4,000,000	J. & J.	July '72 3½
West. Union Telegraph	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	1,250,000	J. & A.	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	113½
.. .. coupon	4,678,000	6	" "	1880	114½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,348,450	6	Jan. & July	1881	113½
.. .. coupon	63,972,750	6	" "	1881	114½
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,111,850	6	May & Nov.	1882	113½
.. .. .. (5-20s) ..... coupon	238,167,650	6	" "	1882	113
Loan of March 3, 1863 ..... registered	53,427,850	6	Jan. & July.	1881	113½
.. .. coupon	21,572,150	6	" "	1881	114½
Loan of March 3, 1864 (5-20s) ..... registered	2,296,000	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s) ..... registered	34,266,500	6	May & Nov.	1884	113½
.. .. .. (5-20s) ..... coupon	37,298,100	6	" "	1884	113½
Loan of March 3, 1865 (5-20s) ..... registered	37,493,300	6	May & Nov.	1885	113½
.. .. .. (5-20s) ..... coupon	120,023,650	6	" "	1885	114½
.. .. 2d series (5-20s) ..... registered	60,585,150	6	Jan. & July.	1885	113½
.. .. .. (5-20s) ..... coupon	156,930,750	6	" "	1885	112
.. .. 3d series (5-20s) ..... registered	92,356,150	6	Jan. & July.	1887	112
.. .. .. (5-20s) ..... coupon	227,743,100	6	" "	1887	112½
.. .. 4th series (5-20s) ..... registered	13,435,500	6	Jan. & July.	1888	112½
.. .. .. (5-20s) ..... coupon	25,661,600	6	" "	1888	113½
Loan of March 3, 1864, (10-40s) ..... registered	138,687,700	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ..... coupon	56,879,700	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	123,313,250	5	F. M. A. & N.	1881	111½
.. .. coupon	73,686,750	5	" "	1881	111
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	7,985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'96-'99	111½
U. S. Notes and Fractional Currency	396,905,453	not.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	169,000	5	May & Nov.	1872	50
.. .. (extended)	2,414,800	5	" "	'83-'86	....
.. .. (sterling)	688,000	6	June 1.	1870	....
.. .. (" extended) ..	92,500	6	Jan. & July.	1886	....
.. .. (" ") ..	712,800	5	" "	1886	...
.. .. (new)	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	49
.. .. .. (Aid R. R's)	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan. & July.	1877	112
.. .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805.000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	...
Connecticut—War Bonds, of 1861, (10-20s) ..	5,927,000	6	Jan. & July.	'81-'82	100½
.. .. .. of 1863, (20s) ..		6	" "	1883	100½
.. .. .. of 1864, (10-20s) ..		6	April & Oct.	1884	101
.. .. .. of 1865, (20s) free ..		6	" "	1885	....
.. .. .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. .. 1869	200,000	6	" "	1899	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. .. " " " 1842 to 1848	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1866)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. .. " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. ..	1,069,500	7	" "	'76-'89	....
.. .. .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	100
.. .. of 1843	160,000	5	" "	1873	....
.. .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	6	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	'70-'79	....
.. ..	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. .. .. 1867	4,000,000	6	May & Nov.	1907	59
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. .. of Jan. 21, 1863 ..... (cur.)	626,000	6	Mar. & Sept.	1883	100
.. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed. (cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. .. converted	445,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,835	5	" "	1890	....
.. .. converted	1,687,345	5	" "	1890	....
.. .. of 1884 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	289,000	6	" "	1890	....
.. ..	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1899	....
.. —Susq. and Tide-Water Canal Stg.	778,000	5	" "	1885	....
.. .. converted	215,822	5	" "	1885	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1883	103
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. ..	275,000	5	April & Oct	'73-'74	....
.. ..	320,000	5	May & Nov.	'72-'80	98½
.. ..	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	8,000,000	6	Jan. & July.	'71-'76	....
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. .. .. of 1864	4,379,580	5	May & Nov.	1894	100
.. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	100
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. ..	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	98,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1886	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	92
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	90½
Nebraska—(No Debt)	.....	.....	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,200	6	" "	'71-'78	100
.. .. .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	99½
.. .. .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. .. .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. .. .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108
.. .. Bonds	21,089,000	7	" "	1877	108
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. ..	889,000	6	" "	1878	....
.. ..	348,000	5	" "	pleas.	101
.. ..	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	106½
.. ..	6,150,100	6	" "	1873	104½
.. ..	2,099,000	6	" "	1874	106
.. ..	473,000	6	" "	1875	105½
.. ..	880,000	6	" "	1877	106
.. ..	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,788,800	6	Jan. & July.	'71-'91	....
.. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	33
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. .. (new) ..	1,750,000	6	April & Oct.	'92-'98	21
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. ..	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	15
.. .. .. (")	1,600,000	6	" "	1875	....
.. .. .. (")	4,095,800	6	" "	1881	101
.. .. .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	866,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	96
.. ..	4,731,300	6	" "	1872	97
.. ..	90,400	5	" "	1877	100½
.. ..	1,890,550	6	" "	1877	96
.. ..	726,950	5	" "	1877	104
.. ..	4,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107½
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	102
.. .. .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. .. .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. .. .. of 1863	736,000	6	Jan. & July.	1893	100½
.. .. .. of 1863	239,000	6	April & Oct.	1883	100
.. .. .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. .. .. bonds (stg.)	484,445	5	" "	1868	55
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'76	....
.. —State Capitol bonds	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1868	1,265,800	6	J. A. J. & O.	1888	25
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,396,640	6	April & Oct.	Var.	....
.. —*	239,166	6½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	71
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	.....	.....	.....	71
Vermont—War Loan Bonds	1,625,000	6	June & Dec.	'71-'78	....
.. .. .. Certificates	201,000	6	" "	'71-'78	99
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. .. .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,372,968	6	" "	"	....
.. .. .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	....
.. .. (sterling)	466,250	6	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds	104,300	6	Jan. & July	77-'83	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,883	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1880	88½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55½
Mass. L. (sec'r'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1890	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,382,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Clover Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
3d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	86½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	692,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y	2,500,000	7	F. M. A. & N.	" "	1915	93½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,007,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. & Cin.)S.F.	488,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.).	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,558,000	7	May & Nov.	" "	1876	....
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	83½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	92
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	75½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	456,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,758,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102½
2d Mort. (Del., Lack. & Wtn).	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds(Del.Lack.&W.).	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,000,000	7	.....	"	1883	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	94½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	180,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	..
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,983,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1885	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag?	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMld):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1900	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. f nd tax free	16,000pm	7	Apr'l & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	260,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	....
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
1st Mort. (June.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'65(Kal.Aft.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1904	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	800,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91½
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871,	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S'k.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	112
Chattel Mortgage	360,000	10	April & Oct.	"	1877	96½
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,208,000	6*	" "	"	1900	93
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100‖
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	87
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	97
Real Estate (depot &c.)Bonds	600,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,009	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100‖
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(Cd.A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1883	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg	182,400	6*	Jan. & July	London.	1890	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec	Philadelphia.	1911	101½
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1900	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100‖
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated, Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego :						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City :						
1st Mort. (E. D& gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	84
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.)						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed..	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda :						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis :						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	800,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny :						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida :						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val) :						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	160,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota :						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island :						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central) :						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch :						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten :						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix :						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern :						
1st Mortgage, $16,000.....	.....	6	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley :						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga :						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw :						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 1	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93½
1st Mort. (Quincy & Tol. 34 m)	600,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
9d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1888	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6			1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	70
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,000,000	8	June & Dec.	"	....	90
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	79½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.)						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
registered (2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
registered (3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,966	7	" "	"	1890	....
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,950	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forc closed and d sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,630,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	—	960,000	.....	—	—	(Under	construct	tion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	...	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	650,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	65	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	16	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—		Leased	by Grand	Trunk.)		4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Central	of Georgia.)		73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov.30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	159
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	936,437	.....	.....	733,095	11,807	—	100	....
May 31, 1871	32.0	—	3.2	89.0	7	...	...	...	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	58	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany....Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,405	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	150
Sept. 30, 1871	25.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Sept. 30, 1871	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Mar. 31, 1872	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	6½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	....
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	144.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	135
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,344,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	155½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	26.0		(Leased to	Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	.....	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	299.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	115
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	—	214.0	...	...	....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost		$20,000,000.)			—	100	....
Dec. 31, 1871	—	—	—	—	210.0	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost		$7,500,000.)			—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	127
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,764	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	.....	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	.....	—	(Compl	eted 18 m	iles Jan. 1	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	.....	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,281	.....	487,452	654,328	202,575	—	100	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No report.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,236	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	35
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*¶..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.6	.....	.....	.....	8,932,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	284	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,284,906	.....	233.1	451,522	133,427	99,596	769,265	290,008	—	100	....
Sept. 30, 1871	21.5	—	1.5	—	5	3	1	400	Cheshire.....New Hampshire.	2,689,567	*	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chester Valley.....Pennsylvania.	1,371,900	—	304,630	84,468	2,153,300	834,202	—	99,728	63.5	586,386	197,274	370,840	787,815	157,647	5	100	....
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago and Alton.....Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	114
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Burlington and Quincy..Illinois.	35,444,090	*	.....	.....	18,649,910	5,524,957	.....	.....	754.0	.....	.....	.....	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	....	....	....	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recently brought into operation.)			.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,560,000			—	(Leased and oper. by Mich'gan Central.)			.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803 312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....		—	(Leased & oper by Tol. Wab. & Western			.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	1,550,000				450,000	1,100,000			—	(Operated by Wabash & Western.)			.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶..... Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	109	31
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509		116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased & oper. by Pennsylvania.)					7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	675 644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶. Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14.447.202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000				20,000pm	20,000pm			—	(Operated by Mil. and St. Paul.)					—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000.000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3.400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	49	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	131
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	.....	.....	.....	2,750,000	2,750,000	.....	.....	—	(Under construction at $35,000 p.m.)			.....	.....	—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500.000	*	.....	.....	5,000,000	6,500,000	.....	.....	202.5	(Commenced operations Sept. 1870.)			.....	.....	—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette..Indiana.	17,333,514	*	.....	.....	7,685,497	7,891,500	1,756,517	.....	179.0	1,205,686	.....	.....	1,921,274	707,495	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	15.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034 663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased & oper. by Pennsylvania.)			.....	.....	—	100	....
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased & oper. by Ill. Cen.)			140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129.550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400.000	130,000	.....	.....	11.0	10,263	.....	.....	1,217,243	336,079	—	100	....
May 31, 1871	—	—	35.0	—	—	—	—	—	Ithaca and Athens .....New York.	268,386				286,730				—	(In course of construction.)			.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recently completed.)			35,318	9,281	—	50	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile..Florida.	.....	.....	.....	.....	6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985		326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased & oper. by Chicago & Alton.)					7	100	95
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased & oper. by Michigan Central.)					8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,986		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	.....	.....	.....	....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000			42.0	(Recently completed.)			.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840.000			—	(Leased & oper. by L.Sh. & Mich. So.)			.....	6	100	....
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased & oper. by Michigan Central.)			.....	.....	—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,562,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	.....	.....	.....	....	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777		551.5	1 804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209.000			112.0	(Oper. by bondholders.)			.....	.....	—	100	....
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	.....	.....	.....	25,000pm			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶.....Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1,335,000	2 279,335	.....	.....	80.0	1,183.150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			—	(Under construction.)			.....	.....	—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000			—	(Under construction.)			.....	.....	—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville .... Ohio & Ind.	1,342,500	31.910	370,000	.....	1,212,500	500.000			37.0	46.551	.....	.....	60.686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179		1,013.1	8,219,893	169,390,937	569,833,666	13,457,541	5,088,720	8	100	87½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....				4,000,000				—	(Under construction at $33,000 p. m.)					—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	389	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4.500,000			—	(Opened for traffic Sept. 15, 1870.)			.....	.....	—	103	....
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased & oper. by Phg. Ft. W. & Chi.)			49.507	—	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000.000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased & oper. by Leh. Coal & Nav. Co.)					—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	78	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned by Lehigh Coal and Nav. Co.&now leased by Cent. of N. Jer.)								116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417		208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	118½
Dec. 31, 1870	—	—	55.2	—	.....	.....	.....	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under constr. to be compl. in 1871.)			.....	.....	—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000			—	(No returns - Is near completion.)			.....	.....	—	100	....
Dec. 31, 1870	18.0	—	....	92.0	.....	.....	.....	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....	.....	.....	.....	.....	750,000			—	(Under cons. to be comp. to P. Bl. 70 m. in 1871.)			.....	.....	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—	.....	.....	.....	....	Little Schuylkill .....Pennsylvania.	1,466,283	*	915,658	.....	2,646,100	783,000			38.8	(Leased & oper. by Phila. & Read'g.)			271,651	64	—	50	96½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under cons. to be completed in 1871.)					—	100	....
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jnn. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased to Chicago & Alton.)					—	100	....
Jun. 30, 1870	98.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154.941	50,718	2,472.183	2 859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13.950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000				3.000.000				289.0	(No returns of operations published.)					—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville, New Albany & St. L. Ind. & Ill.	364,170		1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recently opened 10 miles.)			954	17	—	100	....
Dec. 31, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	382,883	30,256		15,133	200,000	67,700	11,529	99,059	—	(Leased & oper. by Boston & Lowell.)					6	100	....
Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....			600,000				—	(Leased & oper. by Summit Branch.)			62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500.000				1,631,900	770 000			—	(Leased & oper. by Geo. ...)					—	50	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	186	Macon and Brunswick	Georgia.	6,422,616	539,956	124,883	222,040	2,334,118	3,800,000	85,172	90,175	195.0	348,922	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	437	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	196,862	166.0	292,258	.....	.....	692,585	251,278	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	.....	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eadiug.)	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,560	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,462	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarksv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000 p.m	*	—	—	20,000 p.m	20,000 p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	.....	.....	.....	.....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	.....	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883	—	—	—	110,050	225,000	56 350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.& Re	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	893,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	54½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.& Re	ading.)	.....	—	7½	50	104½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	.....	.....	.....	.....	Minnesota and North Western	Minn.	.....	*	—	—	20,000 p.m	20,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30, 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	—	—	—	4,657,980	—	—	237.0	(Oper. b	y S. R. R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	40½
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	87.0	100, 35	.....	.....	197,407	47,141	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	Mobile and Girard	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	160.0	484,292	5,253,641	13,504,013	1,199,226	741,928	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	Mobile and Ohio	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	—	—	—	—	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del. Lac.	& Wstn.)	2,858,453	957,521	7	100	91½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	140½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	—	.....	.....	.....	.....	.....	.....	—	(Leas. &	oper. by N.	& C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L.	Coal & N	av. Co.)	.....	10	50	110
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	.....	.....	.....	.....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug. 1871.)	.....	.....	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172.500	—	124,078	21.6	69,232	2,903.432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150.000	35,000	—	—	(Oper. b	y N. Hav'n	& New Y	ork.)	.....	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850.000	2,200,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800.000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	53.9	—	41.2	—	.....	.....	.....	.....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850.000	.....	.....	—	(Oper. in	cons. with	Camd. &	Amboy.)	.....	10	100	126½
Dec. 31, 1870	73.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	21
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	190.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	—	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	.....	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3.000.000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429.877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	92½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,000,017	.....	.....	8,000,000	5,072,840	645.500	.....	132.9	887,941	25,532,856	19,602,827	2,709 077	997,389	8	100	110
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	—	—	—	221,700	141,500	83,400	—	5 1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	16	418	New York and New Haven	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	147
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7.769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,855	146.0	179,237	3,693,117	2,885,928	800,950	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	.....	47.791	67.5	338,659	.....	.....	748,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000	—	—	—	1.000.000	—	—	—	—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,442	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,569	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	119.0	—	—	—	—	North Louisiana and Texas	La.	.....	—	—	—	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775	.....	3,150,000	3,862,887	90.000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	99
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080.648	3,016 449	.....	1,429,319	5,000,000	8,217.000	2,035,404	995.513	317.0	2,541,535	27,334,821	151,521,712	2,810,662	1,271,962	6	50	78½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	118½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	.....	—	—	—	10,000,000	50,000 p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925.242	157,787	2,364,400	778,000	14,888	541 439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	122½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,061,800	529,800	101.464	271,239	122.0	(Leas. &	oper. by V.	Central.)	—	—	6	100	74
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,320	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	394.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	42½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960.160	.....	.....	4,259.450	3,170,000	.....	.....	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	72
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	389	Old Colony and Newport	Massachusetts.	7,202.163	676,816	231,249	253,660	4,959.020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	112½
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555.236	8,827.750	13,430.793	939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*							....	(Under	construction.)				—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	5,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				—	(Leased	and oper. by	Erie.)	.....	.....	12	100	129
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,000			—	(Leased	and oper. by	Erie)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper. by	Erie.)	.....	26,500	5¼	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road completed.)			1,500,000	1,000,000			—	(Leas. by	Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas &	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	114½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			106 9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			—	(Leased	& oper. by	Chic., R. I.	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	8	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	...	Peoria and Rock Island.....Illinois.	4,300,000				2,00,0000	2,000,000			—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581				57,200	100,000	57,381		90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Peterburg ¶.....Virginia.	1,650,156	*		62,580	1,824,200	295.094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		92.3	.....	.....	.....	280,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,585		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,325	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	176½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,582,650	2,359,500	530,471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	108½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	—	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & L.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	94
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		—	(Leas.&	oper. by Bo	s.& Alb'y.)	.....	.....	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		109.5	416,955	8,003,844	7,724,807	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250,000	250,000	50,000		27.5	.....	.....	.....	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Under	construcii	on.)	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			26.0	.....	.....	.....	88,144	31,755	—	100	99½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		...	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*			437,917	55,000	16,500		15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164.049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750		2,035,072	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,695	34.949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	8	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650,000	712,173	78,148		38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	...	Roanoke Valley.....Va. & N. Carolina	482,612	*			427,402				22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593.514	15,296,580	19,695.175	1,324,943	475,270	10	100	95
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	286,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	3,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	259.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	...	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6.000,000	.....	.....	112.0	(Under	construcii	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	—	—	—	—	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*			4,340,000	6,700,000			209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	.....	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	—	(Under	construcii	on—80 m.i	n oper. Ju	n. 1, '71.)	—	100	22
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,927	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	—	(Leas. &	oper. by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Under	construcii	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			—	(Leas. &	oper. by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terro Haute....Ill.	6,000,000	*			1,500,000	4,500,000			—	(Leas. &	oper. by Te	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Under	construcii	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	—	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper. by W	est Jer.)	.....	.....	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,306	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	.....	.....	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	—	(Leas. &	oper. by Re	nsselaer &	Saratog.)	.....	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Sav., Griffin & North Alabama. Ga. & Ala.	499,128	.....	25,479	65,882	449,588	.....	140,901	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	.....	.....	.....	—	(Under	construcii	on.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	.....	.....	.....	576 050	320,000	.....	.....	—	(Leas. &	oper. by Ph	ila. & Read	ing.)	24,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	107,000	118,988		54.0	202,470			207,264	72,103	50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina	1,811,863	*		186,213	105,220	1,151,400	210,000			80.0				470,323	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama	1,640,000	*				1,000,000	640,000			40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000			50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama						989052	796,830			—	(Recent	ly sold under foreclosure. No returns.)					100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia						8,000,000	11,000,000			—	(In a bad	condition. No return.)					100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin	2,000,694	*				1,243,000	750,000			45.5				77,924	11,389		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut	1,196,800					995,800	200,000			—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa	4,644,000	*				1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.5	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694					438,300				—	(Leas. &	oper. by Central of New Jer.)				6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	462,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000			—	(Only p	artially in operati'n.)					100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	16	South Shore	Massachusetts.	462,167	39,426		2,419	1,642	259,685	160,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	75½
Sept. 30, 1870	89 0	—	2.0	—	27.5	8	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	—	87.0	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,	....				20,000 p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.										....	(Under	construction.)					100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270		49 0				284,142	166,971		100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000			2,000,000		577,408	651,500	95,000		—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538		3,939,900	699,500			257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000		68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	....	....	....	....	Springfield & Ill. So. Eastern	Illinois.							15,000p m			—	(Under	ons. to be finished by Dec. 1,		292,579	72,671	8	100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614		700,000	200,000	40,000		13.0	54,834	2,693,648					53	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	445,700			—	(Leased	& oper. by Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,383					267,300			634	—	(Leased	& oper. by Nash. & Lowell.)				6	100	
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000					500,000	750,000			—	(Leased	& oper. by Ver. Cen.)					100	
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000			—	(Under	construction.)					50	
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874						95,253	31,251	5	100	
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	328,200					92,925	171,000	29,284		—	(Leased	& oper. by W.N.Jer.)				6	100	
Sept. 30, 1870	61.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N.Y.	3,707,684	*				1,670,130	1,695,825	13,783		81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24,194	52,255	400 000		23,557	45,843	11.7	65,346		(10 mos.	102,172	23,651	8	100	115
Dec. 31, 1870	30.0	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	construction.)					53	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	806,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849,152	381,640				580,900	243,000			34.6	190,395			420,623	222,905		100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000			228.0							100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*		1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376		100	70
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*				998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248		100	
Oct. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400				—	Leased	& oper. by N. Y. Cen.	& H. Riv.)			6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069		—	(Leased	& oper. by Pennsylvania.)					53	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512			1,038.7			74,917,335	71,779,106	7,025,277	2,947,862		100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000			100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000			—	(Recen'l	y opened for traffic.)					100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*				1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900				....	99,975	3,391,815	978,119	208.353	85,890		100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750 000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000				—	(Leased	& oper. by Ver. Cen.)				8	100	75
May 31, 1870	168.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt.	& Can.)	5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,034,884	588,977		100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*		296,236	96,364	2,860,000	750 000	199,627	48,906	110.1	225,166		(10 mos.	456,651	loss.		100	85
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200			—	(Leased	& oper. by Ver. Cen.)					100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000			—	(Recen'l	y completed.)					100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,600	350000			18.5	15,794	100,513		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119,903				1,467,670	86,896			44.0	88,395			97,045	9,712		100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583		216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693		100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York	21,958 629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000	*								—	(Leas. for 20 yr's at $25,000 monthly.)			3,000,000			100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,135		100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000			105.0				112,625	13,200		5½	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000			—	(Leased	& oper. by Pennsylvania.)					50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116.207	1,209,000	2,379.000	20,000	43,745	126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427		—	(Under	ons.—Newburg to Albany.)					100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000			—	(Under	ons.—open to Menomonee.)					100	
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000			—	(Operated by W. & W.)						100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000			168.0				230,203	121,457		100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	(Late Wilming,&	Manch.)				5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,083,066	*		35,164	114,711	1,463,775	1,484,665	130,021	164,570	181.0	436,316			594,222	250.725		100	
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400		—	(Leased	& oper. by Balt. & Ohio.)			27.000	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	4	333	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000			142.0			2,861,440	6,131,860	574,668	109,400		100	
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100.000	300,000			—	(Under	construction.)					100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	462,547	156,860	10	100	138
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	—	258,679	161,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	—	8,229,894	—	—	—	184.5	—	—	—	—	—	—	25	—
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by Lehigh N	—	—	—	8	50	96½
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,066,899	—	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	—	—	—	107,947	—	10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,353	—	—	—	—	5,847,400	—	—	—	65.5	—	—	—	888,353	585,004	10	100	—
Oct. 31 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	—	64,000	885,759	659,446	—	161.0	(Leased	1870 by Pennsylvani	—	67,252	lo s.	—	50	—
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115.452	—	—	—	—	1.003 500	110.000	—	—	83.0	—	—	—	220,216	130,187	10	100	76
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	—	19,947,779	—	8,789,800	15,662,979	—	—	108 0	—	—	—	344.308	181,042	—	100	—
Feb. 28, 1871	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	—	110,570	2,2 0.000	1,021,965	197,815	82,206	103.0	—	—	—	391,550	183,076	—	100	52½
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—	—	4,337,950	2,232,000	—	—	360.0	—	—	—	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,385,716	—	284,140	—	4,797,155	7,678,387	1,042,143	117,900	—	Leased	to Phila. & Read. Co.)	—	—	656,000	—	50	15½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—	—	—	—	2,002,746	2,684,367	284,873	—	45.0	—	—	—	135.162	61,602	—	50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	—	2,907,850	3,000,000	20.000	—	87.6	—	—	—	59,953	4,203	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	—	1,100,000	748,300	63,000	—	....	(Leased	by Pennsylvania.)	—	—	—	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	88½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	89
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	45½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	36
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,846,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25½
" " 2d pref.	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred.	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	102½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	...
Rutland, preferred	.....	7	7	58
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.. ..	...	6	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	59 —	@ 60 —
Gartsherrie		56 —	@ 57 —
Glengarnock		54 —	@ 55 —
Eglinton		52 —	@ 53 —
Pig, American, No. 1		55 —	@ 57 —
Pig, American, No. 2		53 —	@ 54 —
Pig, American, Forge		48 —	@ 49 —
Bar, Refined, English and American		115—	@120 —
Bar, Swedes, assorted sizes	(gold).	120—	@130 —
		Store Prices.	
Bar, Swedes, 1¼ x ¾ & ¼ x ¾ to ¾ & ¾ sq. 1¼ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¼		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in		120 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		125 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		127 50	@ — —
Large Rounds, 2¼ to 2¾ to 3¼ to 4 in.		127 50	@140 —
Scroll		140 —	@170 —
Ovals and Half-round		140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@135 —
Horse Shoe		130 —	@140 —
Rods, ½@3-16 inch		125 —	@165 —
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		145 —	@190 —
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	— 17½	@ 18 —
Sheet, Single D. and T. Common		— 7½	@ — 8½
Sheet, Doubles and Trebles, Charcoal		— 8½	@ — 9
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold). per ton.	74 —	@ 76 —
Rails, American, at Works in Penna..c'y.		85 —	@ 90 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..	per lb.	— 16½	@ — 20
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 13½
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg		— —	@ 6 —
Cut, 8d. and 9d		— —	@ 6 25
Cut, 6d. and 7d		— —	@ 6 50
Cut, 4d. and 5d		— —	@ 6 75
Cut, 3d		— —	@ 7 50
Cut, 2d and 3d. Fine		— —	@ 8 25
Cut Spikes, all sizes		— —	@ 6 25
Cut, Finishing, Casing, Box, &c., 10d to 3d.		6 30	@ 7 80
Clinch, 2 to 3 inch and over		7 30	@ 7 80
Horse Shoe, Forged (No. 10 to 5)...per lb.		— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 30	@ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 40	@ — 41
Straits	(gold).	— —	@ — 33½
English	(gold).	— —	@ — 33½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal....per box.	13 25	@13 50	15 25	@ 15 50
I. C. Coke	12 —	@12 50	14 25	@ 14 50
Coke Terne	10 75	@11 25	12 25	@ 12 75
Charcoal Terne	11 50	@12 —	13 25	@ 13 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— 11½	@ — 11½
Crude, 40 @ 47 gravity (in shipping order)		— 16½	@ — 16½
Refined, Standard White (in ship'g order)		— 24½	@ — 24½
Refined, S. W. (in jobbing lots)		— —	@ — 25
Refined, S. W. (in tin)		— 29	@ — 30
Naptha, Refined, (65 @ 73 gravity)		— 16½	@ — 16½
Residuum	per bbl.	— —	@ 4 30

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 43
Copper, Bolts		— —	@ — 45
Copper, Braziers' (over 16 oz.)		— —	@ — 45
Copper, Nails		— —	@ — 45
Copper, Old Sheathing, &c., mixed lots		— 26	@ — 28
Copper, English Pig		— 33½	@ — 33½
Copper, American Ingot		— 32½	@ — —

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 42½	@ — 45
German	(gold)	6 42½	@ — 45
English	(gold)	6 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15 —	@16 —
Liverpool House Cannel		22 —	@24 —
Anthracite (by cargo)	per ton of 2,000 lb.	3 75	@ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Canton Co	....	....	....	....	....	....
Central Pacific 6s	99½	99	99½	....	100	99½
Central of N. Jersey	105	104½	104½	104	104	102½
Chicago & Alton	....	112	....	....	....	111½
" pref.	....	....	....	115	....	....
" M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	134	....	....	....	135
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	73	74	70½
" pref.	89½	89½	90	....	....	89
" 1st M	....	....	....	96	....	95
" S. F.	....	....	....	....	....	....
" Consol.	93½	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	110½	110½	110½	108½	108½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	90	90	....	90½	....	89½
Clev. & Pittsburg guar.	89½	....	89½	90	88½	88
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	36½	37½	37½	37½	34½	35½
" 1 M	92	....	....	91½	....	....
" 2 M	76	76	....	....	75½	....
Del. & Hudson Canal	119	....	119	119	119	....
Del. Lack. & Western	100½	100½	100½	100½	99½	99
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	47½	49	51½	50½	51½	55½
" pref.	70	70	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	99½	99½	....	....	....	....
" 3 M. 7s, 1883	94	....	....	94½	....	....
" 4 M. 7s, 1880	....	....	....	....	....	96½
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	89½	....	89½	89½	....	....
Hannibal & St. Joseph.	36	35½	34½	32½	30½	31
" pref.	53½	53½	....	48	45½	....
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	131	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89½	89	88½	87½	87½
Lake Shore Div. bonds	....	....	....	98	....	....
Marietta & Cin. 1st pref.	26½	....	....	....	25½	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	....	....	....	....	115
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	55½	55½	55	54	54	54½
" pref.	75½	....	....	....	....	74½
" 1st mort.	....	92½	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	96½	....	96½	....	....	....
Missouri 6s	93	....	92½	92½	92½	92
" H. & St. J. 1ss	90	90½	....	....	....	....
Morris and Essex	91½	91½	....	....	....	....
" 1st mort.	....	....	....	....	103	....
" 2d mort.	....	....	....	....	98	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	99½	99½	99½	97½	92½
N. York and Harlem	....	....	....	....	113	110
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	84	....	....	....	33
" new	....	....	....	....	....	....
Ohio and Miss.	43½	43½	43½	43½	42½	42½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	71	71	71½	71½	69	67½
Panama	132	132½	133	133	132	129
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	95	....	....	94
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	43½	44½	44½	44½	43	42½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income 8s.	84	....	....	....	....	....
Tennessee 6s, old	72½	....	72½	....	72½	72
" new	....	....	....	....	72½	71
Tol., Wab. & Western	72	72	....	71½	70	70
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	94
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	89	....	....	....	....
Union Pacific	36½	37½	38½	38½	37½	38½
" 1st mort.	87	87½	87	86½	....	87
" L. Gt. 7s	79½	....	78½	....	79½	79½
" Inc. 10s	78½	....	....	78½	78	77½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	50½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg...108	....	....	....	107¼	....	
U. S. 5s, 10-40s, coup..107¼	107¼	....	107¼	107¼	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	109¾	....	....	111¼	111	
U. S. 6s, 1881, reg.....113¾	113¼	....	....	....	115¾	
U. S. 6s, 1881, coup.	....	....	115¼	115¾	114¼	
U. S. 6s, 5-20s. reg. '62.	....	....	....	....	113¼	
U. S. 6s, 5-20s, c. 1862.	....	113¾	114	114¼	113	
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.113¾	113¾	....	114	114¼	113¼	
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.114¾	114¾	....	114¼	....	....	
U. S. 6s, 5-20s, r. n. '65.	....	112¾	112¾	113¾	....	
U. S. 6s, 5-20s, c. n '65.	112¾	112¾	113	....	112	
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	112	
U. S. 6s, 5-20s, c. 1867..113	113	113¼	113¾	113¾	112¼	
U. S. 6s, 5-20s, reg. '68.	....	112¾	....	....	....	
U. S. 6s, 5-20s, c. '68...112⅞	113	....	112¾	113¾	....	
U. S. 6s, Pac.RR.issue.	112¼	....	112¾	112¼	111¼	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa preferred	....	....	44¾	....	44¼	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	92
" mort. 6s, '89.	....	....	98	....	....	....
Elmira & Williamsport.	....	....	....	....	....	....
" pref.	....	....	....	....	....	42
" 7s.	....	....	....	....	....	....
Lehigh Navigation..... 39¾	38¾	38¾	38	38¼	....	
" 6s, 1884	....	....	90	....	....	
" Gold L..... 93¼	....	93	....	....	93¼	
" R. R. L.	....	....	....	....	....	
" Conv. L.... 82	....	....	....	....	....	
Lehigh Valley R. R..... 60	59¼	59¾	59¾	59¾	59¼	
" 6s new coup.	....	....	....	....	98¼	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Minehill 52¼	....	....	....	....	....	....
Morris Canal.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	100¼	....	....	
" 7s.	....	....	....	....	....	96¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv. 36¼	....	....	36	....	....	
" 7s.	80	....	....	....	....	
Pennsylvania R. R..... 58¼	58	58	58	57¼	57¼	
" 1st M.	....	....	....	101	100¾	
" 2d M.	....	....	....	....	....	....
" Gen. mort.	93	....	....	....	....	....
" " reg.	96¼	....	96¼	96¼	....	
Penn. State, 6s.1st series.	101	....	....	....	100¼	
" 6s, 2d series.	....	....	104	....	104	
" 6s, 3d series.	....	....	107¼	....	....	
Philadelphia City, 6s.	98¼	....	....	98¾	98¼	
" new 101¼	101¾	101¼	101¼	101¼	101¾	
Philad., Germ. & Nor... 87¾	....	....	....	....	88¼	
Phila. & Reading 57¾	56¾	56¾	57¼	56¼	56	
Philadelphia and Erie.	....	....	....	....	....	....
" 6s.	....	....	....	....	....	....
" 7s..... 90	90	....	90	....	....	
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882 78	....	78	78	78		
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872 82	....	....	....	....	....	
United Co. of N. Jersey.	127	....	126¾	126¼	127	
Hestonville, (Horse).	....	....	19¾	....	....	
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	60	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875.100	....	....	....	....	....	....
" 1886	....	....	98	....	....	
" 1890	....	....	....	....	....	97¼
" 1884	....	....	....	....	....	....
" 1900 98	....	....	....	....	....	
Balt and Ohio.	....	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	98¾
Marietta & Cin. 1st M.. 99	....	....	....	....	90¾	....
" 2d M..... 91¼	....	....	....	....	83¼	83
" 3d M. 8s.	....	....	....	....	....	....
Northern Central.	....	....	....	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 95	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	51¼	....	....	51	
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 18.

	Th.12.	F.13.	Sat.14.	M.15.	Tu.17.	W.18
Boston and Albany 150	....	150½	....	150	150	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.	....	....	135	....	....	....
Boston and Providence.	....	....	....	....	....	....
Boston, Hartford & Erie.	....	....	....	....	....	....
" 7s, new 39	38½	39¾	40	38⅞	38¼	
Cheshire, pref.	....	....	....	....	80	
Chi., Burl. & Quincy...134	....	....	....	....	....	
Concord.	....	....	....	....	....	....
Connecticut River.	136	136	....	....	136½	
Eastern.	109	109½	....	109¾	109	
Fitchburg.	....	....	....	....	....	....
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central.....115	114¾	114¾	114¾	114¼	114¼	
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ....	....	74	74	....	74	
" pref.	....	....	102	102½	102¼	
Old Colony & Newport.113	113	113¼	....	112¾	112¾	
Ph., Wil. & Baltimore.. 55	55	....	....	....	54¾	
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s..... 86¾	85¾	....	....	86	....	
" Land Grant 7s....	....	....	....	....	76¼	
" Income 10s... 78¾	78¾	....	....	78	....	
Vermont & Canada.	80	....	....	75	....	
Vermont & Mass.	87	....	85	....	....	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	105
Metropolitan "	....	....	65	65	....	64¾
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	10¼	....	....	....	....
Franklin " 9¾	....	8¾	10	10¼	....	
National "	....	....	....	....	....	....
Pewabic "	....	11¼	11¼	11¾	11¾	
Quincy " 48	48¼	....	48¼	48¾	47¾	

London Stock Exchange.

	Closing Prices. Sept. 6.	Aug. 30.
Atlantic & Gt. W. 1st mort., $1,000..	68 — 70	69 — 71
Do. 2d mort., $1,000.	54 — 57	55 — 58
Do. Con. mort. B'nds Bisch's Cert.	33 — 35	33 — 35
Do. Reorg. Scrip.	91 — 96	94 — 99
Do. Leas. Lines, Rental Bonds....	83 — 85	83 — 85
Detroit & Milwaukee 1st mort. Bonds	75 — 78	73 — 76
Do. 2d do.	75 — 78	73 — 76
Erie shares 100 dol. all paid.	39¼ — 40	40¼ — 41
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds..	92 — 93	95 — 96
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..104	—106	103 —105
Do. Redemption mort. bonds 6 p.c.102	—104	102 —104
Illinois & St. Louis Bridge 1st mort.	98 —100	97 — 99
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	93 — 95	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95¼ — 96¼	95¼ — 96¼
Do. $50 shares.	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 21, 1872.

Stock Exchange and Money Market.

Money has been in much more urgent demand, particularly on speculative account, and the price on call has been generally advanced to from 7 per cent. curreny to 7 per cent. gold and a fractional commission. The offerings of currency have been on a materially reduced scale, the available supply having been, to an unusual extent, under the control of operators, who have been manipulating the market, with the view of inflating the Gold premium and depressing values at the Stock Exchange. The pinch was most noticable towards the close, and the indications were of increased trouble, in this line, should the speculative element be enabled to persevere in the clique work, for many days. The discount movement was seriously interfered with by the pressure in the call loan line, and both the banks and private lenders were less liberal of accommodation—the former, at least, in good part, because of the recent marked falling off in their reserves. Strictly choice to very good commercial paper was rated at from 7 to 10 per cent. per annum, and not dealt in with much freedom. The later movements in Money indicated an easier market for borrowers.

The U. S. Sub-Treasury office last week received $12,434,557 of currency, and $5,049,386 of gold, the latter including $3,665,000 from customs; and disbursed $4,499,252 of currency and $2,437,225 of gold, the latter embracing $381,122 of coin interest. The city banks reduced their loan and discount average nearly three millions during the week, and again enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $16,651,843, and a coin reserve of $54,335,158.

The city banks, in their latest return, show a reduction of $962,000 of legal tender notes, $664,100 of specie, and of $4,070,200 of deposits, also a contraction of $2,989,700 in their loan and discount averages, and an increase of $93,500 in their item of circulation. The city bank exchanges, last week, averaged 98, and thus far, this week, about 101 millions daily. The banks now hold $1,599,700 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,782,200, against $10,228,400 same time last year. The city bank deposits are now $209,546,000 against $246,896,700, week ending Sept. 16, 1871. The legal tender reserve amounts to $48,105,600, against $63,821,700 same time last year. The circulation now stands at $27,626,400 against $30,129,700 same time last year. The loans are now $284,650,300 against $312,668,000 at this date last year.

The coin reserve of the city banks is now about 12¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 48⅛ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 209½ millions, against 247¼ millions on the 20th of July.

Government revenues have been up to a fair average. The excises yielded within the week about 2¼ and thus far in the current fiscal year beginning with July 1, 1872, $30,667,392. The customs at the port of New York last week were $3,419,085; at the outports, equal to about $1,150,000 all in coin, or coin certificates.

Under the Treasury programme for September, Government proposes to sell, Gold, as follows: Thursday, September 26, $1,000,000. And to buy in Five-Twenties, as follows: Wednesday, September 23, $1,000,000.

Under the clique manipulations, Gold has advanced sharply, since our last, on a brisk speculative movement, deriving much aid from the large mercantile interest said to be short of coin. The floating supply has been cut down materially, so much so that on Tuesday after the brokers of the clique had offered to lend a million at an eighth per cent. for the day's use, they put on the screws, and, by competing with those who were obliged to borrow for delivery, ran the rate for the day's use up to 1⅛@1¼ per cent. It was supposed to be the purpose of the clique to compel settlements of short contracts for cash. The customs drain was moderate, and the specie export light. The heavy purchase of Government bonds on Wednesday on Treasury account served to relieve the speculative pressure against the mercantile interest.

The range of the price during the week as

been from 113@114⅝ and the closing quotation on Wednesday was 114 against 112⅞ the preceding Wednesday. The specie outflow last week, was only $336,217. The Gold Exchange Bank clearances have averaged about 51 million per day during the week.

The customs demand for Gold last week, averaged $611,000 a day; thus far, this week, it has averaged $558,910 a day, or equal to a weekly aggregate of $3,353,460. The arrivals of specie from Europe, Havana and other foreign ports last week were $30 943, and since Jan. 1, 1872, $2,915,938 against $7,632,509 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $111,149,649 against $115,912,500 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $58,709,532, against $64,844,648 during the same time in 1871.

The export drain of specie was $336,217 last week, against $521,701 same week preceding year. The shipments since January 1, 1872, have been $57,252,820 against $54,817,902 during the same portion of 1871.

The business in foreign exchange was deranged by the remarkable activity in Gold, and the price was depressed, by forced offerings of bills. Bankers' sixty day bills on London closed on Wednesday at 107¾@108; sight bills on London, 108¾@109.

The week's exports hence of domestic produce have been to the currency value of $5,283,128.

Government securities has been in fair demand, and on the whole, stronger in price, on light offerings of the favorite issues.

On Wednesday, Government bought in three million of Five-Twenties at equal to market rates out of an aggregate offering of $4,753,850 at from 110 87@112 75. The unexpected large purchase of bonds greatly relieved the pressure in the financial line.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 115@115½; U. S. Five-Twenties of 1862, 113¾@114; U. S. Five-Twenties of 1864 at 113¾@114; U. S. Five-Twenties of 1865, 114@114½; U. S. Five-Twenties of 1865 consolidated, 112¾@113; U. S. Five-Twenties of 1867, 113⅛@113¼; U. S. Five-Twenties of 1868, 113⅛@113½; U. S. Ten-forties at 107½@107¾ U. S. Fives of 1881 (Funding Loan) 111@111¼; Six per cent. currency bonds, 111⅞@112⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 4.	Sept. 11.	Sept. 18.
Consols	92⅞	92⅝	92¼
U. S. 5-20's of 1862..	92⅝	—	—
U. S. 5-20s, 1865....	93¼	93¼	93¼
" 1867	92⅝	92¼	91⅞
" 10-40s	88	87½	87¾
New Fives of 1881...	89⅞	89¼	89¼
Erie.	39¼	40	39

State bonds have been less sought after and less firm, closing irregularly.

Railway and Miscellaneous share property has been quite active, the speculative dealings having been extensive, but the stringency in Gold, and brisk call for Money, have been decidedly against values, which have been depressed, though closing with some indications of reviving buoyancy. Hurious rates were exacted on loans of some of the more active stocks.

Railway Mortgage Loans have been in fair investment demand, at the ruling figures. Central Pacific Sixes have been in rather better request, closing firmly at 99¾@100.

We learn from Messrs Fisk & Hatch, the financial agents of the Chesapeake and Ohio Railroad Company, that the offerings of proposals for $2,923,700 of the company's first mortgage bonds, amounted to $2,891,500, and, after deducting the awards, the amount now remaining at the disposal of the company is only $959,000. The original loan of $15,000,000 having been thus practically disposed of, including the greater part of those repurchased or received in exchange for the debenture bonds of the company, the Loan, will now be withdrawn from the market, and the new bonds remaining in the hands of the company will be disposed of at private sale.

In the Metal line, there has not been much animation, apart from the dealings in Iron Rails. Ingot Copper has been held firmly, but has been rather quiet; sales 190,000, lbs. at 33¼c.@33½c. Scotch Pig-iron in moderate request and quoted strong in price on light offerings; sales, 200 tons Glengarnock, in lots, part at $55, and 100 tons Monklin on private terms. American Pig-iron has been in good demand and buoyant as to price, with sales reported of 1,000 tons January and February deliveries, at $54@$55. Wrought scrap-iron has been quoted weak, on freer offerings, with sales of 1,000 tons, from dock and yard, at $50. There has been an active call for English Rails, and 2,000 tons changed hands at $75, gold; also, 1,000 tons Old, mainly at $49, gold. Of Russian Sheet-iron, 100 packs were placed on private terms, with 17½c., gold, given, as the ruling price. No important dealings reported in Lead, Spelter, Zinc or Tin Plates; values nominally as before. Pig-tin in some demand on the basis of 33¼c., gold for Straits, with, however, holders generally asking 33½c.@33¾c., gold, checking business.

Business in the leading kinds of domestic produce has been fairly active, with Flour, Corn, Oats, Pork, Butter and Spirits Turpentine, quoted firmer, and Wheat, Lard, Bacon, Resin and Cotton cheaper. Middling upland cotton closed heavily on Wednesday at 20¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 69,876 bales, against 31,386 bales same time in the preceding year; exports 7,792 bales against 24,513 bales in the previous year; stock at the ports at latest dates, 69,832 bales against 87,943 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand at 9½@14½ cts.; Veals at 7@10 cts.; Sheep at 5@7½ cts.; Lambs, 6@9¾ cts.; Swine, at 5⅜@5¾ cts. per lb., all live weight. The week's receipts were 9,710 Beeves, 2,878 Veal Calves, 23,629 Sheep and Lambs, and 40,723 Swine.

Foreign goods have been in more request at generally well supported prices. The week's imports of foreign goods reached the amount of $8,086,294 including $4,594,236 of dry goods.

Ocean freights have been quite active particularly for Grain, of which the offerings have been quite liberal.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 67⅛; do. 1st mort., 39; Cleveland and Pittsburg consols, 95; Lake Shore and Michigan Southern consols, reg., 100; do. coupon, 100½; Toledo, Peoria and Warsaw 1st mort. W. D., 89; St. Louis and Iron Mt. 1st mort., 94; Pacific R. R. 7s, guar. by Mo., 97; Ohio and Miss. 2d mort., 87; do. consols, 94½; Gt. Western 1st mort. 1888, 93½; Buffalo and Erie 1st mort., new, 97; Winona and St. Peter 1st mort., 87½; Long Dock bonds, 95; Cedar Falls and Minnesota 1st mort., 83½; Hannabal and Naples 1st mort., 90; Pekin, Lincoln and Decatur 1st mort., 80; Galena and Chicago 1st mort. 100; Missouri, Kansas and Texas R. R., 40½; Western Union Tel., 68⅜; do. 7s, 97; Quicksilver pref., 65⅛; Adams Express, 89; U. S. Exp., 75½; Am. Mer. Union Exp., 66½; Wells-Fargo Exp., 85; Consol. Coal of Md., 41; Maryland Coal, 17; American Coal, 43; South Carolina 6s, new, Jan. and July, 23; do. Apl. and Oct., 24¾; New York State 7s, B. L., reg., 108; Brooklyn 6s, W. L., 94½.

Philadelphia.—Lehigh Valley 7s, new, 103; Pennsylvania and New York Canal 7s, 97; Morris Canal 1st mort, 94; Perkiomen R. R. 6s, 84½; Catawissa 7s, new, 96; Belvidere Delaware 2d mort., 84; Philadelphia and Reading Gen'l mort. 7s, reg., 102¾; do. coupon, 100½; Allegheny Valley 7 3-10s, 94; Danville, Hazleton and Wilkesbarre 7s, 83; Pittsburg, Cincinnati and St. Louis 7s, 81¾; Sunbury and Lewistown 7s, 95; West Jersey 1st mort., 97¼; Delaware Division Canal, 48; Camden and Atlantic R. R., 32; Huntingdon and Broad Top Mt. pref., 18; Nesquehoning R. R., 55; Allegheny County 5s, 77. The latest quotations are: City 6s, 98½@98⅝; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100½@100⅝; do. 2d series, 104@104¼; do. 3d series, 106¾@107½; Philadelphia and Reading, 56@56; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 95⅛@95⅛; United New Jersey R. R. and Canal Co., 127@127⅞; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 92@92½; do. 1889, 92@92½; Pennsylvania R. R., 57@57⅛; do. 1st mort., 100¾@101; do. 2d mort., 99½@—; do. General mort. coupon, 92½@93; do. reg., 96½@97; Little Schuylkill R. R., 48@49½; Morris Canal, 49@50; do. pref., 120@120; do. 6s, 94@95; Susquehanna Canal, 8@8½; do. 6s, 75@80; Schuylkill Nav., 6@8; do. pref., 14½@15; do. 6s, 1882, 77@77½; Elmira and Williamsport pref., 41⅞@42⅛; do. 7s, 1873, 95@95; do. 5s, 60@61; Lehigh Coal and Navigation, 38@38; do. 6s, 1884, 89@90; do. R. R. Loan, 96¾@97¼; do. Gold Loan, 93@93½; North Pennsylvania, 48⅛@50; do. 6s, 100@100¼; do., 7s, 96⅝@96⅞: do. Chattle 10s, 111⅞@—; Philadelphia and Erie, —@26; do. 6s, 92½@92½; Minehill, 52½@53; Catawissa, 11@18; do. pref., 43¾@44⅜; Lehigh Valley, 59⅜@59⅝; do. 6s, new coupon, 98@98½; do. reg., 98@99; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 59@60; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 33@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 18@19; Union, @—73; Germantown, 31@—.

Boston.—Eastern R. R. 7s, 1882, 102; do. 6s, 1874; 98½; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 79¾; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 82⅞; Old Colony and Newport 7s, 101; Boston and Albany 7s, 1892, 107; Grand River Valley 2d mort. 8s, 1879, 102⅛; Cheshire R. R. 6s, 1877, 95½; do. 1880, 96; Vermont Central 1st mort., 70; Vermont Central and Vermont and Canada 8s, 1889, 99¾; Rutland pref., 60; scrip, 71½; do. 8s, 1880, 80; Norwich and Worcester R. R., 122⅛; Eastern (N. H.) R. R., 101⅜; Burlington and Missouri River R. R. in Iowa, 115; Portsmouth, Gt. Falls and Conway R. R., 99¼; Boston Water Power, 47½; Cary Imp., 10⅛; Waverly Land, 8; Massachusetts 6s, 1875@1876, gold, 110; do. 5s, 1894, gold, 100; New Hampshire 6s, 1900, 97, Maine 6s, 1889, 100; Portland 6s, 1887, 94¾; Boston 6s, 1875, currency, 100¼; do. 1877, 99¾; do. 1880, 101⅛; Chicago 7s, 98¼; Cook Co., Ills., 7s, 98; Allouez Mining Co., 6¾; Calumet and Hecla, 158½; International Silver, 2; Pontiac, 75c; St. Clair, 2½; Shuniah Silver, 4⅞.

Baltimore.—Northern Central 6s, 1900, gold, 93; Orange, Alex. and Manassas 7s, 81¼; Orange and Alexandria 4th mort. 8s, 84; Central Ohio 1st mort., 85; Virginia and Tennessee 3d mort. 8s, 90; Virginia consol. 6s, reg., 45; Maryland Defense 6s, 103; George's Creek Coal, 95. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@95; Baltimore and Ohio, 155@159; do., 6s, 1875, 97½@99; do., 1880, 96¼@97; do., 1885, 97¼@97¼; Parkersburg Branch, 10@19; Northern Central 39@39½; do. 6s, 1885, 93@94½; do., 1900, 91@92; do., 6s, 1900, gold, 92¾@93½; N. W. Va. 1st mort., 100@101; do., 2d mort., 99@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98@99; do., 2d mort., 7s, 89¾@90¼; do., 3d mort., 8s, 82½@83; Central Ohio, 33½@35; do., pref., 35@39½; do. 1st mort., 85@85¾; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 95@99; do., 2d mort. guar., 96½@—; do. 3d mort., guar., 93@96; do. 2d mort pref., 80@85; do., 2d mort. guar. by Washington Co., 82@89; Richmond and Danville bonds, 79½@80¼; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 83@84½; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st 6s, mort., 94@100; do., 6s, 2d mort., 79@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98@98½; do. 1886, 98@98½; do., 1890, 97½@98; do., 1893, exempt, 98@—; do., 1900, exempt, 97½@98; do. 1900, new, 97¾@98¼; do. 1902, 97½@98½; Memphis City 6s, 53@54; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 102@103; City Passenger R. R. 22¾@24; George's Creek Coal, 94¼@99; Atlantic Coal, 1.50@1.95.

☞ The Michigan Central Company has recently opened sixteen additional miles of their Jackson, Lansing and Saginaw Division. This completes the line for a distance of seventy-five miles above Saginaw.

☞ It is expected that the Detroit and Bay City railroad will be opened by October 15, and that the line will be finished throughout by the end of that month.

California and Oregon Railroads.

The Visalia Division of the Central Pacific Railroad is now open for business as far south as Tipton, 170 miles from the junction with the main line at Lathrop, and 348 miles from San Francisco. This makes a new and comparatively quick route between San Francisco and Los Angeles, the "Telegraph Stage Line" connecting Tipton with the trains. A new route between California and Oregon has also been opened recently in connection with this company's Oregon Division, which is in operation as far north as Red Bluff, 117 miles north of the junction with the main line and 273 miles from San Francisco. The "California and Oregon" stage line runs from Red Bluff north through a mountainous country to Oakland, Oregon, the southern terminus of the Oregon and California Railroad, by which the distance to Portland is 181 miles.

☞ The St. Louis *Republican* says that Mr. Thomas Allen, President of the Cairo and Fulton railroad of Arkansas, has decided to build a railroad bridge over the Arkansas river at Little Rock, with a track for the cars, and a track above for a highway to accommodate passengers and teams. The cost of the bridge is estimated at $275,000. This bridge is to be completed by the first of April next.

☞ Track laying on the Flint River Branch of the Flint and Pere Marquette Railroad has been completed. The road runs from the main line to Otter Lake, and will doubtless be extended eventually. The Saginaw *Enterprise* regards this Branch as a very important one, not only to the country through which it runs, but also to the F. and P. M. Road.

☞ The arrivals of vessels at Philadelphia in August, 1872, were 4,238—of which 97 were foreign and 4,141 coastwise. The exports from Philadelphia in August, amounted to $1,759,511—of which $1,259,613 were in foreign and $499,898 in American vessels. The principal article exported was Petroleum, valued at $1,169,577.

☞ Col. J. J. Lawrence, has assumed the general management of the Oil Creek Railroad, lately purchased by the Allegheny Valley Railroad Company, Mr. Pitcairn having retired. Charles J. Hepburn has been appointed Superintendent of the new line.

☞ The Columbus and Hocking Valley Railroad company will build, early next spring, the Monday Creek branch of their road, running from Nelsonville to Straitsville, through the finest coal field in America. The new branch will be about fourteen miles in length.

☞ The Darby Improvement of the Philadelphia, Wilmington and Baltimore Railroad is rapidly approaching completion, and during the coming month it is to be used for travel, when several additional trains between Chester and Philadelphia are to be run.

☞ The Marshall (Mich.) *Statesman* says that the contracts are all let and work going on on the whole length of the Marshall and Coldwater railroad, from Coldwater, Branch county, through Calhoun, Eaton and Ionia counties to Elm Hall, in Gratiot county, a distance of about 120 miles.

ELEVEN PER CENT INVESTMENT.

FIRST-CLASS SECURITY.

State Loan of Arkansas,

7 per cent Thirty-Year Bonds.

A LIMITED NUMBER OFFERED

AT 70 CENTS

AND ACCRUED INTEREST.

In these Bonds "the faith and credit of the State are solemnly and irrevocably pledged for the payment and redemption of the principal and interest on each and every bond.

THE

Arkansas Central Railway,

BY

Special Mortgage Indorsement,

pledge their splendid endowment of Lands, Railroad Rolling Stock, Station Houses, and all other property for the faithful payment of interest and principal, making this a

Double and Undoubted Security.

Interest payable April and October, at the Union Trust Company New York.

Maps, circulars, pamphlets, giving full particulars of the loan, to be had by addressing the undersigned, who unhesitatingly recommend these Bonds.

WILLIAMS & BOSWICK,
Bankers, 49 Wall-st.,
NEW YORK.

HOUSTON AND TEXAS CENTRAL

RAILWAY COMPANY'S

FIRST MORTGAGE

Land Grant Sinking Fund

7 PER CT. GOLD BONDS,

AT 90 AND ACCRUED INTEREST IN CURRENCY,

Yielding over Nine per Cent. on the Investment.

WILLIAM E. DODGE, of New York, President.

SHEPHERD KNAPP and WILLIAM WALTER PHELPS, Trustees for Bondholders.

Principal and Interest payable in Gold at the National City Bank, New York. We confidently assure investors that these Bonds are in every respect first-class, and we recommend them as an entirely safe investment. All securities taken at Board prices in exchange. Circulars and information may be obtained at our office.

JOHN J. CISCO & SON,

No. 59 Wall-st., New York.

FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY,

In denominations of $1,000, $500 and $100, Coupons or Registered, 30 years to run. Interest at 8 per cent., payable February and August. Interest and principal payable in gold. Price 97½ and accrued interest in currency. For sale by

TANNER & CO., No. 11 Wall st.

☞ The Cumberland (Md.) Coal and Iron Company has declared a dividend of 5 per cent, for the last six months, payable October 1.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO SWINE—WHEN LESSEE LIABLE UNDER ACT OF 1862.

The facts in the recent case of Stewart, *vs.* The Chicago and Northwestern R. R. Co., (27 Iowa, 282,) are as follows:

A jury was waived and the court found the following facts:

1. Plaintiff's hogs, of the value, &c., were killed by defendant's cars and engines as charged, etc.

2. At the time the County had, by a proper vote, adopted what is called the "hog law" and it was in full force.

3. Proper notice of the law was given, etc., and the road was not fenced where the hogs were killed, though the company there had a full right to fence.

4. In 1864 the C. R. and Mo. River R. R. Co., the then owner of this road, leased the same to the defendants, the lease running with the expiration of the charter of the company so owning the road, or fifty years from June, 1859. The defendant had the exclusive right to run, operate and control the road until the expiration of the lease, unless sooner forfeited by the lessee.

5. Since the lease defendant has built fences along the line of the road and now maintains the same. It has also operated said road since the making of said lease.

6. There was no negligence on defendant's part, nor was the loss occasioned by the willful act of the plaintiff. And as conclusion of law it was found that defendant was liable for failure to fence.

Judgment for plaintiff in double the value of the stock killed, and defendant appeals.

The following is the opinion of the court delivered by—

WRIGHT, J.—I. Appellee suggests but does not argue the question of liability growing out of the "local regulation" as to fences in Tama County. It is conceded that the point has been ruled in accordance with the judgment below, and yet we are asked to consider the same. We are not possessed of any new light upon this subject; it clearly appears that though defendant had a right to fence, when these hogs were killed it had not fenced, either in accordance with the "local regulation" or otherwise. The conclusion of the court below was in harmony with what we have heretofore held and this conclusion we are not disposed to disturb. See Fernow *vs.* Dubuque and S. W. R. R. Co., 22 Iowa, 528, Spence *vs.* Chicago and N. W. R. R. Co., 215 *id.*, 139.

II. Counsel, however, argue and insist upon the second point, to wit: that defendant is the lessee of the road, and is not, therefore, liable for the failure to fence, relying upon Riddle *vs.* The Keokuk, Mt. P. and M. R. R. Co., 23 Iowa, 378, and this is in fact the only question to which they have directed attention in their argument.

Aside from a few cases of injury prior to April, 1868, this point is but of little practicable importance. This is plain from the consideration that the Act of April 3, 1868, (Ch. 79 Acts of 1868) extended the provisions of chapter 169 Laws of 1862, to lessee operating or running any railroad the same as the company owning or controlling the same. This legislation was after and perhaps consequent upon the ruling in the Riddle case. The stock in the case before us was killed in 1865, and we are hence to determine the liability of defendant without the aid of this recent legislation.

In our opinion the case is easily distinguishable from that upon which the appellant relies. There "Kilbourne was individually the lessee in possession of and running the road." For how long a time this lease extended whether for one day or one month did not appear. He merely had possession of and was running the road. There was no pretense that he had ever undertaken to fence any part of the line; here the defendant had the exclusive right to run, operate and control the road until the year 1909 (if there was no forfeiture). Here, too, defendant had built and maintained fences along the line of the road in all things treating the same as under its exclusive management and control. It manifestly from the facts affirmatively found had the same power to protect itself as the lessor could have if still running the road; and it is this consideration which becomes controlling in looking at the language and endeavoring to discover the meaning of the statute. Defendant was, for fencing purpose more than a lessee. It was the company running and owning the road within the meaning of the law. It was, in a word, running and operating it as its own, having the right to fence for its own protection, and, hence, under a like liability as though the absolute and entire owner.

It was never intended to hold that none other than the party or company invested with the entire and full title or ownership of the road should be liable for failure to fence.

The case referred to was placed upon its own circumstances, and its language, as it is believed, carefully guarded. It was confined to "a lessee in possession of and running a road" and cannot fairly be extended to one having the exclusive right to run, operate and control the road, with the right to fence undenied and exercised without dispute; a right, too, extending for near a half century. We were aware of these extended leases; were aware that those holding the same had an estate of a more permanent character than if limited to a few months or a year; that it was of such a dignity as that when sold under execution it would be redeemable (Rev. §§ 3329, 3330): that the spirit of the law extended to them, exclusively controlling while operating and running these roads, and never designed to exempt such from the provisions of the statute. There is not, in our judgment, anything in the case referred to, warranting such exemption. The law itself certainly does not recognize such a distinction.

Judgment affirmed.

☞ The Memphis *Avalanche* say that a contract for the building of that portion of the White River Valley railroad extending from Augusta to Jacksonport and intersecting the Cairo and Fulton railroad, has been closed with that well-known contractor, David Gore, and work is to be commenced at once, with a view to completion by May, 1873. The length of the work is thirty-two miles.

☞ About nine miles of the Cincinnati and Terre Haute railroad are graded beyond Middlebury, and will be laid with the standard steel-capped rails as soon as they arrive. Grading is favorably progressing.

Texas and Pacific Railroad.

We find in the San Diego *Union*, of 22d ult., a report of an interview with Col. Thomas A. Scott, who has for some time been in California for the purpose of forwarding the Texas and Pacific Railroad. Of the object of his visit to California, Col. Scott said:

I have come from the east purely for business purposes—in fact, to visit San Diego, the western terminus of the Texas and Pacific Railroad.

The road will run from the eastern border of Texas to San Diego, on or about the thirty-second parallel, and will for the most part follow the line laid down on the map of the Southern Pacific Railroad; starting from two points on the eastern border of Texas and joining again at Fort Worth.

One line leaves Texarcana, where it joins communication with the Fulton, Memphis and Cairo line, connecting at Memphis with the direct route to Charleston, S. C.; also from the same junction to Richmond, Va., and Cincinnati, thus connecting the Texas and Pacific line with all the principal railroad arteries of the eastern states. The other line further south has its eastern terminus at Shreveport, also on the eastern border of Texas, and by way of Marshall and Dallas joins the prescribed line at Forth Worth at a distance of about two hundred and fifty miles from its commencement. This line connects the Texas and Pacific with New Orleans by way of Vicksburg, and by the Texas Central, which it crosses at Dallas, with Galveston to the southward, and St. Louis to the northward. The line, it will be seen, thus connects itself with all the principal centers of railroads which, throwing their many arms all over the states, connect California with everywhere.

The junction at Dallas is peculiarly favorable, as it forms the shortest railroad route from California to a port on the Atlantic, or at least to Galveston on the Gulf of Mexico, from which port, owing to the gulf stream and the generally favorable trade winds, an immense saving of time is effected in the shipping of California produce to Europe.

The line will proceed from Fort Worth by El Paso and Fort Yuma to San Diego.

The present capital of the Texas and Pacific company is $10,000,000.

The line is to be built by a constructive syndicate whose bonds will be floated on the London market.

The road has been built so far sixty-six miles, from Shreveport to Longview. Three hundred miles will be put under contract before the end of October next.

Work will be commenced at San Diego immediately, as the charter of the company requires the line to be commenced from that place before the end of the year. In fact it is to make an arrangement for this, that I now visit California.

☞ The Philadelphia *Ledger* of 16th inst., reports the net anthracite coal tonnage for the week ending on the 7th inst., from all sources, at 407,557 tons, and for the year 13,280,477 tons, against 9,183,275 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,097,202 tons. The production of bituminous coal for the week was 52,983 tons, and for the year 1,722,377 tons, against 1,553,164 tons to the corresponding time last year—an increase of 169,213 tons. The total production of all kinds of coal for the week was 460,540 tons, and for the year 15,002,854 tons, against 10,736,439 tons to corresponding time last year, showing an increase of 4,266,415 tons.

☞ The locating survey of the Berlin and Weyauwega Railroad has been commenced by the Wisconsin Central Railroad Company. The new road will be located from Beaver Dam to Weyauwega via Berlin, immediately.

Rondout and Oswego Railroad.

The case of Abel A. Crosby and others against the Rondout and Oswego Railroad Company and others was argued yesterday before Judge Ingalls at Special Term, on a motion for an injunction to restrain the Messrs. Litchfield, of New York city, who are engaged as contractors in building the road, from voting on or assigning certain stock of company held by them. After an argument occupying nearly all day, the motion of the plaintiff was denied. This motion was especially important to the Messrs. Litchfield, not only for the reason that the annual election of the company is to be held to-day, but for the further reason that the case involved a question of their good faith in past dealings with the company. The judge in rendering the decision intimated his views in regard to the case, and said he regarded the stock as valid in the hands of the Messrs. Litchfield. The Hon. T. R. Westbrook, of Ulster county, and John E. Burrill, Esq., of New York city, were counsel for plaintiffs, and the Hon. Matthew Hale, of Albany, the Hon. Augustus Schoonmaker, Jr., of Ulster, and Edward T. Bartlett, Esq., of New York city, for defendants.—*Albany Journal, Sept.* 10.

☞ The grading of the first 40 miles of the North Shore (Canada) Railway has been given under contract to Mr. Hulbert, builder of the Gosford Railway.

LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to

W. S. WILSON, Purchasing Agent,
227 South Fourth Street.
Philadelphia, Pa.

Board of Engineers of the Fourth Avenue Improvement.

Office, Grand Central Depot.

NEW YORK, September 5th, 1872.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned at this Office until Two O'Clock of the thirtieth day of September 1872, for all the work on the Fourth Avenue Improvement between 79th Street and Harlem River, embracing a large amount of heavy work, Excavation, Tunnels, Walls, Bridges, &c.

Plans, Specifications and Blank Proposals will be in readiness at this Office on the eleventh day of September, on and after which time the Engineers will be present to make explanations.

ALLAN CAMPBELL,
ALFRED W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKHOUT,
} Board of Engineers 4th Avenue Improvement.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD,
35tf 5 and 7 DEY STREET, NEW YORK.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to

A. W. LADD,
5 and 7 Dey Street.

Iron Furnace Property
FOR SALE.

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

Blast Furnace and Real Estate

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Morris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

EASTON IRON MANUFACTURING CO.
Easton, August 20, 1872.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R.
MOBILE, ALA., August 13, 1872.

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

RAILS MADE BY THE
Park Gate Iron Co.,
Rotherham, England,
SUPERIOR QUALITY, FOR SALE BY
WM. BAILEY LANG & CO.,
54 Cliff Street, New York

FOG SIGNALS,
OR
ALARM TORPEDOES.
ALWAYS RELIABLE.
W. BAILEY LANG & CO.,
54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

PROPOSALS
FOR THE CONSTRUCTION
OF THE
TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

G. M. DODGE,
Chief Engineer.

HEYERDAHL, SCHONBERG & CO.
31 Pine Street,
NEW-YORK.
10 Cornhill, E. C.
LONDON.

STEEL AND IRON RAILS.

Sole Agents in the United States for
SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

Francis C. Bowen,
PATENT LAWYER,
No. 7 Warren Street,
NEW YORK.

Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.
Address or call as above.

JOHN A. GRISWOLD & CO.,

TROY, N. Y.

J. A. GRISWOLD. E. CORNING. E. CORNING, Jr. CHESTER GRISWOLD.

Proprietors of the

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Manufacturers of

Pig Iron, Rail Road Iron, Merchant and Ship Iron,

BESSEMER STEEL RAILS, AXLES, TYRES,

Shafting, Plates and Steel Forgings of all Descriptions.

NEW JERSEY STEEL AND IRON COMPANY,

TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

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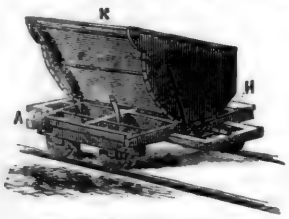
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CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,

THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

CAMP'S IMPROVED DUMPING CAR.



(Used by the American Dredging Company.)

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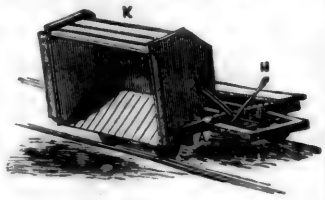


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, N. H. CAMP,
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2,000 tons best Welsh make 56 lbs.
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Sept. 20, steamer OCEAN QUEEN, CAPT. JEFF MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer SACRAMENTO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

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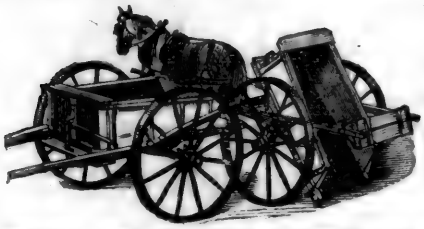
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HAND'S IMPROVED DUMPING CART.



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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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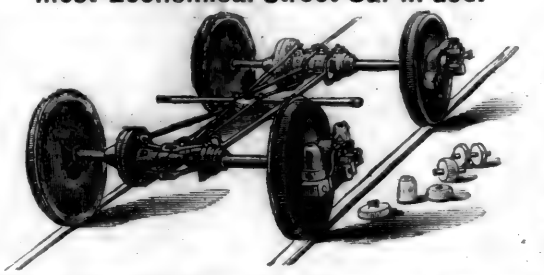
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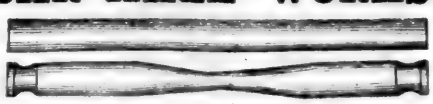
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No. 65 South Gay St., Baltimore, Md.,
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STEEL OR IRON
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OF EVERY KIND.
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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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Narrow Gauge Cars

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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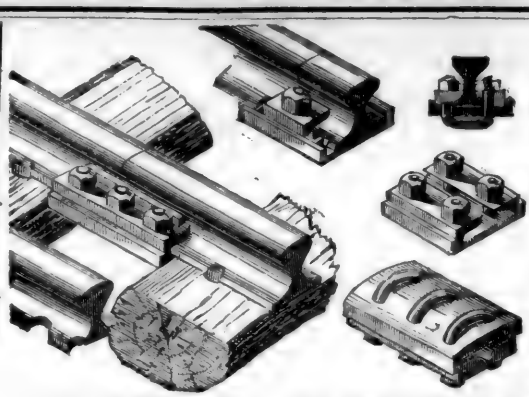
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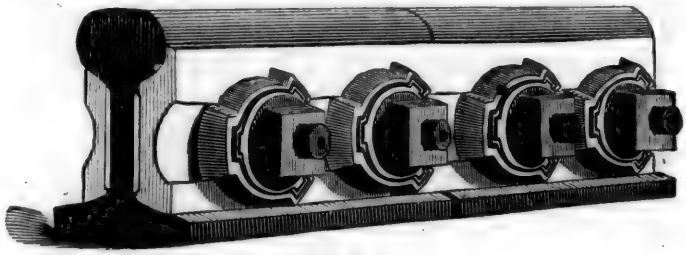
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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 39.] SATURDAY, SEPTEMBER 28, 1872. [WHOLE No. 1,901, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 28, 1872.

Arkansas Central Railway.

We call attention to the advertisement of the Arkansas State Loan issued to aid in the construction of the Arkansas Central Railway, a line of 160 miles in length, and running from Helena to Little Rock, with a branch line to Pine Bluff. These bonds are a regular State issue, and as such as good as the faith and credit of a State which promptly pays its interest can make them. They are also endorsed by the Railway Co., which pledges itself to guarantee the prompt payment of the principal and interest as the same shall become due. They are offered at the low price of 70 cents on the dollar, thus ensuring an annual income of over 10 per cent, the interest being payable semi-annually at the office of the Union Trust Co. of New York. Sixty miles of this road are fully completed and in operation, and the balance is expected to be in running order by Dec. 1, 1872.

☞ The Massachusetts Central Railroad Company have finally decided on the location of their road, where it is to cross the county road at Cowee's mills, in West Boylston, and work is resumed there, after a suspension of several weeks.

BANKING HOUSE OF

JAY COOKE & CO.,

No. 20 Wall St., New York.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three-tenths, Gold, equivalent to about Eight and a Quarter per cent in Currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.

New York, Philadelphia and Washington.

☞ The Philadelphia *Ledger* of 22d inst., reports the net anthracite coal tonnage for the week ending on the 14th inst., from all sources, at 424,664 tons, and for the year 13,712,251 tons, against 9,646,683 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,065,568 tons. The production of bituminous coal for the week was 50,638 tons, and for the year 1,772,976 tons, against 1,552,244 tons to the corresponding time last year—an increase of 220,732 tons. The total production of all kinds of coal for the week was 475,302 tons, and for the year 15,485,207 tons, against 11,198,927 tons to corresponding time last year, showing an increase of 4,286,280 tons.

Springfield and Illinois Southeastern Railway.

The First Mortgage Seven Per Cent. Gold Bonds of the Springfield and Illinois Southeastern Railway Company have recently been placed upon the market. This road, fully equipped and completed, extends from Shawneetown, on the Ohio River, to Beardstown, on the Illinois River, a distance of 228 miles, connecting with fourteen roads, with which business is interchanged. Arrangements are made for sending freight by this line without change of cars to Baltimore by the Ohio and Mississippi Road. The Cleveland, Columbus, Cincinnati, and Indianapolis Railway Company, by the terms of a traffic guarantee contract, will purchase at par and interest semi-annually the bonds of this company, selected by lot, to an amount which is estimated at $150,000 or $200,000 each year; the agreement being that the amount so bought shall be equal to 25 per cent. of the gross traffic interchanged between the two roads.

The amount of the mortgage is only $15,000 to the mile. The bondholders have the right to vote at all elections, and can control the company, in case of the non-payment of interest, without the usual legal formalities.

Rev. Dr. Field, editor of the New York *Evangelist*, in a letter recently published in his paper, speaks of this road as follows:

"After first going over the road myself, and forming my own opinion, I sought information from those connected with it. The president, Mr. T. S. Ridgeway, resides at Shawneetown. He is a banker, well known in the West as a man of wealth and of high character, as well as business experience. The directors, I am told, are all staunch, good men; the president and vice-president of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad being among the number. The vice-president, Mr. Beecher, and other officers, whom I saw at Springfield, struck me at once as practical men—not speculators nor visionaries, but plain, hard-working men, who have a great personal interest and pride in the success of this road. They spoke of it with the utmost freedom, and explained its working and management with such frankness and candor as could not but inspire a very strong feeling of confidence. Such proofs of character always win our respect, and make us feel that an enterprise is safe in such hands. Such is my feeling in regard to this new road. It has been completed and opened to bus-

iness but a few months; but already it starts off with excellent promise of success, and I feel sure that in a year or two it will have fully established its place as one of the carefully managed, prudent, safe, and prosperous roads of the West."

The financial agents, Messrs. JONES & SCHUYLER, invite attention to their advertisement, in another column.

Burlington, Cedar Rapids and Minnesota Railroad.

Before another six months, in all probability, there will be an unbroken railroad connection between Cedar Rapids and St. Louis, on the west side of the Mississippi river. A line is operated by the Chicago, Burlington and Quincy Company from Keokuk to west Quincy. About forty miles further, another line is in operation, called the Mississippi Valley and Western. From this point to St. Louis another line was surveyed, called the St. Louis, Hannibal and Keokuk Railroad, about forty miles in length, on which some work was done, but never completed. Last spring a company was organized in Cedar Rapids, called the Missouri and Iowa Railway Construction Company, with a capital stock of $3,000,000. They purchased this partly finished line and have since been pushing it toward completion. The track is being rapidly laid, and the whole distance is expected to be completed in six months. Negotiations have been made with the Chicago, Burlington and Quincy road to run trains over their line to Keokuk, and it is probable that as soon as the whole route is completed the trains on the Burlington, Cedar Rapids and Minnesota Railroad will run over it instead of through Illinois as at present.—*Cedar Rapids Republican.*

Hannibal and St. Joseph Railroad.

The earnings of this road for the years ending August 31, 1870 and 1871, compare as follows:

	1869-'70.	1870-'71.
From passengers	$1 258,225 25	$1,101,394 58
" freight	1,882,070 86	1,765,753 98
" mail	41,636 16	45,012 26
" express	43 094 38	36,692 45
" telegraph	3.539 87	3,985 41
" miscellaneous	35 519 87	30,367 80
" Kansas City Br. (tolls, &c.)	71,734 49	83,524 91
" car mileage	.....	38,237 99
	$3,340,224 88	$3,104,969 37
And the expenses were:		
Train service	$147,134 28	$143,544 97
Station "	189,325 24	186,749 18
Water "	21,314 02	20 332 40
Engine "	148,392 97	151,041 43
Car "	42 960 65	160 86
Mail "	2,833 27	2,455 00
Loss and damage, freight	11,455 03	9,695 40
Loss and damage, stock	57,610 61	32.450 69
Stationery & printing	25,431 31	28 087 67
General expenses	90,414 64	108.381 47
Taxes	51,587 44	58 928 09
Foreign agencies	70,289 17	66,068 88
Repairs of road, &c.	609,871 53	544,597 79
" buildings	36,168 02	34,453 39
" engines	205,734 72	181,356 89
" pass. cars	62,928 68	66,094 89
" freight "	128,753 93	101,405 04
" road "	5,741 76	4,591 78
Oil and waste	34.355 15	35,313 78
Fuel	152 636 67	129.408 96
Telegraph	31,036 10	33,282 20
Kansas City Bridge	11,484 66	11,421 24
Miscellaneous	109,101 16	63,512 55
	$2,240,558 01	$2,015,934 57
Net earnings	$1,099,666 87	$1,089,034 80

There were expended during the fiscal year 1870-'71 the following amounts to wit:

On account of interest	$783,499 06
On account of Kansas City and Cameron Railroad grounds, stock-yards, grading, &c., at Kansas City and for balance of old construction account	87,863 22
Balance of old construction account	24,427 72
Construction, equipment, &c	365 956 82
Land department expenses	99,636 61
Total	$1,361,383 43

The aggregate of accounts for the past eight years were as shown in the following table:

	Earnings.	Expenses.	Profits.	Construction, &c.
1864	$1,788,034	$1,155.660	$632,374	$215,416
1865	2,135,872	1,872,035	263,837	470,073
1866	2,359,013	2,200,503	158.510	627,160
1867	1,710,270	1,427,998	282,272	362,248
1868	2,184,168	1,371,652	812,516	421,013
1869	2,841,997	2,078,184	763,813	1,090,935
1870	3,340,225	2,240,558	1,099,667	831,269
1871	3,104,969	2,015.934	1,089,035	577,884
Total	19,464,548	14,362.524	5,102,024	4,596,058
Ann.av.	2,433,068	1,795,315	637,753	574,507

The trustees of the Land Department expended during the year ended December 31, 1870	$406,166 00
And purchased the Land Bonds of the company to the amount of	869,600 00
Accrued interest and principal	$36,566 00

There was received for lots and sleeping cars sold, $9,500; and there was issued in excess of 5 years' notes and bonds exchanged, 15 years' 8 per cent. bonds, amounting to $571,500—the proceeds of which were applied to the extinguishment of the floating debt and payments for expenses of new equipment, construction, &c.

The assets of the Land Department are, the unsettled payments on contracts for the sales of lands, including interest to maturity amounting to $3,448,279 38, subject to cancelments of contracts which may be forfeited for non-payment; and the lands remaining unsold amount to about 109,500 acres, which, together with some of the lands already sold, are subject to claims under the Swamp Land Grant, which are or may be made in conflict with the claims of the railroad company, under the grant to them.

The Land Department account, since the commencement of sales, &c., sums up as follows:

	Principal.	Interest.	Total.
Sales	$5,508,268	$1,361,920	$6,870,188
Settlements	2,609,915	675,296	3,285,211
Unpaid	$2,898,353	$686,624	$3,584,977

A large proportion of the sales of lands are made on a credit of ten years. The maturities of the payments run through the whole period, and the entire gross receipts of money are under the control of the trustees for the purchase and cancelment of the land bonds of the company until the whole are retired.

The other assets of the company consist of the following working accounts which represent values but which are necessarily kept afloat in the ordinary transactions of business, and are not available for the payment of other than current liabilities and operating accounts, viz:

Uncollected revenue	$89,664 77
Stock of materials, &c	00.853 91
Sundry running accounts	28 812 13
Cash and cash assets	480,570 78
Total assets Aug. 31, 1871	$659,901 54

And the current liabilities at date consist of—

Unpaid charges	$6,971 82
Unpaid expenditures	250,402 83
Quincy Bridge Co.	19,054 95
Unpaid dividends	1,371 00
Floating debts	314,083 76
	$591,884 36
—and the interest due Sept. 1st	$144,612 00

The company also hold a number of county and other bonds and stocks received for subscriptions to the stock of the company and in payment for other things, and coupons to the amount at par of $373,886, which have no current market value, and would not at present sell at one-half their face value.

The condition of the road-bed, buildings and machinery are generally in good condition and the equipment is sufficient for present business. But the grades in many places are very high and much above the contemplated maximum of 52.8 feet per mile. A considerable part of the line is still unfenced and but a small part of the road bed is ballasted; and a freight-house is needed at Hannibal, and an engine-house at Kansas City. The Car-shops at Hannibal also require extensive repairs. Heretofore large sums have been expended in such improvements, and it is the intention of the company to continue outlays in this direction, for which purpose several millions of dollars will be required. Under these circumstances it is impossible that any dividends can be declared on the common stock for years to come.

As at present organized, the roads of the H. and St. J. Company consist of the following constituents:

Hannibal to St. Joseph	207 miles.
Palmyra to Quincy	12 "
Cameron to Kansas City	55 "

—making a total length of 277 miles. Bridges at Quincy and Kansas City connect the road with all the lines to the eastern markets and with the system of roads which traverse Kansas in the direction of the Gulf, New Mexico and the Pacific slope. A glance at the map will at once impress the mind that the roads of this company from their geographical position will secure to them a very important share of the trans-continental trade and travel, and almost a monopoly of a wide breadth of country on both sides of them.

The equipment of the road at the close of 1870-'71 was as follows: locomotive engines, 79; coaches, 41; baggage, mail express cars, 21; caboose cars, 36; coaches used a scaboose cars, 5; grain and merchandise cars, 162; combination, 745; open stock, 124, flat, 248, and coal, 122. The company also own—dump cars, 26; handcars, 75; snow plows, 3; wrecking cars, 2; pay car, 1; and steam pile driver on car, 1. Miles run by engines with passenger trains in 1870-'71, 564,972; with freight trains 1,174,568; with construction trains 140,309; switching 187,031—total miles run 2,066,880.

The cost per mile run in 1869-'70 was 26.1 cents; and in 1870-'71, it was 24 cents—showing a reduction in the latter year of 2.1 cents or 8.04 per centum. The number of miles run on a ton of coal in the years respectively was 41.7 and 47.5, and on a pint of oil 17.0 and 16 2. Coal average $2 75 per ton.

PASSENGER TRAFFIC.

Westward—	1869-'70.	1870-'71.
Local passengers	149,266	130,679
" " mileage.	6 055,482	4,367,163
" " revenue.	$281,778 32	$205,895 44
Through passengers	49,609	31,341
" " mileage.	10,908,941	7,000,770
" " revenue.	$441,711 62	$290,578 69
Total passengers	198,876	162,020
" " mileage.	16,974,423	11,367,933
" " revenue.	$723,489 94	$496,414 13
Eastward—		
Local passengers	137,079	152 555
" " mileage.	5,085,982	4,594,845
" " revenue.	$262,646 81	$217,044 77
Through passengers	23.387	44,318
" " mileage.	6,263.222	9.674,718
" " revenue.	$271,988 44	$387,935 68
Total passengers	165.497	196,873
" " mileage.	12,249,104	14,269,563
" " revenue.	$534,735 25	$604,980 05
East and West—	1369-'70.	1870-'71.
Total passengers	364,343	358,894
" " mileage.	29,223 527	25,627,496
" " revenue.	$1,258,225 25	$1,101,394 58

The average rate of fare per mile in the years respectively was 4.73 cents and 4.30 cents. The decrease in the number of passengers, mileage and revenue is due mainly to the competition of new roads, and the reduction of rates in consequence of said competition. The principal competing lines are the Chicago and Alton and the St. Louis, Kansas City and Northern, which have extensions to Kansas City.

FREIGHT TRAFFIC.

Westward—	1869-'70.	1870-'71.
Tonnage	302,175	299.409
Mileage	54,155,246	53 577,507
Revenue	$1,465,741 47	$1,342,455 95
Eastward—		
Tonnage	109,656	117,380
Mileage	18,703,608	18,580,166
Revenue	$416,329 39	$423,298 03
West and East—		
Tonnage	411,831	416,789
Mileage	70,858,854	72 097,673
Revenue	$1,882,070 86	$1,765,742 98

The aggregate tonnage and mileage have increased a small per centage, while the revenue has materially decreased; showing, as in the instance of passenger traffic, that rates have ruled lower than in the previous year. The same influences as noted in the passenger traffic have worked to this result.

The cattle and hogs, lumber and coal traffic in the two years compares as follows:

	1869-'70.	1870-'71.	Increase.
Cattle, head	84,433	107,257	22,284
Hogs, "	89,315	103,017	13,702
Lumber, M. ft	102,179	108,636	6,457

The amount of coal carried in 1870-'71 was 9, 784,700 bushels. The increase in cattle, hogs and lumber is very marked. The hog traffic however is not so large as in 1868-'69, the number carried in that year having been 116,116 head. In the last named year only 59,729 head of cattle were shipped.

The financial condition of the company, as shown on the General Balance Sheet of August 31, 1871, was as follows:

Capital stock	$4,167,700 00
Preferred stock	5,087.224 60
Bonds and notes	9,508,000 00
Land Fund, cost of securities purchased by trustees and delivered to company	2,679,806 38
Balance of account	375,496 99
Total	$21,818,227 37
Construction	$7,734,717 94
Engineering	192,614 35
Interest, discount, &c	6,443.116 76
Fencing	168,521 41
Contingencies	156,040 86
	$14 695,011 32
Equipment	2,948.433 18
Telegraph	17,156 44
Depot grounds	114.660 05
Depot buildings	553,012 45
Right of way	59,897 24
Quincy and Palmyra Railroad	339 703 97
Kansas City and Cameron Railroad	2,192.853 27
Pullman's Palace Car Shares 168	46,800 00
State Sinking Fund	1,900 00
Land department expenses	437,535 32
Fiscal agency account	411,264 13
Totol	$21,818,227 37

The several classes of the bonded indebtedness of the company at the close of the fiscal year 1870-'71 are fully described on page 1236 of this week's issue.

It will be observed that there are falling due and to be provided for within about five years from date, bonds to the amount of $1,680,000.

The following is a list of the directors elected November 7, 1871, and of the executive officers appointed by them.

President.—HENRY N. SMITH, New York.

Vice President.—B. F. CARVER New York.

Directors.—Henry N. Smith, B. F. Carver, Jay Gould, G. S. Higgins, A. N. Ramsdell, A. B. Baylis, Henry Smith, Daniel S. Miller and Jenkins Van Schaick.

Secretary and Treasurer.—JOHN L. LATHROP, Hannibal, Mo.

Superintendent, Engineer and Auditor.—GEORGE H. NETTLETON, Hannibal Mo.

Fiscal Agent.—JOHN P. ACKER, New York.

Toronto, Grey and Bruce Railway.

A report of six months' operations shows a gross traffic of $64,312 46, from which deducting the working expenses, $44,649 33, a net profit remains of $19,663 13. This sum is sufficient to pay the full amount of interest on the bonds issued on the section between Toronto and Orangeville, and more than half the interest on the remaining section between Orangeville and Mount Forest. The traffic is steadily increasing, and the directors are sanguine of success. It is now apparent that this is a very large and costly undertaking. The two great branches extending to Owen Sound on the Georgian Bay in one direction, and to Lake Huron on the other, added to the main line make the Toronto, Grey and Bruce Company the second or third largest railway corporation in the Dominion, in the extent and value of their property. Great disappointment has been experienced in reference to some half dozen locomotives which should have been received from England in April and May last, but are still in the hands of the makers, in consequence of the strikes among the workmen. On this account construction has been very much delayed, but it is still believed that Owen Sound will be reached before the 1st August, 1873, the time fixed upon by agreement with the County of Grey. There is a great deal of work to be done and difficulties to be surmounted before this enterprise shall be fully completed; and hence the Directors still need the support and confidence of the shareholders and the public. When the project is realized there is no reason to doubt of its fulfilling the bright anticipations formed by its projectors in the first instance.—*Monetary Times.*

☞ The contract for building the Lee and New Haven Railroad has been concluded with Davis & Kelley, of Poughkeepsie, N. Y.

Traffic Guarantee

AND

REDEMPTION BONDS

7 per cent. Gold Interest.

Mortgage $15,000 per mile.

COMPLETED AND FULLY EQUIPPED RAILWAY.

228 MILES LONG,

ENTIRELY WITHIN THE

STATE OF ILLINOIS.

FIRST MORTGAGE SINKING FUND. GOLD BONDS OF THE

Springfield and Illinois South-Eastern Railway.

INTEREST PAYABLE FEBRUARY AND AUGUST, FREE OF GOVERNMENT TAX, AT THE

Office of the Farmers' Loan and Trust Company IN NEW YORK.

PRICE 90 AND ACCRUED INTEREST.

These Bonds, representing an unusually light Mortgage upon a Finished Railway, fully Equipped, extending Centrally through one of the Richest, and most Populous States of the Union, remarkable for the great success of its different Railways, offer unusual inducements to the investor seeking a PROFITABLE AND SAFE SECURITY.

The Holder of this Bond has the right to vote at all Elections.

By the terms of a Traffic Guarantee Contract with the well-known CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, (four of whose Directors, including the President and Vice-President, are also DIRECTORS IN THE SPRINGFIELD AND ILLINOIS SOUTH-EASTERN RAILWAY), A LARGE NUMBER OF THESE BONDS WILL BE PURCHASED BY LOT SEMI-ANNUALLY *AT PAR* and ACCRUED INTEREST, giving the fortunate holders Eleven per cent. Profit on their investment, besides nearly Nine per cent. Interest.

We respectfully invite the attention of all Capitalists to this Security as a particularly safe and desirable one.

Pamphlets and Maps with full particulars furnished by us on written or personal application.

JONES & SCHUYLER,
12 PINE STREET, NEW YORK.
Financial Agents of the Company.

Veneers and Fancy Woods.

The great increase in the furniture trade, and especially in the manufacture of fine furniture, that has taken place in the last few years, as well as the immense increase of our railways and that of piano manufacturing, which has of late grown to such gigantic proportions, has of course also given great impetus to other branches of business, such as the manufacture of furniture hardware, upholsterer's goods, varnishes, and various other kindred industrial pursuits. But in none of them has it infused such life, or led to such an extensive increase, as in that of the manufacture of veneers and the importation of fancy woods. The enterprising firms engaged in this business, by themselves or their agents explore nearly every region of the globe to supply the demands for the various costly fancy woods that are in such extensive use. Their sources of supply are literally located in all the points of the compass, but here the products of all are gathered together in profusion—mahogany from Honduras, rose wood and satin wood from South America, black walnut from France, cedar from Spain, ash from Hungary, laurel from California, and many other kinds from various counties.

Among the most prominent importers, manufacturers and dealers in these hard and fancy woods and veneers, may be mentioned the firm of Messrs. Geo. W. Read & Co., whose warerooms and offices are located at 170 and 172 Centre Street, the yards and factory being situated on Lewis street, between Fifth and Sixth streets, and embracing the numbers 186, 188, 190, 192, 194, 196, 198 and 200. The factory consists of a building on Sixth street, three stories high and 36x150 feet in area, having an L on Lewis street, a one story building, 31x200 feet, running the entire width of the property. The yard and all covers a space of 200 square feet, has a fine water front of 200 feet on the East River, and is well remembered as the old and extensive ship yard of Mr. Wm. H. Webb.

The building for manufacturing the veneers has one large floor throughout, 36x150 feet. All the cutting is done by steam and machinery of the most improved kind, the motive power being furnished by an engine of 175 horse power, and Mr. Read is just now placing shafting underneath and across Lewis street, to furnish steam power to buildings on the opposite side of that street, from this same powerful source of supply.

The machines for cutting the veneers are of the very finest and most recent kind introduced, among which may be mentioned one very large slicer, cutting 11 feet 2 inches long, and one smaller one cutting 5 feet long, one rotary machine cutting 4 feet long, one fine ripping machine and others of the latest and most improved construction. In fact there is nothing wanting in this respect to make the establishment perfect in every sense. The building on Lewis street adjoining the factory, is a long, one story brick, 31x200 feet, and is used for the storage of veneers, plank, boards, &c. Besides occupying the large yard of about 164x170 feet, not including buildings, there are fine and well-built sheds used for storing the fine woods when cut up for drying and seasoning. These sheds are about 50x175 feet, and have a strong substantial roof especially adapted for the same purpose, and are thus used.

This roof holds an immense quantity of stuff and is constantly crowded with it. In these sheds and yards are to be seen some of the finest woods that have ever been imported into this country.

Among the large variety to be found there we may mention a few of the choicest and most important ones, such as rosewood, mahogany, satinwoods, black walnut, tulips, zebra, ebony, dyed birdseye maple, white holly, Hungarian ash, plain ash, oak, birch, butternut burl, ash-burl, mahogany and black walnut crotches, California laurel, California red wood-burl, Spanish cedar, red cedar, cherry, black walnut and white wood, and many other choice qualities. These woods are sawed and cut in all the different sizes required. Many of them are kept in veneers and logs only, while others are kept in veneers, logs and planks. They keep all the different grades and qualities, varying in price from 1 to 50 cents per foot. Some of the logs are of great value, and when cut up into veneers are valued as high as from $3,000 to $4,000 each; and some of the fine logs when thus cut up contain as much as 10,000 feet *per stock*—or half a log.

As before stated, these woods are imported from all parts of the world—South America, Africa, Italy, Hungary, France, East and West Indies, &c., as well as being collected in various parts of our own country. The firm receive all these woods in the log, and then cut them at their factory into veneers, boards, and planks of the different shapes and sizes suitable to meet the requirements of the trade.

This firm keeps an immense stock of these woods constantly on hand, valued at from $100,000 to $125,000, and are therefore always in a position to meet any demands that may be made upon them. They supply a large part of the furniture and cabinet makers, as well as the piano-forte manufacturers and railroad corporations of this country.

They also largely supply builders with all the fine wood required in house finishing, such as doors, mantles, wainscoting, &c. In addition to these demands, which are very large, the firm also do an immense trade with dealers in fine woods all over this country, and export mahogany, oak, &c., to South America, and maple and other American woods even to Europe.

They have excellent arrangements for obtaining supplies of fine woods from every part of the world, having regular travelling agents in South America and Europe gathering for them, and shipping to them, the finest varieties to be found in the various markets. Their facilities for obtaining the choicest kinds of our native wood are also most excellent, having an agent travelling in the far West, purchasing the finest American woods to be found. Messrs. Read & Co., are thus constantly in receipt from all quarters, at home and abroad, of the choicest varieties of woods that the earth produces. They have abundant financial resources to carry out their enterprises, and with their spacious yards and manufacturing facilities, are not excelled in this business.

The business of the firm was originally located at No. 291 Monroe street and No. 398 Madison street, and the great and rapid increase in their trade made it necessary about eighteen months ago to secure more spacious quarters, when they moved to their present location, which in regard to size and capacity and from its convenience for shipping and receiving goods, is admirably adapted for the transaction of their extensive trade.

Mr. Read has been many years in this business, is thoroughly experienced in all its details—the most minute of which he pays vigilant attention to, and keeps the extensive establishment under his immediate supervision. Knowing the value of a thorough knowledge of the trade, he employs none but thoroughly experienced agents in the several departments of the business.

We willingly add that the firm, though comparatively young, ranks as one of the first in this line of trade, exhibiting a stock of these goods which as to beauty, variety and quantity are not excelled, if equaled, by any other establishment in the trade.

Railway companies, fine furniture and piano manufacturers, as well as builders and dealers throughout the country, should not fail to acquaint themselves with a house of such magnitude and enterprise, whose manufacturing facilities are extraordinary, and thus enable them to offer many advantages to the trade.

☞ The Wisconsin Central Railroad is completed to White River, five miles from Ashland, and the cars are running thereon, and still the work is progressing. The distance across from New Richmond, the present terminus of the West Wisconsin Road is only ninety miles, and in a short time a road will be built between those points.

Competing Railroad Lines for Western Freights.

The Chesapeake and Ohio Railroad Company, it would seem, have very nearly completed the work of construction on their line. Only about sixty miles of track remain to be laid, which will in the course of a few days be reduced to thirty. The locomotive is now passing through Big Bend Tunnel, the longest on the road (nearly 7,000 feet), and the grading is in such an advanced condition that it will be out of the way as the tracklayers progress. The new portion of the road, two hundred and twenty miles, has been built in the most thorough manner, double track tunnels, bridge foundations, substantial masonry, steel rails or the greater part, iron bridges, &c. The cost of the road when in running order, will be fully $30,000,000, but as a large part of it was constructed some years ago on a gold basis, and all of it contracted for before the recent rise in prices of labor and materials, it could not be reproduced for a far greater sum at this time.

When opened through from the Chesapeake Bay to the Ohio River, as it will be before the close of the year, a new and superior connection will be established between the 12,000 miles of cheap inland river navigation of the Ohio and Mississippi valleys, and the whole coastwise ocean navigation, the grades on which are remarkably light, the fuel abundant and the connecting water lines always unobstructed. At the same time Cincinnati and Louisville are pushing forward railroad lines to connect with the Chesapeake and Ohio trunk line, and through them with the vast railroad system of the West. The transportation of breadstuffs, provisions, cotton, tobacco, &c., from the Western States to the seaboard has assumed such enormous dimensions that the advantages of this route must tell greatly in its favor. The road passes through the very remarkable deposits of iron ore of Virginia, and crosses the coal fields of West Virginia, where the deposits are thickest and of best quality. This will lead to a large shipment of coal to Western cities, and also to the seaboard.

Iron and steel manufactories will also spring up along the road; all the elements needful for making the crude metal and its more finished products, existing in abundance and in close proximity to the line.

This line of road will compete, as soon as finished, with the four great through lines from the Atlantic coast to the West that have heretofore monopolized the immense East and West traffic passing across the Northern States. The gross earnings of the latter roads and their connecting lines to the West for their last fiscal years, respectively, were as follows:—The New York Central and Hudson River, $21,972,105; Lake Shore and Michigan Southern, connecting line to Chicago, $14,797,975; total New York to Chicago by this route, $36,770,080. Erie Railway, $17,163,005. Pennsylvania Central, Philadelphia to Pittsburg, $18,719,737; Pittsburg, Fort Wayne and Chicago, connecting line to Chicago, $8,393,978; Philadelphia and Trenton, and Camden and Amboy, connecting lines from Philadelphia to New York, $6,134,085; total New York to Chicago by this route, $34,556,293. Baltimore and Ohio Railroad, main stem and branch to Parkersburg, Va., $10,646,486; Marietta and Cincinnati, connecting line to Cincinnati, $1,690,968; Ohio and Mississippi, connecting line Cincinnati to St. Louis, $3,197,152; total on this route, Baltimore to St. Louis, $15,534,606. These figures are sufficiently forcible in themselves without any comment.

Piedmont and Potomac Railroad.

A correspondent of the Baltimore *Sun*, writing from Sperryville, Rappahannock Co., Va., under date September 21, 1872, says:

During the past summer the engineers of the Piedmont and Potomac Railroad Company have been engaged in this section surveying a route for the proposed road across the Blue Ridge. According to the terms of the charter the road is to leave the Potomac river at or near Georgetown, cross the Blue Ridge at Thornton's Gap, pass through Luray, in Page county, and move on to Staunton. The city of Washington, it will be remembered, voted to accept $600,000 of the bonds of the company when the latter shall have expended $1,000,000 upon the work. As the company is said to be a very powerful one, having money headquarters in New York, working mainly New York capital, and bent on beating all existing competition in the matter of western freights, there seems be no doubt that the initiatory million will be forthcoming. The president, Mr. Sheerer, who spent part of the summer here with Chief Engineer Pryor and his corps, replied to interrogatories of the people by assuring them that the road would certainly be built "if Col. Pryor could find a place to put it," and Col. Pryor has certainly found the place. Up to the beginning of the survey the idea of passing the great barrier of the Blue Ridge in this quarter without a tunnel was looked upon by many as preposterous. But the engineers have surveyed and staked off a route along the side of the ridge from the vicinity of Flint Hill, in this county, for a distance of ten or twelve miles up a grade of fifty feet to the mile, through Thornton's Gap, where a fifty feet cut is to be made; then for about twenty-five miles along the western side of the ridge, on a grade of only twenty feet to the mile, down to Conrad's Store, in Rockingham county. This, however, will not take the road to Luray, in accordance with the terms of the charter, but this difficulty, it is proposed, will be met by the construction of a branch road to that place.

The road, it is stated, is to have a double-track, and to be first-class in all respects through its entire length. Connecting with the Chesapeake and Ohio road at Staunton, the line to the West will be complete. The latter road will be finished to the Ohio river in October. Whether the Piedmont and Potomac road will ever be built or not—and there seems to be scarcely a doubt about its construction—is a question which will not affect the fact which the survey has brought out as to feasibility. Although much heavy work will have to be encountered in the mountains, it will scarcely come up to that of the Central Pacific, while the grade secured is not inferior to that of any other road of like character in the country.

Paper Car Wheels.

The Springfield *Republican* says the Connecticut River Railroad Company is about introducing, for trial, a set of paper car wheels under the forward truck of one of its engines. These wheels have been known to car builders for some time, but the demand for them has been moderate on account of their cost, notwithstanding the universally admitted fact that they are safe and easy-going. The wheels are manufactured by bringing a pressure of 350 tons upon sheets of common straw paper which forces them into a compact mass, which is then turned perfectly round and the hub forced into a hole in the centre, this requiring a pressure of 25 tons' weight. The tire is of steel and has a one quarter inch level upon its inner edge, thus allowing the paper filling to be forced in, 250 tons pressure being required in the process. Two iron plates, one upon each side of the paper, are bolted together, which prevents the possibility of the fillings coming out. The tire rests upon the paper only and partakes of its elasticity in consequence. Although these wheels are much more expensive than those in common use, the patentee claims that they are cheaper in the end, as they wear longer, injure the tracks less and run with less noise than wheels of any other pattern.

Ohio Falls Car Works.

Among the articles on exhibition at the "Industrial Exposition," now being held at Louisville, Ky., "there is nothing," says the *Courier Journal*, "more conspicuous or wonderful than the model representation of the grounds and buildings of the Ohio Falls Car Works of Jeffersonville, Indiana, which are said to be the largest works of the kind in the world. From the fact that the works were completely destroyed by fire in March last, since which time, of course, they have not been in operation, the company could not place specimens of their work on exhibition. They would probably have had difficulty in obtaining space sufficient to exhibit a number of cars, if they had been fortunate in having a few specimens on hand. It was important to them, however, that they should make some kind of a show of their great enterprise, and they luckily hit upon the plan of producing a miniature representation of their works, which they placed upon a huge platform between and a little below the gallieries in the north end of the building, a position in which the works can be seen to advantage and reached from the upper floor. The platform is an elegant piece of workmanship, having been gotten up regardless of cost and containing many kinds of wood, including ash, black walnut, butternut, amboine, Canada walnut, cherry, pine, linn, and poplar. Over the platform there is suspended a beautiful banner bearing the following inscription: 'Ohio Falls Car Works, Jeffersonville, Indiana, organized June, 1864; destroyed by fire March 20, 1872; rebuilt, 1872. Joseph W. Sprague, President; William Crichton, Secretary and Treasurer. Directors—D. Ricketts, M. L. Belknap, J. L. Symser, J. W. Sprague, S. A. Hartwell. Cash capital $500,000; twenty-six acres of ground; five and a half acres under roof; three and a half miles of track in yard; capacity, twelve freight cars per day; one hundred passenger cars per year; H. Walters, architect, Louisville, Ky.' The model represents thirty-two distinct buildings, and there is not a more meritorious exhibition in the building."

Crossing the English Channel.

The English people have devised numerous schemes for going from Dover to Calais without the horrors of sea-sickness, none of which as yet have been successful. Of one of the latest of these the London *Spectator* says:

Mr. Bessemer is said to be likely to crown a life crowded with original inventions by one of the most beneficent of human achievements. He has invented, it is said, an apparatus for keeping the saloon of a steamer immovable, however strongly the steamer herself may pitch and roll. The general principle is to suspend the saloon on an axis passing through the centre, about which the ship oscillates, and which, consequently though not absolutely immovable, is liable to very little movement itself. But to this Mr. Bessemer adds an application of one of his own previously invented hydraulic powers, by which a lad with his eye fixed on a spirit-level attached to the saloon to see whether its level is changing or not, can, by the mere turn of a handle, restore it to a perfectly horizontal line, before it has deviated from it by the smallest fraction of a degree. We are further told that Mr. E. J. Reed, the former Constructor of the Navy, is building two vessels three hundred and fifty feet long, with suspended saloons constructed on this principle, for the Channel service.

☞ Work on the Portage Lake and Lake Superior Ship Canal is approaching completion. The work is being pushed forward as rapidly as possible, and it is thought it can be used before the close of navigation.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 30,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax*. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ The consolidated New York, New Haven and Hartford Railroad has chosen E. M. Reed, of Hartford, General Superintendent. Mr. Charles S. Davidson of Hartford, for several years Mr. Reed's assistant, has been chosen Superintendent of the division extending from Springfield to New Haven; Mr. J. D. Moody of that from New Haven to New York, and Mr. S. S. Scranton, late President of the Shore Line Railway, retains his management of that line, which is now the New Haven and New London Division of the consolidated road.

☞ The track of the Ashtabula, Youngstown and Pittsburg Railroad has been laid as far as New Lyme, O., about 20 miles south of Ashtabula.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,448	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	.....	.....	.....	....	.....
Chicago and Alton:													
1865	280.503	275,283	299,063	258,480	322.278	355,270	335.985	409,251	401.283	357.956	307,919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329.851	371,544	321,597	387,269	322.638	360.223	323,030	271,247	3,695.153
1867	248,787	157,832	235,961	282,165	335.510	342,358	354,244	415.982	408.999	426,752	359,102	330.169	3,892.861
1868	276.117	275.140	267,094	279,121	303,342	384.504	404,012	558,101	486.196	503,746	409.569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475.608	441,197	404,264	4,849.405
1871	333,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,007	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,045	407,688	2,811,644
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519,506	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,871	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,208,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13.355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,308,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	256.160	242,509	236,435	193,959	203,696	218,347	271,425	287.451	293,296	262,798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317.773	3,765,343
1872	327,538	318,626	354,766	368,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	510,100	423,578	640,179	799,236	661.391	657,141	603,402	6.329.447
1865	571,536	528,972	616.665	516.608	466,573	617,682	578,403	747.469	739,736	641,589	643.887	518,088	7,181,208
1866	603,053	505.266	505.465	411.605	569.250	567.679	480.626	578,253	571.348	661.971	588.219	504,066	6,646,741
1867	647,120	524,871	417.071	440.271	477.027	516.493	525,242	709,527	738.550	823,901	727,810	613.329	7,160.992
1868	587,443	536.165	444,443	518.800	572,551	626.249	549,714	794,325	889.967	931.550	685.401	681,041	7.817,629
1869	659,138	524.693	709,645	568,282	640.975	778,261	696,228	841.363	979.401	914,406	814,413	696,677	8,823.482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903.225	811,708	697,751	8,678,958
1871	624.744	529.617	563,598	620,228	713,182	718.722	707.992	836.041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,573	641,410	616,680	763,256	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104.866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92.010	92,768	90,526	96.535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126,556	121,519	125.065	119.169	121,408	1,294,095
1869	98,517	91,666	103.558	109,526	111.033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110.213	111.117	111.127	118,407	132,998	153,531	144.023	141,376	1,418.869
1871	130,883	126.224	140.740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344.228	337,241	401.456	365.663	329.105	413.501	476.661	490,694	447.670	328.870	4,520,550
1866	282,439	265,796	337,158	346,737	365,196	335.083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321.013	392.942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,046	366,623	329,950	353 669	473,546	490,772	448,419	374,342	4,744,164
1870	367,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401.900	369,356	365.412	350.565	751,738	1.101,771	775.616	438,323	5.683,608
1868	369,228	321,203	333,508	436.412	565,718	458.191	423,398	522,682	1,024.045	1.037,464	556,917	468 880	6,517,646
1869	454,590	350,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,256 069
1870	396,171	382,823	377,571	443,132	730.700	755,737	636,434	661,020	808,518	908,313	791,014	529.758	7,420,421
1871	396,700	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309.261	269,444	224.963	223.242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239.139	313,914	271,527	290.916	304.463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326.236	277,424	283.130	253.925	247,262	305 454	278.701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279.647	284,729	282,939	240.135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	294.620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	210,080	221,459	214,409	218,639	223,236	192,564	275,220	292,803	328,044	298,027	254,896	2,915,543
1870	196,787	218,234	253.065	270,934	248,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222.263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294.874	289,550	283,221	263,328	260,449	343,195	363.677	341.373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284.732	275.351	287,540	329,270	364,128	369,887	385,103	299,552	3.630,696
1872	254,319	238,823	303,594	305,755	269,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436.742	532.786	617.021	669,384	757.178	936.188	711.457	1,170.241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	655,053	608,305	116.215	923,283	416.341	566.979	957.194	1,121.205	1,351 579	1,419.232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1.109.267	1,140,501	996,841	1,252,386	855,742	887,793	874,974	436,990	10.637,124
1867	500,488	534,561	703,618	836,603	963,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	814,472	631,143	1,000,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294.021	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,139,489	1,241,903	1.199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,206	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192.138	170,485	168.699	162,532	166,015	222.953	198,884	244.834	212.227	177,364	2,250,142
1867	149.658	149,342	174,153	188,162	171.736	156,066	172.933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204.597	198,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,847	156,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,010	105,083	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,088	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	400,766	351,750	333,480	3.809,358
1868	278,712	265,137	257,800	286,825	260,529	295,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,550	348,891	310,800	450.246	470,720	422,369	323,377	454,284	4.242,342
1870	257,664	293,045	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	265,175	328,791	393,455	443,611	453,709	439,515	553,994	552,079	558,817	600,205	531,080	616,285	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 130	539,238	706,603	802,586	746,450	643,658	664.061	728 521	710,698	570,168	505,053	7.654,094
1871	479 573	373,925	499,599	584.540	724.460	728,174	673,698	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	278,930	534,116	565,864	699 430	890,442	855,459	748,382	.....	.....	.....	.....	.....	.....

Cotton Manufacture of the United States.

The complete and authentic statistics of the manufacture of cotton goods just sent to the press from the census office, show the number of distinct establishments in the United States to be 956, of which Massachusetts has 191, Rhode Island 139, Pennsylvania 138, Connecticut 111, New York 81, New Hampshire 36, Georgia 34, North Carolina 33, Tennessee 28, New Jersey 27, Maine 23, Maryland 22, Alabama 13, South Carolina 12, and Virginia 11. The number of steam engines, 448; aggregate horse power, 47, 117; the number of water wheels, 1, 250; aggregate horse power, 102,-409. The number of looms used, 157,310; frame spindles, 8,694,477; mule spindles, 3,437,938; hands employed, 42,790 males above 16; 69,637 females above 15; 22,942 children and youths.—Aggregate amount of wages paid during the year, $39,044,432. Materials used, 398,398,259 pounds of cotton; 6,222,189 pounds of cotton yarn; 136,-100 pounds of cotton warp; 5,234,260 pounds of cotton waste; value of mill supplies, $10,910,572; total value of all materials, $111,737,686. Articles produced, 478,204,131 yards of sheeting, shirtings and twilled goods; 34,533,462 yards of lawns and fine muslins; 489,250,053 yards of print cloths; 30,501,087 pounds of yarn; 11,560,-241 dozen of spool thread; 73,018,945 yards of cotton warps; 11,128,127 pounds of batts, wicking and wadding; 93,892 table cloths, quilts and counterpanes; 2,767,060 seamless bags; 5,057,454 pounds of cordage, lines and twines; 906,066 pounds of thread; 8,390,050 yards of cotton flannel; 32,275,244 yards of ginghams and checks; 6,921,449 pounds of waste; 484,400 pounds of tapet wadding; 405,585 pounds of seamless bags; 13,940,895 yards of cassimers, cottonades and jeans; 10,811,028 pounds of miscellaneous products; aggregate weight of the goods produced 349,314,592 pounds; aggregate value of the product $177,489,739.

Dayton, Piqua and Toledo R. R.

A meeting of the friends of this enterprise was recently held at Spencerville, Ind., at which addresses were made showing the origin and history of the undertaking, and its progress. Speeches were also made by gentlemen interested in the Toledo, Delphos and Indianapolis railroad, showing the amount of labor done and money subscribed to that road. The Delphos (Ohio) *Herald* says:

The endorsement that is secured for that road by strong railroad interests coming into Toledo, and the working, enterprising men that are conducting it, make it a success in a very short period. The President, Colonel Marble, stated that all the efforts of his company would be directed to the completion of the northern division of the Toledo, Dayton and Indianapolis Railroad, in order to give the Dayton, Piqua and Toledo road an outlet from Delphos north, and give Delphos a direct outlet south. The natural unity of interests of these projects causes them to work in unison and foster each other. When the two enterprises are completed, considering the country through which they pass, the endorsement and connections with wealthy and successful railroad companies already pledged them, these lines cannot fail to be among the great and successful railway lines of Ohio and Indiana.

☞ H. P. Nichols, of Worcester, has been appointed Assistant Superintendent of the Boston and Worcester division of the Boston and Albany road, in place of A. Firth, resigned.

Russian Railways.

The Great Russian has held its annual meeting at St. Petersburg. The rough receipts of the St. Petersburg and Warsaw line amounted in 1871 to 9,112,844 roubles. In 1868, the corresponding revenue was 8,287,747 roubles; in 1869, 8,153,401 roubles; and in 1870, 9,882,960 roubles. The exceptionally large traffic of 1870 was attributable to the war of that year, which diverted goods from navigations on to the line. The net revenue of the St. Petersburg and Warsaw line in 1871 was 1,982,980 roubles, or 424,331 roubles less than in 1870. Upon the Moscow and Nijni-Novgorod line the rough receipts amounted last year to 6,-462,759 roubles, or 434,430 roubles more than in 1870. On the other hand, the working expenses of this line were reduced last year, as compared with 1870, to the extent of 131,315 roubles, so that the ratio of the working expenses to the traffic receipts declined last year to 55 per cent., as compared with 60 per cent. in 1871. The net revenue realised upon the St. Petersburg and Warsaw and Moscow and Nijni-Novgorod lines, taken together, amounted to 4,941,682 roubles, showing an increase of 141,727 roubles, as compared with 1870; the guarantee of interest given by the Government was not, however, completely covered. The rough receipts of the Moscow and St. Petersburg or Nicholas line last year were 17,-583,896 roubles, and the net receipts of the same line last year were 10,019,304 roubles, or 612,407 roubles more than in 1870.—*Herapath.*

☞ The work on the St. Louis, Salem and Little Rock Railroad, which is 40½ miles in length, and is to connect the Simmons Iron Mountain, at Salem, Dent county, Mo., with the Atlantic and Pacific road at Cuba, 90 miles from St. Louis, is progressing very rapidly. Thirteen miles of this line will be finished and in operation by the first of December next, and the remainder by the first of July, 1873. The corporators of the road are, A. L. Crawford, New Castle, Pa., President; Wm. L. Scott, Erie, Pa.; A. S. Crawford, Terre Haute, Ind.; and E. C. Simmons, St. Louis, Mo. J. W. Blanchard, of Steelsville, Crawford Co., Mo., holds the office of General Superintendent.

☞ The Toledo *Blade* says that the Continental Railroad is under construction between Tiffin and the Indiana State line, and between Rochester and Rensselaer, Ind. It is expected that the entire grading between Tiffin and Chicago will be finished by February, 1873, with a double track. From Tiffin east to Akron, Ohio, surveys have been ordered to be made, and are now supposed to be going on, so that by February next the grading will be so far advanced that by July following there will be a new connection between Chicago and New York, via the Atlantic and Great Western and the Erie, which are to have a third rail.

☞ The *Railroad Record* says that the contract of the Terre Haute and Southwestern Railroad, from Terre Haute to Robinson, Ill., a distance of 40 miles, has been let to Darius C. Jackson, of New York. The road is intended to connect Terre Haute with the Chester and Tamaroa Railroad in Illinois, and, by a line yet to be constructed, with the Iron Mountain Railroad in Missouri.

☞ The following are the new officers of the White River Valley Railroad company: Wm. C. Hazledine, president; E. M. Phillips, secretary; O. S. Dillon, treasurer; T. D. W. Yonley, attorney; J. G. Botsford, general superintendent; G. P. C. Rumbough, chief engineer.

SAFE AND PROFITABLE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund

30 Years'

7 PER CENT. GOLD BONDS

INTEREST PAYABLE APRIL AND OCTOBER AT THE UNION TRUST COMPANY,

—AT—

90 AND ACCRUED INTEREST.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Barnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically STRAIGHT AND LEVEL; MUCH SHORTER, and can be run with greater speed and safety than any other road connecting Buffalo and Chicago.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable. Rapid progress is being made in the construction of the Road, and it will be finished at the earliest practicable period.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds, in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Leonard, Sheldon & Foster

Bankers, 10 Wall Street.

Winslow, Lanier & Co.,

Bankers, 27 Pine Street.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,484,000	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 1½
Bloesburg & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br.guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref.100	800,000	M. & N.	May '72 3
Boston and Lowell.....100	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv.100	1,389,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ..100	5,847,800	J A J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 100	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,139,600	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	709,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June'72 ll
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,040	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	1,186,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,964	F. & A.	Aug. '72 5
Concord.....50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 0	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	207,383	— & —	.....
Cumberland Valley..... 0	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....100	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee*.. 5	462,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*100	5,000,000	J. & J.	July '72 2
East Pennsylvania*..... 50	1,300,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,600	J. & J.	July '71 4
Elmira, Jef & Canand*.100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,639,910	J. & J.	July '72 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Sept. '72 1½
Fitchburg 100	3,040,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Can.) 100	14,567,446	— & —	.....
Great Western, (Can.)....100	19,237,404	A. & O.	Oct '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	6,073,224	Annual	Aug.'70 7
Hanover Branch, (Pa.).. 50	110,350	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls& Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Madi. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	633,500	F. & A.	Aug.'71 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M & N.	May '67 5
Lehigh Valley 50	13,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.A N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sept. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 ll
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,564,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp.. 100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428,330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	Irregular.	July'72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,088,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*. 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,500	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*..100	600,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000,000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams... 50	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869.450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,810,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 8
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	590,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,908,150	J. & J	July '72 6
Tol.,Peo.& War.1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass 100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug.'72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,00-	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl.'00	500,000	— & —	.....
D. Dock,E. B'dw. & Bat..'00	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,760	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Boston,Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Phg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 5
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4.000.000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114½
.. .. coupon	4,078,000	6	" "	1880	115⅝
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861 ..... registered	125,348,450	6	Jan. & July	1881	114½
.. .. coupon	63,972,750	6	" "	1881	115⅝
Loan of Feb. 25, 1862 (5-20s) ..... registered	33,111,850	6	May & Nov.	1882	114⅝
.. .. .. (5-20s) ..... coupon	238,167,650	6	" "	1882	114½
Loan of March 3, 1863 ..... registered	53,427,850	6	Jan. & July.	1881	114½
.. .. coupon	21,572,150	6	" "	1881	115⅝
Loan of March 3, 1864 (5-20s) ..... registered	2,298,000	6	May & Nov.	1884	114
Loan of June 30, 1864 (5-20s) ..... registered	34,266,500	6	May & Nov.	1884	114
.. .. .. (5-20s) ..... coupon	37,298,100	6	" "	1884	114½
Loan of March 3, 1865 (5-20s) ..... registered	37,493,300	6	May & Nov.	1885	114⅝
.. .. .. (5-20s) ..... coupon	120,023,650	6	" "	1885	115⅛
.. .. 2d series (5-20s) ..... registered	60,585,150	6	Jan. & July.	1885	113½
.. .. .. (5-20s) ..... coupon	156,930,750	6	" "	1885	113⅝
.. .. 3d series (5-20s) ..... registered	92,356,150	6	Jan. & July.	1887	114
.. .. .. (5-20s) ..... coupon	227,743,100	6	" "	1887	113½
.. .. 4th series (5-20s) ..... registered	13,435,500	6	Jan. & July.	1888	113⅝
.. .. .. (5-20s) ..... coupon	25,661,600	6	" "	1888	114
Loan of March 3, 1864, (10-40s) ..... registered	138,687,700	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ..... coupon	55,879,700	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71 ..... registered	123,313,250	5	F. M. A. & N.	1881	111½
.. .. coupon	73,686,750	5	" "	1881	111
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	7,985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency	396,905,453	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	60
.. — .. .. (extended)	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling)	688,000	6	June 1.	1870	....
.. — .. .. (" extended) ..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ") ..	712,800	5	" "	1886	....
.. — .. .. (new)	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's)	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857	2,138,000	7	Jan & July.	1877	112
.. — .. 1860	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864	805,000	7	" "	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s) ..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s) ..		6	" "	1883	100½
.. — .. of 1864, (10-20s) ..	5,927,000	6	April & Oct.	1884	100
.. — .. of 1865, (20s) free ..		6	"	1885	....
.. — .. various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	....
.. — .. 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1860	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847	980,696	6	" "	1877	100½
.. — " Stock of 1857	134,311	6	" "	1877	....
.. —Refunded Stock Bonds	348,000	6	" "	Var.	....
.. —Normal University Bonds	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds	.....	5	" "	1866	....
.. —War Loan Bonds	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42	913,000	6	April & Oct.	'71-'72	100
.. — .. of 1843	160,000	5	" "	1873	....
.. — .. military	309,300	6	Various.	1895	....
Louisiana—Charity Hospital	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865	1,000,000	8	Various.	1886	79
.. — 1867	4,000,000	6	May & Nov.	1907	59
.. — 1870	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863 ..... (cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863 ..... (cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864 ..... (cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed .. (cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. of 1834 ..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg ..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,823	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan	29,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds	3,651,398	6	" "	1885	102½
.. —Southern Relief Bonds	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'73-'79	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan	888,000	5	" "	1883	....
.. —Bounty Loan of 1863	200,000	5	" "	1883	98½
.. — .. of 1864	4,378,500	5	May & Nov.	1894	100
.. — .. .. (stg.)	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	100
.. —Western R. R. Loan, (stg.)	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	'88-'90	97½
.. —	966,500	5	" "	91-'98	97½
.. —Southern Vermont R. R.	200,000	5	" "	1890	....
.. —Eastern R. R.	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	6	" "	1900	....
Michigan—Renewal Loan Bonds	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds	475.000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks)	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868	2,727,000	6	" "	1888	....
.. —Railroad Loans	13,112,000	6	" "	'74-'90	92
.. —South Pacific, guar	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph	3,000,000	6	" "	'73-'87	89
Nebraska—(No Debt)	.....	...	.....	.....	....
Nevada—State Loan Bonds	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861 ..	899,300	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864 ..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865 ..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free)	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free)	1,002,900	6	" "	'86-'96	105
.. — .. of 1864	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks	1,478,000	7	" "	1877	108½
.. — .. Bonds	21,089,000	7	" "	1877	108
.. —General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1876	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks	2,257,900	6	J. A. J. & O.	1872	100½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old) ..	4,738,800	6	Jan. & July	'74-'91	....
.. — .. .. (old) ..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new) ..	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new) ..	1,739,000	6	April & Oct.	'92-'98	20½
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds	11,407,000	6	" "	1899	....
Ohio—State Loan (New York)	1,284,317	6	Jan. & July.	1870	15
.. — .. (")	1,600,000	6	" "	1875	....
.. — .. (")	4,095,399	6	" "	1881	101
.. — .. (")	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus)	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867	92,850	6	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	6	" "	1877	101
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan	400,000	6	April & Oct.	1879	107½
.. —Military Loan	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old)	384,000	5	Jan. & July.	1882	102
.. — .. (old)	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old)	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863	736,000	6	Jan. & July.	1893	99½
.. — .. of 1863	239,000	6	April & Oct.	1883	100
.. — .. of 1864	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.)	484,445	5	" "	1868	55
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	74-'78	....
.. —State Capitol bonds	1,997,738	6	" "	71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869 ...	1,265,800	6	J. A. J. & O.	1888	25
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt	.....	...	.....	.....	72½
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	99
Virginia—State Stock ..... registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds ..... coupon	11,108,000	6	" "	"	....
.. — .. .. stg	1,865,000	5	" "	"	....
.. —Funding Stock of 1866 .... registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866 ..... coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling)	486,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia	.....	...	.....	.....	....
Wisconsin—War Loan Bonds	104,000	6	Jan. & July	77-'83	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	....
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5 000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,832	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'55	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) sks fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sks fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500.000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	38½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. Loan(sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sks'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (sks'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sks'g fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) sks'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	198,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	86½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,786,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	93½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25.000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund (C., R.I.& Pac.)	8,000,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	580,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	780,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	3½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	74
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,753.000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April. & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275.000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111.000	7	April & Oct.	New York.	1876	102½
2d Mort. (Del., Lack. & Wtn.)	1,635.000	7	March & Sept	" "	1881	....
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (" ")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (" ")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,000,000	7	.....	"	1883	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372 800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115.200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) (x.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	101
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993.973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	89
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,550 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1868	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940.000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500.000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1875	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	5*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1895	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1910	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1856.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.).	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746.300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	82
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston,	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec,	Boston,	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	8	Feb. & Aug.	Boston,	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	109½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102½
1st Mort.(Kal.&So.Hav.)t.l.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Mdw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sun.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Montiello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willliman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.& O.M.)						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
Dbt Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N.O.toT.227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")g. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	109
2d Mortgage	1,358,500	7	May & Nov.	"	1896	112
Chattel Mortgage	360,000	10	April & Oct.	"	1877	96½
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	97
Real Estate (depot &c.)Bonds	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100½
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1861	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Loud.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1899	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95½
Mortgage Loan of 1863	2,700,000	7	April & Oct.	"	1893	100½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	{ Dollar coupon	5,500,000	7	June & Dec	Philadelphia	1911	102
	{ Dollar registered	1,462,000	7	" "	"	1911	102½
	{ Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond	1911	....
	{ Gold or stg reg.	624,000	6*	" "	"	1911	....
	{ Dollar coupon	376,000	6	" "	Philadelphia	1911	....
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg)						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	82
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(C.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	860,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated, Mortgage	1,722,000	6	May & Nov.	New York.	70-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	...
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	83
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	$75,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 1	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	88½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	80
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	79½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	93
Sterling Loan £569,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6			1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	42½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Shef.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	'76-'77	90
Equipment Mortgage	1,000,000	8	May & Nov.	"	....	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	79½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	30 ,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,907,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,876,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered — 3d series, Jan. 1, 1871.	6,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,900	6*	March & Sept.	"	1894	97
Convertible Bonds	1,496,879	6	June & Dec.	"	1897	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,966	7	" "	"	1899	91½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,768,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000 000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,912	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.5	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	.....	.....	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	38	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	.....	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185 0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73.367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	.....	.....	.....	.....	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	88.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,191	102,800	.....	1,044,688	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913.390	4,006 503	8	100	155½
Sept. 30, 1871	80.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264.168	10	100	....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	....
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36.000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,664	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	260,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,200	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,382	7,962.342	2,127,983	10	100	160
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80.452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21 373,900	.....	25,000,000	21,200,000	7,349,184	—	112.5	517,592	1,760.942	294.177	691,852	135,334	—	100	6½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203.108	252,264	8	100	140
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	892,913	4,921,274	—	646,893	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994 689	571,117	8	100	138½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844.114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642.903	562,565	1,415.481	430,461	10	100	152
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172 0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 0.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	760,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	2.9.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779.569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	148,164	2,754,526	10,118,290	734,145	433.681	349 6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	125½
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	346,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32.411	7 352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	—	—	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	100	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113.552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	600.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6.000.000	4,000,000	—	—	180 0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	878,477	330,620	271.7	3,702.373	3,944,103	990,591	6,841,379	3,035,235	10	100	101
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235.133	5½	100	84
Dec. 31, 1871	881.0	520.0	70.0	—	172	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,902,554	5,021.251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta... S.Car.	5,911.920	*	206,804	65,182	2,578.000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1.095.830	*	—	—	635,355	400,000	60,484	—	22.8	.....	.....	(Leased to Pennsylvania.)	.....	.....	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	238.1	451,522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 18	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	824,262		90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....										
18	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900				871,900	500,000	955,000		21.5	(Leased	to Phila. a	nd Readin	g.)			50	....									
Dec. 31, 1871	242.0	117.6	60.3	—	126	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,604	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,987	715,662	1,501,496	5,278,910	1,810,051	10	100	111									
Apr. 30, 187	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*			18,649,910	5,534 957			754.0				7,569.009	2,619,177	10	100	134									
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*			2,000,000	1,500.000				(Traffic	guar. &	oper. by C.	B. & Q.)			100	....									
Mar. 31, 187	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*			2,100,000	1,482,000				(Opened	d during	1870–71.)				100	....									
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000		1,500 000	1,000.000			73.0		(No return	ns furnished.				100	....									
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*			2,000.000	2.925.000				(Opene	d in Dece	mber, 187	1.)			100	....									
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*			1.280.000	2,200,000					(Recently					100	....									
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*			3,916,300	810,000				(Leased	to C. & N.	W.)	371,319	371,319	10	100	....									
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*			752,000	4.200,000				(New	road—No	returns.)				100	....									
May 31, 1872	13899	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919		35.878.644	20,474,000	724,299	1,465,694	1,271.0		2,224,705	11,402,161	11,402,161	4,592,135		100	71									
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*			1.500.000	1,340,000					(New road	—No repo	rt.)			100	....									
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*			1,400,000	700,000				(Under	construct	on—length	160 m.)			100	....									
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761.3 6	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0			5,900,797	5,900,797	2,950,534	8	100	110									
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*			3.078 000	3,078,000				(Under	r construc	tion—ope	n 19 miles.)			100	....									
Mar. 31, 1872	—	—	—	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*			7,000,000	5,000,000				(Leased	to Chic R.	I. & Pac.)				100	....									
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Cincinnati and Baltimore	Ohio.	865,000	—	—	—	365.000	500,000			36.5	(Leased	to St. L.,	K. City a	nd Northern.)			100	....									
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	774,000				500,000	274,000			7.0	(Leased	to Mariett	a and Cin	cinnati.)			100	....									
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....									
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	6,187,645	*			3,027,450	2,033,000	1,061.798		123.0							100	....									
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	800,000				400,000	400,000			38.0	(Leased	to Ind., C	n. and Laf	ayette.)			6	....									
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	5,500,000	*			4,000,000	1,500.000			132.1	199,442	115,971	96,322	325,238	40,054		100	....									
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	826,733	184,552	700	81,813	382,600	565,000	86,298		42.0				211,864	42,782		100	....									
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	4,800,000				3,000,000	1,800,000				(Leased	to Gr. Rap	ids & Indi	ana.)			100	....									
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	5,854,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835		239,205	800,702	304,706		100	20									
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.					5,000,000	6,000,000				(Under	construct	on.)				100	....									
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	13,774,883	*	1,629 225	1,386,437	12,791.350	3,008.000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	89									
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	3,147,934		421,616		2,056,900	1,512,600				(Leased	to Atl. & G	t. Wtn.)		274,272	7	50	....									
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	1,641.501	*			1,165,000	1,500,000			76.3	127,000	129,770	136,090	245.304	90,323		100	....									
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	8,960,575	2,537,719			7,867,950	3,859.500			225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88									
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2 054	Cleveland and Pittsburg	Ohio & Penn.	36,230,574	*			13,000,000	23,230,174			586.7	3,952,726			4,170,338	1,040,232		100	35									
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	842,707	*			347,800	225,000	282.128		18.0	34,500	17,404	12,811	58,537	5,219		100	....									
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Co'orado Central	Colorado.	2,501,791	659,298	84,536	36,158	899,807	1,819,000	217,797	285,119	89.3	348,437	142,660	384,890	548,942	285,733		100	....									
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,000,000				1,000,000	1,000,000				(Leased	to Cin., Sa	n. & Cleve	land.)			100	....									
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	1,500,000	*	63,041	106,631	1,500,000	—	134,883	34,819	119.5				925,000	153,088	10	50	....									
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,108,859				350,000				41.0	(Leased	to Concor	d.)		25,000	7	100	....									
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	93									
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,146,999	*	232,712	227,897	1,700.000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	135									
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	2,500,000	*			1,500,000	1,000,000			41.6	(R	ecently op	ened—no	returns.)			100	....									
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	3,505,723	*			1,497,223	2,008,500			68.0		Recently	opened.)				100	....									
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	2,278,300				1,278,300	1,000.000			6.8	(Leased	to Phila.	and Trent	on.)			6	50	....								
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	456,001	*			308,405	100,000	28,580		16.0	20,99.	39,579	19,611	45,208	22,275		100	....								
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	1,583,445	*	517,418	94,798	1,320,650	352,300	67,856	448,865	140.4	258,452	302,804	297,867	557,6.9	241,239	8	50	....								
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,025,350	30,250	350,000		584,235	1,400,000	154,000		45.0	46,816	8,483	28,316	28,530	16,513		100	....								
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	700,569	137,783	74.882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....								
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	5,95 ,575	765,256	373,725	1,851	3,317,497	3,430,000	265,178		202.0				1,101,612	371,376	8	100	....								
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	602,594	*			82,350	527,445	12,906		31.8	104,600	69,285	73,890	118,585	22,997		100	....								
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	1,011,276				309,276	701,000					(Leased	to Little	Miami.)			100	....								
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	2,141,300	*			1,230,941	873,250			99.3				441,421	114,769	6	100	....								
Dec. 31, 1871	83.0	16.3	26.0	—	20	18	7	456	Delaware [9]	Delaware.	3,384,306	*	21,615,694		15,000,000	10,000,000			62.0		95,781	1,532,549	72,715		10	100	....								
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	19,897,394	*	5 132,109		10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	97								
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	5,000,000	*			2,500,000	2,500,000			121.0		19,795	43,863	371,903	196,597		100	....								
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	2,500,000				1,216,000	1,216,000					(Opened	in May 18	72.)			100	....								
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.													772,962	235,001		100	....								
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.		(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)							100	....								
Dec. 31, 1871	68.0	—	3.8	28.0	6	4	4	145	Detroit, Kel River and Illinois	Michigan.	2,386,000	*			1,000,000	1,500,000				(R	ecently op	ened—no	returns.)			100	....								
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,613,150	*			343,150	1,470,000			65.0		(R	ecently op	ened—no	returns.)		100	....								
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	218,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,259	377,769	1,507,217	565,633		100	....								
Jun. 30, 1872	14.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*			3,000,000	3,275,000			164.0		(A new li	ne—no ret	urns.)			100	....								
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000				122,000	175,000			14.0	(Leased	to Maine	Central.)		18,000	3	100	....								
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.		(No info	rmation	furnished.					14.0	(Leased	to Boston	and Maine	.)			100	....								
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	33.5	.....	11,404	5,161	21,480	6,985		100	....								
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4 999,200	894,000	—	15 901	28.5	(Leased	to Illinois	Central.)		29,000	6	100	....								
Dec. 31, 1871	64.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	64.7	71,136	38,449	51,445	161,458	72,488		100	....								
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*			1,075,500	1,190,000	55,000				(Opened	August 20,	1871.)			100	....								
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*		771,893	1,475,538	1,500,000	562,326		58.0	131,635	154,702	73,443	133,242	40,250		100	....								
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407			40,186	360,000			716	17.5	5,897	28,136	813	8,627	716		100	....								
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800				89,800	175,000	2,000			(Leased	to Pennsy	lvania.)				50	....								
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290				1,509,200	495,900				(Leased	to Phila.	and Readi	ng.)			6	50	....								
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia [7]	Tenn. & Ga.	9,166,895	*	188 971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5			186,834	1,287,323	383,377		100	109								
Sept. 30 1871	44.2	64.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,609	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610 277	365,965	1,871,637	635,308	8	100	....								
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.		(No info	rmation	furnished.					28.0	37,507	14.409	26,857	87,888	42,653		100	....								
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore [8]	Maryland.	875,000	*			295,000	580,000			40.0	(N	o statemen	t furnished.				100	....								
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2.982,000	374,475				(Complet	ed in 1871 a	nd 1872.)			100	....								
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000				500,000				64.2	240,660	212,388	796 854	469,592	361,624	5	100	....								
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn.	2,620 000				1,000,000	1,620,000			78.0	504,154	108.714	360,870	541,247	.....	5	50	....								
Sept. 30, 1871	460.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842.740	*			86,536,910	26,398,800			914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403		100	50								
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*			134,600		40,000						70,798	25,333		100	....								
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*			3,500,000	3,880,000			37.0							100	....								
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*			2 000.000	3,177,000			101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....								
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American	Maine.	5,483,964	*			522,300	3,098,800	1,802,982		114.0		184,752	97,942	280.014	93,338		100	....								
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,644,254	1,164,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157		100	....								
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*			2,000.000	1,000,000			98.0		(No return	ns furnish	ed.)			100	....								
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*			750,000	750,000					(Recently	completed	.)			100	....								
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Fall River, Warren and Providence	R. I.	330,798				150.000	200,000	272,607		5.8	11,154	82,136		33,137	9,866		100	....								
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130.000				107,400				12.7	(Leased	to Phg. an	d Connell	sville.)			75	50	....								
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fitchburg	Massachusetts.	3,440,000	660,000	521,002		817.600	177,000	98,824	41,740	93.3	666,657	1,793,222		1,327,341	316,738	8	100	....								
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Flemington	New Jersey.	394,095				150,000		244,095		12.0	(Leased	to Belv. D	elaware.)		17,358	loss.		100	....								
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—																														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.0	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	185,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	282,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,971,000	.....	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	168,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept.30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	.....	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	50	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17.900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11 381	51.0	51,494	29,971	37,790	214.674	107.289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,166,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658.533	232.0	971,050	.....	.....	1,384,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,868	—	104,294	226,500	19,000	—	11.6	15,933	18 532	18,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492 000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	238	89	3,968	Grand Trunk ¶ .....Canada.	96,565,830	*	6,421,233	2,064,502	17,442,945	66,608 620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395.765	1,788,413	5¶	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	.....	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville....New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17.528	15,714	7,415	26,898	11.061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)			—	—	—	—	—	18,240	7,284	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	31¶
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1:3 300	50,000	.....	38,189	7.8	19.200	75,124	13.019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,118	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	...
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,666,783	800,000	799,965	502,234	5,000,000	754,900	.....	1,113,082	78.0	617,783	1,215 374	489,902	1,648,198	597.232	12	100	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191.062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	.....	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	180,000	.....	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	100	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450 000	—	.....	.....	200,000	200,000	50.000	—	10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	46.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,643	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	6	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52.246	453,182	378,689	87,686	—	50	...
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33 610,185	*	.....	1 212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,954	1.286,584	1,831,944	8,401,142	2,732,847	10	100	128
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	1,000,000	6,260,000	.....	—	212.5	.....	.....	.....	1,133 863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,0 3	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	257	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	...	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286.415	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,882	120,501	92.878	23,198	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	.....	82,617	34,292	4.558	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.757	121.0	261,640	[8 months.]		357,664	180,164	—	100	...
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	...
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	...
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	.....	800,000	.....	—	—	(Leased to Michigan Central.)					8	103	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,820	—	.....	.....	300,000	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	185,250	800,000	.....	—	42.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	306,000	400,000	.....	—	58.0	(Leased to Lake Shore & Michigan Central.)					—	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	—	.....	.....	610,000	840,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448.077	—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	.....	.....	—	35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,369	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,812,518	1,009,928	—	100	...
Aug.31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2 020.000	6,730	—	....	.....	(Recently opened.)					—	100	...
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	.....	.....	—	—	(Under construction.)					—	100	...
Dec. 31, 1871	5 0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10.178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	87¶
Aug.31, 1872	92.0	—	6.1	—	10	.....	.....	800	Lake Shore and Tuscaruwas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—	—	(Recently opened.)					—	100	.....

Dec. 31, 1870	19.6	—	0.8	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	.....	—	—	600,000	—	—	—	—	Leased & oper. by Susquehanna Branch					—	50	...
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta.....Georgia.	2,500,000	.....	—	—	2,500,000	—	—	—	—	Leased & oper. by Central of Georgia					—	100	...
Dec. 31, 1870	185.0	10.0	5.0	—	18	10	5	...	Manchester and Lawrence.....N. Hampshire.	1,000,000	.....	—	—	1,000,000	—	—	—	—	Leased & oper. by Boston & Maine					—	100	...

Sept. 30, 1871									Lake Ontario Shore Line	New York.	54,309						138,261	192,510															
Dec. 31, 1871	5	0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S.	N.Y., P., O.	Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	(Recent)	1,943,182	y opened.)	3,725,425	14,797,975	4,884,369	8	100	87½
Aug. 31, 1872	92.0	—	6.1	—	10	....	....		800	Lake Shore and Tuscarawas Valley	Ohio.		5,170,000	830,000			2,000,000	2,000,000													100	....

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000					600,000					(Leased	& oper. by	Summit B	ranch.)		62,500	10	25	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000					1,631,900	770,000			35.0	(Operat	ed by Geo	rgia.)		59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	90	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040		3,334,118	3,300,000	85,172	90,175	180.5	348.922				428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	457	Macon and Western	Georgia.						2,500,000	150,000		195,862	166.0	292,258				692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045		106,897			3,483,800	44,511	12,357		180.8	(Leased	& oper. by	Phila.& R	eading.)				—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448		3,400,500	2,895,320	149,349		123.8	229,572	6,581,531	5,539,891		590,039	157,870	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	....	....	....	....	Manchester and Lawrence	N.H. & Mass.	1,000,000	*	72.124	46,593		1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664		196,610	102,929	10	100	150½
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000					200,000				—	(Owned	& oper. by	Concord.)				—	100	....
Sept. 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185		13,000	1,452		258,000	300,000	98,855		—	(Leased	& oper. by	Bos., Clin.	& Fitch.)				—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040			13,963,978	8,324,528	1,320,182		276.8	1,629,000				1,420,346	78,187	—	50	8
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*				2,500,000	150,000			40.0	186,280		11,093,783		745,291	326,760	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*				500,000	1,000,000			54.0	(Recent	y compl. n	o statem't	of oper.)				—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.						3,000,000				—	(Under	construct	ion.)					100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054		5,312,725	4,157,387	469,855	70,995	328 0	801.661				1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h		ands of S	ands of S	tate Rec	eiver.)	82.6	299,091				408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	96	Memphis and Little Rock	Arkansas.		*					2,350,000			84.0					180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*				1,074,288	2,528,000	590,810		130.3	457,876		3,638,132		790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000 p.m	*				20,000 p.m	20,000 p.m			—	(Under	construct	ion & now	partly op	en.)			—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recent	y sold b	y bondho	lders.)		800,000	250,000	424,500		27.0					77,961	30,985	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629		14,665,848	5,224,989	306,143	894,521	329.3	3,204,774				4,978,070	1,439,866	10	100	115
Dec. 31, 1870	56.5	—	2.9	—	....	....	....	....	Michigan Lake Shore	Michigan.	832,085	*				41,048	886,000			56.5	(Comme	nced oper	ations Aug	29, 1870.)				—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343		149,092		253	23,514	8.5	17,791	214,339	113,113		25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688					84,537		10,151		—	(In prog	ress. Leas	e to N. Y. &	Oswego a	t 7 p. c.)			—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	351,883					110,050	225,000	56 350		13.0	27,720	331,102	137,282		46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000			1,500,000	1,100,000			—	(Road o	perated by	contr'ct's.)					100	....
Dec. 31, 1870	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115					65,426	118,500			—	(Leased	& oper. by	Pennsyl.)				—	100	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375					323,375				3.8	(Leased	& oper. by	Phila.& Re	ading.)				10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick	N. Jersey.	113,404					95,700		17,654		6.6					15,239	5,007	6	100	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,963	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259		21,847,981	17,205,573	894,044	265,091	950.0	3,760,174	42,918,671	181,428,572		7,421,061	2,767,787	7	100	55
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957					3,856,450				—	(Leased	& oper. by	Phila.& Re	ading.)			7½	50	104½
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*				1,200,000	320,000			41.8					106,394			100	....
Dec. 31, 1870	—	—	—	140.0	—	—	—	—	Minnesota and North Western	Minn.						20,000 p.m	20,000 p.m			—	(Under	construct	ion.)					100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.		*				4,657,980				237.0	(Oper. b	y S. R. R. a	ssociati'n.)		1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.						1,200,000	17,000 p.m			—	(Under	construct	ion.)					100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.							20,000 p.m			—	(Under	construct	ion.)					100	....
Dec. 31, 1870	342.0	—	....	250.0	89	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*				10,007,500	7,750,000			—	(Under	construct	ion.)					100	41
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.	Kansas.	10,400,000	*				4,000,000	6,400,000			160.0	484,292	5,253,641	13,504,013		1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*		74,701		1,278,272	610,000	169,197		87.0	100,.35				197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683		4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630				2,015,28	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,585					150,315	177,000	4,550		—	(Operat	ed by Erie	.)		42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232		464,950	502,000	328,521	18,291	40.0	41,841	625,921			66,211	13,916	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w	York w	ho bough	t it for $2	,500,000.)	85.0							—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	....	....	....	....	Morris and Essex	New Jersey	24,105,155					11,900,950	12,184,000	12,205		124.0	(Leas. b	y Del. Lac.	& Wstn.)		2,858,453	957,521	7	100	91½
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,982	68 675		720,000			144,453	43.2	224,938	7,499,849	5,191,427		411,980	83,472	10	100	140½
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,388,413	*	2,460,797	313,662		1,963,539	1,964,000	2,236,383		173.0	984,119				1 378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284		1,511,684	3,376,167	470,323	608,806	132.5	373,722				468,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.										—	(Leas. &	oper. by N.	& C.) 10m.		416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993		1,864,400	120,500	86,768	176,782	62.5	234,481				615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624					1,000,000				—	(Leas. b	oper. by L.	Coal & N	av. Co.)			10	50	110
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793			23,824		977,400	600,000	726,217		—	(Leased	& oper. by	Central of	N. Jer.)				—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	....	....	....	....	Newark, Somerset and Straitsville	Ohio.	1,300,000					500,000	800,000			—	(Will be	compl. in	Aug. 1871.)				—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578			500,000	172.500		124,078	21.6	69,232	2,903,432	(10 mos.		169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249					605,000	93,300	2,000		—	(Leas. &	oper. by P	bg Ft. W. &	Chicago.)				10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000					400,000	150,000	35,000		—	(Oper. b	y N. Hav'n	& New Y	ork.)				—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.						850,000	2,200,000			—	(Under	construct	ion.)				—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115				1,800,000	1,400,000	186,205		99.0	240,535		(9 mos.		372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	....	....	....	....	New Jersey	New Jersey.	8,955,994	*	140,264			7,295,200	860,000			—	(Oper. in	cons. with	Camd. &	Amboy.)			10	100	127
Dec. 31, 1870	78.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000			4,000,000	2,120,000	654,259		92.8					295,823	118,536	—	100	19
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.						3,000,000	3,000,000			—	(Under	construct	ion.)					100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161		1,003,500	651,500	72,500		100.0	287,024		(10 mos.		375,766	65,494	4	100	..
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	687	N. Orleans, Jack. and Gt. North. ¶	L. & M.						4,200,000	4,500,000	1,000,000		206.0					1,694,000		—	100	....
Apl. 30, 1870	225.0	—	....	445.0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*								....	(Under	construct	ion.)				—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.						5,000,000				—	(Under	construct	ion.)				—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.						3,000,000	3,000,000			—	(Under	construct	ion.)				—	100	....
Sept 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River	N.Y.	48,130,462	11,635,822				89,428,330	13,681,807			842.2	11,422,877	321,365,953	169,087,777		22,363,320	8,295,240	8	100	93½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017				8,800,000	5,072,840	645,500		132.9	887,941	25,532,856	19,602,827		2,709 077	997,389	8	100	118
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*				221,700	141,500	33,400		5.1	10,800		38,100		17,375	6,845	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406		7,500,000	1,081,500	229,665	1,037,013	62.3					2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.8	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946			4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328		309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567		1,887,400	985,000		47,791	67.5	338,659				746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	1,000,000					1,000,000				—	(Leas. &	oper. by N.	Y. Cen. &	H. Riv'r.)		60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	....	....	....	....	Niles and New Lisbon	Ohio.	568,044	*	500,000			500,000	500,000	18,042		38.0					38,422	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738		4,000,000	553,413	292,030	783,241	223.0					744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516		1,009,950	1,243,985	39,569	4,813	102.0	250,404				321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.										72.0							—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*				7,500,000	13,000,000			424.3					2,615,800		—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,545	1,079,316	1,180,775			3,150,000	3,862,887	90,000		74.7	595,303				1,355,509	590,726	—	50	99½
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016 449		1,429,319		5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712		2,81 ,602	1,271,962	6	50	78
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155.253	357,145		3,068,400	115,000	138,426	258,792	82.6	444.771	6,485,927	21,357,261		689,628	256,272	8	100	118½
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000			1,000,000	400,000			—	(Leased	& oper. by	Erie.)			80,000	8	100	....
Aug. 31, 1871	243.0	—	....	17320	—	—	—	—	Northern Pacific	Minn., Dak. &c.						10,000,000	50,000 p.m			—	(Under	construct	ion.)					100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	187,787		2,364,400	776.000	14,888	541 439	66.4	(10 mos.	5,909,914	9,312,721		614,200	191,642	10	100	122½
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524		5,051,800	529,800	101,464	271,239	122.0	(Le s. &	oper. by V.	Central.)				6	100	67
Dec. 31, 1870	340.0	53.0	11.7	—	27	44	28	1,380	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,307	2,054,988	3,421,774	285,191		24,196,604	6,534,860	493,106		39 0		32,908,901	88,154,054		3,188,137	1,037,414	—	100	42½
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	980.160				4,259,450	3,170,000			98.5	650,381				2,718,702	1,422,833	10	50	69
Sept 30, 1870	72.5	70 2	45.2	—	38	73	18	389	Old Colony and Newport	Massachusetts	7,202.163	676,816	231,249	253,660		4,959,020	2,879,000	107,600	418,289	142.7	(10 mos.	35,486,808	7,461,066		1,276,848	474,712	6	100	114
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013		2,692,540	5,340,676	574,313		292.6	555.286	8,827,750	13,430,793		939,680	359,677	—	100	....
Sept. 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,312					793,400	201,000			43.9	130,130	3,709,860	6,698,247		349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1 0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)				100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Padu ah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	2,734,136			47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	12.0	—	12.0	—					Paterson and Hudson.....New Jersey.	630,000				630,000										12	100	143
Sept. 30, 1870	15.1	—	2.3	—					Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			—	(Leased	and oper.b	y Erie.)	.....	.....	53,400	8	100	....
Dec. 31, 1870	20.0	—	—	45.0					Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			—	(Leased	and oper.b	y Erie)	.....	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—					Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000			—	(Leased	and oper.b	y Erie.)	.....	.....	26,500	5¼	100	....
Dec. 31, 1870	18.0	—	1.8	—					Pemberton and Hightstown....N. Jersey.	538,691				342,150	160,000	36,542		—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pemberton and New York...New Jersey.	875,000				500,000	375,000			—	(Leas &	oper. by C	'm.& Am.)	.....	.....	.....	6	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania .....Pennsylvania.	33,806,997	*	27,356,661	8,563,549	33,850,000	32,760,090	4,961,734	1,524,392	—	(Leas.&	oper. by N	Jersey So	uthern.)	.....	.....	—	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	16,185,233	.....	.....	17,631,707	6,271,222	10	50	115½
Dec. 31, 1870	46.0	—	7.9	—					Pennsylvania and N. York..N.Y.& Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)		20	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	—	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			—	(Leased	& oper. by	Chic., R. I.	& Pac.)			8	100	....
Dec. 31, 1870	6.5	—	—	—					Peoria and Rock Island.....Illinois.	4,300,000				2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	—	....
Dec. 31, 1870	61.0	21.3	0.2	—	14	8	3	96	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,600	57,381		90.0	(Recentl	y complet	ed.)	.....	.....	.....	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Petersburg ¶.....Virginia.	1,650,156	*		62,580	1,324,200	295,094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Balt. Cent..Penn. & Md.	1,599,906	177,744			220,606	1,100,000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	20	100	....
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,250	55,900			289.6	2,228,683	.....	.....	3,144,045	866,316	—	50	54½
Dec. 31, 1870	26.6	—	36.2	—					Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478		30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	176
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	.....	.....	9,571,367	3,062,582	10	50	112½
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,582,650	2,359,500	530,471	434,578	(Oper.b	y Unit.Co.)	(14 mos.		1,389,328	120, 06	10	100	125
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pbg, Cin. & St. Louis..Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	108
Dec. 31, 1870	468.8	—	150.3	—	222	95	54	4,660	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Sept. 30, 1870	18.6	—	1.4	—					Pittsburg, Ft. W. and Chic...P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	—	....
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Pittsfield and North Adams.....Mass.	446,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	94
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505 000	76,319		—	(Leas.&	oper.by Bo	s.& Alb'y.)	.....	.....	27,000	6	100	88
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		109.5	416,965	8,003,844	7,724,807	646,265	125,219	6	100	....
May 31, 1871	30.0	—	—	80.0					Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1870	26.0	—	2 0	—	8	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			—	(Leased	& oper. by	Eastern.)	.....	.....	.....	10	100	130
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*			170 000	200,000			—	(Under	constructi	on.)	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Poughkeepsie and Eastern....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	98
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence, Warren and Bristol..R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	40.0	—	—	—					Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	348,465	.....	(10 mos.	661,717	193,811	10	100	144½
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	(Leas. &	oper. by	Ch., Burl.	& Quinc.)	.....	.....	—	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89.741	4,000,000	2,680,000	286,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,867	224,733	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Richmond and York River ¶.....Virginia.	1,440,321	*		.....	650.000	712,173	78,148		48.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	18.5	—	1.8	—					Roanoke Valley.....Va. & N. Carolina.	482,612				427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rochester and Genesee Valley..N. York.	656,026				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome.....Georgia.	235,235	*			250,844				—	(Leased	& oper. by	Erie.)	.....	.....	—	6	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rome, Watertown and Ogdensburg..N. Y.	4,000,000	*	399,953	.....	2.997,800	1,777,900	334	.....	20.0	.....	.....	.....	125.304	52,801	20	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593.514	15,296,580	19,605.175	1,324,943	475,270	10	100	94
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	Rutland .....Vermont.	8,000,000	*			7,000,000	1,000,000	.....	.....	....	8,314	286,724	123,606	20,642	17,378	—	100	....
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	10,000,000	6,000,000	.....	.....	22.0	45,657	.....	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	.....	—	—	200.0	2	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	St. Louis, Council B. & Omaha...Mo.& Io.	.....	*	.....	.....	6,000,000	3,200,000	.....	.....	209.0	.....	.....	.....	1,890,376	580,474	—	100	7½
Dec. 31, 1870	151.0	—	15.1	—	.....	.....	.....	.....	*St. Louis and Iron Mountain* ¶...Missouri.	8,301.027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	18	8	7	250	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,223,850	2,725,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	95
Dec. 31, 1870	72.2	—	2.0	—	.....	.....	.....	.....	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	—	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis and St Joseph .....Mo.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	.....	.....	.....	.....	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	.....	.....	1,500,000	4,500,000	.....	.....	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	St. Paul and Chicago..... .....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	—	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	.....	.....	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Sept. 30, 1870	16.9	—	2.6	—					Salem.....New Jersey.	278,328	*	.....	.....	2,400,000	1,600,000	367,936	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	287	Salem and Lowell .....Massachusetts.	551,985	*	.....	.....	180,550	100,000	.....	.....	—	(Leas. &	oper.by W	est Jer.)	.....	.....	.....	6	50	....
Sept. 30, 1870	21.5	—	1.6	—					Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	2,524	243.305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	& Lowell.)	.....	.....	.....	1.4	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Saratoga and Schenectady....New York.	484,684		.....	.....	910,350	2,307,000	.....	.....	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	.....	.....	.....	.....	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	300,000	40,000	.....	.....	—	(Leas.&	oper.by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Sav., Griffin & North Alabama..Ga.&Ala.	499,128	*	25,479	65,882	997,100	1,157,245	49,267	15,582	104.0	.....	.....	.....	.....	.....	.....	—	100	....
Dec 31, 1870	11.0	—	8.9	—	.....	.....	.....	.....	Savannah and Memphis.....Alabama.	.....	*	.....	.....	449,588	.....	140,901	.....	—	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
									Schuylkill Valley.....Pennsylvania.	576,050		.....	.....	576 050	320,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	—	100	....
																		—	(Leas. &	oper.by Ph	ilia.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870 54.0 — 7.0 — 7 8 — 76 Schuylkill and Susquehanna

Dec 31, 1870	11.0	—	8.9	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050						576 050	—	—	—	—	(Less. & oper. by Phila. & Reading.)				28,803	5	50	....			
Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	—	54.0	202,470			207,264	72,103		50	....		
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000		—	—	80.0				470,323	159,509	4	100	....		
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000		—	—	40.0	(Under	construct	ion.)				100	....		
Apr. 30, 1870	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000		—	—	50.0	(Under	construct	ion.)				100	....		
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian	Alabama.						969 052	796,830		—	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)		100	....		
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.						8,000,000	11,000,000		—	—	—	In a bad	condition.	No returns.				100	....		
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450					869,450	700,000		—	—	28.0	173,491			273,565	101,671	6	50	....		
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*				1,243,000	750,000		—	—	45.5				77,924	11,359		100	....		
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000	—	—	21.0	22,240			37,096	9,626		50	....		
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800					995,800	200,000		—	—	—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	....		
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320		—	—	108.3				301,428	111,528	—	100	....		
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey	439,694					438,300			—	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	....		
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina	South Carolina.	9,500,000	*	1,241,909	315,965		5,819,275	4,434,249	452,030	353,009	—	243.0	840,910			1,485,138	569,043	2	100	....		
Dec. 31, 1870	94.0	—	2.9	80.0	5	2	3	45	South and North Alabama	Ala.							4,926,000		—	—	—	(Only	partially in	operati'n.)				100	....		
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,426	2,419	1,642		259,385	150,000	24,807	71,162	—	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....		
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,151	*				1,000,000	2,250,000		—	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½		
Sept. 30, 1870	89 0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000		—	—	....	61,760	1,083,133	642,124				100	....		
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.						2,500,000	1,500,000		—	—	—	(Under	construct	ion.)				100	....		
Dec. 31, 1870	170 5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,					20,000 p m		—	—	100.0				267,762	27,677	—	100	....		
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.									—	—	....	(Under	construct	ion.)				100	....		
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400.000	*				686,100	222,000	209,270	—	—	49 0				284,142	166,971	—	100	....		
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,408	651,500	95,000	—	—	—	(Under	construct	ion.)				100	....		
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081.048	376,726	129,538			3,939,900	699,500		—	—	267.5	(Leased	by Cen. of	Georgia.)		1,324,180	418,072	10	100	....		
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union	South Carolina.	1,240,882	*				751,296	198,370	125,000	—	—	68.0				68,318	14,502	—	100	....		
Dec. 31, 1870	166.0	—	8.0	59.0	—	—	—	—	Springfield & Ill. So. Eastern	Illinois.							15,000 p m		—	—	—	(Under	ons. to be	finished by	Dec. 1,				100	....		
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*	569,614			700,000	200,000	40,000	—	—	13.0	54,834	2,693,648		292,579	72,671	8	100	....		
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700		—	—	—	(Leased	& oper. by	Housat'c.)			31,409	7	100	....		
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,385					267,300		634	—	—	—	(Leased	& oper. by	Nash. & Lo	well.)			6	100	....		
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	New Hamp.	1,250,000					500,000	750,000		—	—	—	(Leased	& oper. by	Ver. Cen.)				100	....		
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.						1,200,000	1,000,000		—	—	—	(Under	construct	ion.)				50	....		
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874	—	—	—				95,253	31,251	5	100	....		
Dec. 31, 1870	5 8	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200					92,925	171,000	29,284	—	—	—	(Leased	& oper. by	W. N. Jer.)				6	100	....		
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York	N. Y.	3,707,684	*				1,670,130	1,695,825	13,783	—	—	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....		
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*	24,194	52,225		400 000	—	23,557	45,843	—	11.7	65,346		(10 mos.	102,172	23,651	8	100	114		
Dec. 31, 1870	30.0	—	—	157.0	—	—	—	—	Tennessee and Pacific	Tennessee.	1,117,617	*	1,267,239	944		635,070	1,185,000	557,988	7,742	—	—	(Under	construct	ion.)				53	....		
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	274	Terre Haute and Indianapolis	Indiana.	2,650,783	*	1,465,285	42,464		1,988,150	800,000	284,849	1,095,523	—	72.0	578,258	9,983,392	35,490,358	1,087,526	459.465	12	100	....		
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849.152	381,640				580,900	243,000		—	—	34.6	190,396			420,623	222,906	—	100	....		
Dec. 31, 1870	228.0	—	22.0	—	44	18	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000		—	—	228.0							100	24		
Dec. 31, 1870	454.8	164.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,836	572,619		16,000,000	18,387,000	81 710	858,744	—	631.0	3,478,960			4,544,641	1,308,376	—	100	69½		
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,397,907	*				998,061	1,898,000	347,055	—	—	55.3	174,320	4,631,950	4,521,682	478,263	166,248	—	100	....		
Oct. 31, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400			—	—	—	(Leased	& oper. by	N. Y. Cen.	& H. Riv.)		6	100	48½		
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069	—	—	—	(Leased	& oper. by	Pennsylva	nia.)			53	....		
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*				36,745,000	74,067,512		—	—	1,038.7			74,917,335	71,779,106	7,625,277	2,947,862	100	38½		
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000		—	—	100.0				182,563		—	100	....		
Dec. 31, 1870	25.0	—	1.0	—	—	—	—	—	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000		—	—	—	(Recen'l	y opened f	or traffic.)				100	....		
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,315	*				1,668,990	150,000		—	—	59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	....		
Sept. 30, 1870	46.8	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900	—		—	—	....	99,975	3,391,816	978,119	208.353	85,890	—	100	....		
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750.000			—	—	11.4	40,380	333,487	6,691,692	144,140	115,076	8	100	....		
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000					2,500,000			—	—	—	(Leased	& oper. by	Ver. Cen.)				8	100	61½		
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000		—	—	185.0	1,144,376	16,301,331	65,732,302	2,084,884	588,977	—	100	....		
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts	Mass. & Vt.	3,465,948	*	296,236	96,354		2,860,000	750 000	199,627	48,906	—	110.1	225,166		(10 mos.	456,651	loss.	—	100	85		
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200		—	—	—	(Leased	& oper. by	Ver. Cen.)				100	....		
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000		—	—	—	(Recen't	y complet	ed.)				100	....		
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465					499,000	360,000		—	—	18.5	15,794	100,513		14,411	2,976	—	100	....		
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,161					225,000	85,000		—	—	10.2	19,820	290,410		50,792	18,677	5	100	....		
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio	Virginia.	1,483,012	119.903				1,467,670	86,896		—	—	44.0	88,395			97,045	9,712	—	100	....		
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	178,583	216,037			684,046	967,500	107,000	—	—	35.5	204,506			288,586	101,693	—	100	....		
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,046	Western	Mass. & New York	21,938.629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,730	4,184, 76	—	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	....		
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	578	Western and Atlantic	Georgia.	5,000,000								—	—	—	Leas. fo	r 20 y'rs a	$25,000 m	onthly.)	3,000,000	—	100	....		
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland	Maryland.	3,000,000	*				650,000	1,400,000		—	—	46.0	67,611	1,791,187		137,928	36,133	—	100	....		
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina	North Carolina.						6,500,000	1,400,000		—	—	105.0				112,625	13,200	—	50	....		
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000		—	—	—	(Leased	& oper. by	Pennsylva	nia.)			50	....		
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*	1,336,074	116.207		1,209,000	2,379.000	20,000	43,745	—	126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	....		
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464					526,700	676,300	7,427	—	—	—	(Under	ons. — Ne	w bmg to	Albany.)			—	100	....		
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000		—	—	—	(Under	ons. — op	n to Meno	menee.)			—	100	....		
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000		—	—	—	(Opera	ed by Wil.	& Wel.)				100	....		
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N. C.	5,200,000	*				1,200,000	4,000,000		—	—	168.0				230,203	121,457	—	100	....		
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta	N. C. & S. C.	La'e Wilming & Manch.)					5,000,000			—	—	171.0						—	100	....		
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon	N. Carolina.	3,983,066	*	35,154	114,711		1,483,775	1,484,665	130,021	154,571	—	181.0	436,316			594,222	250.725	—	100	....		
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400	—	—	—	(Leased	& oper. by	Balt. & O	hio.)	27.000	6	100	....		
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	583	Winona and St. Peter	Minnesota.	4,754,837	427,10					4,750 000		—	—	142.0		$2,861,440		6,131,860	574,668	109,400	—	100	....		
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.						100.000	300,000		—	—	—	(Under	construct	ion.)				100	....		
Sept. 30, 1870	45.7	—	15.3	—	13	11	5	292	Worcester and Nashua	N. Hampshire.	1,806,128	*	93,171	58,845		1,400,555	—	3,801	553,777	—	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	127½		
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	—	258,679	151,967	2,031,988	2,039,150	1,825	—	—	12.5	—	—	—	—	—	8	50	96		
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—	—	8,229,594	—	—	—	—	184.5	—	—	—	—	—	—	25	....		
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—	—	1,633,350	800,000	—	—	—	—	(Leased	& oper. by	Lehigh N	—	—	—	8	50	77		
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N. Y.	7,086,899	—	13,248.880	—	—	15,000,000	5,000,000	—	—	—	108.0	—	—	—	107,947	—	10	100	119		
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,363	—	—	—	—	5,847,400	—	—	—	—	65.5	—	—	—	888,383	585,004	10	100	....		
Oct. 31 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—	—	64,000	835,759	689,446	—	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	lo s.	—	50	....		
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115.452	—	—	—	—	1.003 500	110.000	—	—	—	83.0	—	—	—	220,216	130,187	10	100	76		
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,779	—	—	8,739,800	15,662,979	—	—	—	108.0	—	—	—	344.308	181.042	—	100	....		
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391.214	—	—	—	110,570	2,2 0.000	1,021,965	197,815	82,206	—	103.0	—	—	—	891,650	183,076	—	100	52½		
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,599,950	—	—	—	—	4.337,950	2,252.000	—	—	—	360.0	—	—	—	609,552	142,888	—	50	40		
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716	284,140	—	—	4,797,185	7,678,387	1,042,143	117,900	—	Leased	to Phila. &	Read. Co.)	—	—	—	—	50	15½		
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,837,278	—	—	—	—	2,002,746	2,834,367	284,873	—	—	45.0	—	—	—	135,163	61,832	—	50	30		
Oct. 31, 1870	77.0	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	—	—	—	—	2,807,850	3,000,000	20,000	—	—	87.6	—	—	—	59,953	4,203	—	50	1		
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—	—	1.100.000	748,300	63,000	—	—	....	(Leased	by Pennsy	lvania.)	....	....	—	50	13		

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	160
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	79
Catawissa,* pref. and guar.....	2,200,000	7	7	88
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	80
Chicago and Alton, pref.....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	86
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	69
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	50
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	25½
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	75
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	52½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,546	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	...
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	29
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	60 — @	— —
Gartsherrie		56 — @	57 —
Glengarnock		54 — @	55 —
Eglinton		52 50 @	53 —
Pig, American, No. 1		55 — @	57 —
Pig, American, No. 2		53 — @	54 —
Pig, American, Forge		48 — @	49 —
Bar, Refined, English and American		115— @	120 —
Bar, Swedes, assorted sizes	(gold).	120— @	130 —
	—Store Prices.—		
Bar, Swedes, 1½ x¾ & ¾ 1½ x ¾ to ¾ & ¾ sq. 1¾ to 6x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¾		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		120 —	@ — —
Bar, Refined, 1¾ to 6 by ¾ & 5-16 in.		125 —	@ — —
Bar, Refined, 1 & 1¾ by ¾ & 5-16		127 50	@ — —
Large Rounds, 2¾ to 2¾ to 3¾ to 4 in.		127 50	@140 —
Scroll		140 —	@170 —
Ovals and Half-round		140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@185 —
Horse Shoe		130 —	@140 —
Rods, ¾@3-16 inch		125 —	@165 —
Hoop, ¾ by No. 22 to 1 & 1¾ by 13 & 14		145 —	@190 —
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	— 17½	@ 17¾ —
Sheet, Single D. and T. Common		— 7½	@ — 8
Sheet, Doubles and Trebles, Charcoal		— 8¾	@ — 9
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold)	per ton. 75 —	@ 76 —
Rails, American, at Works in Penna.		c'y. 85 —	@ 90 —
Anvils, (Eagle)	per lb	currency. — 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½ @ — 20
English Spring (2d and 1st quality)		— 9½ @ — 10½
English Blister (2d and 1st quality)		— 11½ @ — 16
English Machinery		— 11½ @ — 13½
English German (2d and 1st quality)		— 11½ @ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— — @ 6 —
8d. and 9d. "		— — @ 6 25
6d. and 7d. "		— — @ 6 50
4d. and 5d. "		— — @ 6 75
3d. "		— — @ 7 50
Cut, 2d and 3d. Fine		— — @ 8 25
4d. and 4½d. Sugar Box		— — @ 7 —
Cut Spikes, all sizes		— — @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 30
Yellow Metal Sheathing and Slating		— 30 @ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 40 @ — 41
Straits	(gold).	— — @ — 33½
English	(gold).	— — @ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 13 — @13 25	15 25 @ 15 50
I. C. Coke	11 75 @12 —	14 25 @ 14 50
Coke Terne	10 50 @11 —	12 25 @ 12 75
Charcoal Terne	11 50 @12 —	13 25 @ 13 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 11¼ @ — 11½	
Crude, 40 @ 47 gravity (in shipping order)	— — @ — 16½	
Refined, Standard White (in ship'g order)	— 24½ @ — 24½	
Refined, S. W. (in jobbing lots)	— — @ — 25	
Refined, S. W. (in tin)	— 29 @ — 29½	
Naptha, Refined, (65 @ 73 gravity)	— 16½ @ — 17	
Residuum	per bbl.	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 43
Copper, Bolts		— — @ — 45
Copper, Braziers' (over 16 oz.)		— — @ — 45
Copper, Nails		— — @ — 45
Copper, Old Sheathing, &c., mixed lots		— 26 @ — 28
Copper, English Pig		— 33 @ — 33½
Copper, American Ingot		— 32½ @ — —

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 42½ @ 6 45
German	(gold)	6 42½ @ 6 45
English	(gold)	6 50 @ 7 —
Bar		— — @ 9 25
Sheet		— — @ 11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		15 — @16 —
Liverpool House Cannel		22 — @ — —
Anthracite (by cargo)	per ton of 2,000 lb.	5 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co.	90	91	92	95	95	....
Central Pacific 6s	99½	99½	99½	99½	....	100½
Central of N. Jersey	103	103	102	100½	101	101
Chicago & Alton	110	....	112	....	111½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	135	....	....	....	134	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	70½	72	72½	71½	71½	71
" pref.	89½	89	89	....	....	86
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	93½	93½	....
Chic., Rock Isl. & Pac.	109	110	110½	110	110½	110½
Chi., R. I. & Pa. 7s, 1896.	100½	....	....	....	....	....
Clev., Col., C. and Ind.	89	89½	89½	....	....	....
Clev. & Pittsburg guar.	....	88½	89½	89½	89	88½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	83½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	35½	36	35½	35½	35
" 1 M.	....	91½	92	....	92	91½
" 2 M.	75½	74	....	74	74	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	99½	98½	98½	99	98	97
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	94
" 4 M. 7s, 1880.	....	96½	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	52½	50½	50½	53½	50½	50
" pref.	....	69½	70	....	69	....
" 1 M. 7s. 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	94
" 4 M. 7s, 1880.	....	96½	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	31	31	32	32	31½	....
" pref.	48	48	....	50	....	....
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	....	129½	....	128½	128	....
" bonds	106	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	88½	88½	87½	88½	87½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	101½	....	....	....	....
" 2 M.	....	....	98	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	2½	....	....	2½	....
Milw. and St. Paul.	....	54½	54½	55½	55	55
" pref.	75	75½	75½	75	75	75
" 1st mort.	....	92	....	....	91½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold.	....	....	....	....	....	....
Missouri 6s	92	92	....	....	92½	92
" H. & St. J. iss	88	89	....	....	....	....
Morris and Essex	92	92	92	....	92	91½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	97½	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876.	....	....	....	....	....	....
" 6s. S. F. 1883.	....	....	....	....	....	....
" 6s, S. F. 1887.	....	....	....	....	....	92½
N. Y. Cen. & Hud. Riv.	92½	93½	94	93½	93½	93½
N. York and Harlem.	110½	111	114	113½	113	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	101½	....	....	101½	....
N. Carolina 6s, old	....	....	33	....	32½	....
" new	....	20½	....	....	....	....
Ohio and Miss.	42½	43	43½	42½	42½	42½
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	67½	69½	68½	67½	68½	72
Panama	125	128½	130	....	141	143
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	94	94	94	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	43½	43½	43½	43½	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	88
Tennessee 6s, old	72½	....	....	72½	....	72½
" new	....	72½	....	72½	....	72½
Tol., Wab. & Western.	69½	70	70	70	69½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	94½	....	....	94
" 2 M.	94	....	....	....	....	....
" Equipment	....	....	87	....	....	....
" St. Lou. Div.	....	....	88½	....	88½	....
Union Pacific	38½	39½	38½	38½	38½	38½
" 1st mort.	87½	87½	88	....	87½	88½
" L. Gt. 7s.	79½	....	80½	80	80	80
" Inc. 10s.	....	78	....	79	....	79½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	50½	....	....	....	50½	50½
" def. cert.	15	....	....	....	15½	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	108¼	....	....	....	108¼
U. S. 5s, 10-40s, coup.	107¾	107¾	107¾	108¼	....	108¼
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	111	....	....
U. S. 6s, 1881, reg.	113¾	....	....	114	....	114¼
U. S. 6s, 1881, coup.	....	....	....	115¾	114¼	115¾
U. S. 6s, 5-20s reg. '62.	....	....	114¼	....	114¾	....
U. S. 6s, 5-20s, c. 1862.	113	114¼	114¾	....	....	114¼
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	114¼	....	....	114¼	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	114¾	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	114¼	114¾	113¾
U. S. 6s, 5-20s, r. n. '65.	....	....	....	113¾	....	....
U. S. 6s, 5-20s, c. n '65.	....	113¾	113¾	....	113¾	....
U. S. 6s, 5-20s, reg. '67.	113	....	....	....	113¾	114
U. S. 6s, 5-20s, c. 1867.	113¾	114¼	113¾	114	114	113¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	113¾	....
U. S. 6s, 5-20s, c. '68.	....	114	....	....	....	114
U. S. 6s, Pac. RR issue.	....	111¾	112¾	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa preferred	....	....	....	44	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	92¼
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	97¾	98	98	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	38¾	39¼	39¼	....	38
" 6s, 1884	....	....	....	....	....	....
" Gold L.	93	92¾	92¾	93	93	93
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	58¾	58¼	58	58¼	58¼	58¼
" 6s new coup.	....	....	....	....	....	98
" 6s new reg.	....	....	....	....	....	98¾
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	102	....	103	....	....	....
Minehill	52¼	52¼	52¼	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	49¾	....	....
" 6s, 1880	100	....	....	....	....	....
" 7s	99¾	....	....	....	....	99¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	39	....	....
Oil Creek & Alleg. Riv.	34¾	34¼	34¼	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	56¾	57¼	57¾	57¾	57¾	57¾
" 1st M.	....	....	....	....	....	101¼
" 2d M.	100¾	....	....	....	....	....
" Gen. mort.	....	92¾	....	....	93¼	....
" " reg.	96¼	....	....	....	....	....
Penn. State, 6s. 1st series	100¾	....	....	....	....	101
" 6s, 2d series.	....	....	....	....	104¼	....
" 6s, 3d series.	....	....	....	107¾	....	....
Philadelphia City, 6s.	....	98¼	....	....	....	98¾
" new	101¾	101¾	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	88	....	....	....	....
Phila. & Reading	56	56	56¼	56¼	56¼	56¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	89	....	90
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	14¼	....	....	....	....	....
" 6s, 1882	78	78	77	....	77¾	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	126¼	....	124¼	124¼	123¾	123¾
Hestonville, (Horse)	18¼	....	....	18¼	18¾	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	W.18.	Th. 19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875.	99¾	....	....	....	....	99¾
" 1886	....	....	....	....	....	....
" 1890	....	....	....	....	....	97¾
" 1884	....	....	....	....	....	....
" 1900	....	98	....	....	....	....
Balt and Ohio	....	....	....	155¾	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	97	....	96¾	....	....	97
Marietta & Cin. 1st M.	98	98	97¼	....	98	98
" 2d M.	90¾	90¾	....	....	90	....
" 3d M. 8s.	82¼	82¼	....	....	82	....
Northern Central	....	....	....	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	91	....	....	....	....	....
Pittsb. & Connellsv. 7s.	93¼	....	....	....	93¾	93¾
N. W. Va. 1st mort.	....	100	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	50¼	....
" Defer. Certif.	....	....	....	....	10¾	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

	Th.19.	F 20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	150	....	150	....	150	150
Boston and Lowell	....	....	....	....	....	140
Boston and Maine	135	135	134¾	134	....	133¾
Boston and Providence	....	....	....	....	....	152
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	39	38¼	....	38¼	38¾	38¼
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	135	134	134	134¼	134¾	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	135¾	....	....	....
Eastern	....	....	109¼	109¼	109¼	109¼
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	115
Michigan Central	....	114¾	114¾	114¼	....	....
Northern, N. H.	....	....	....	....	....	67
Ogdens. & Lake Champ.	....	74	68	....	....	103
" pref.	....	....	103	....	103	114
Old Colony & Newport.	113	....	....	....	112¾	54
Ph., Wil. & Baltimore	54	....	54	54	54	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.	86	86¼	86¾	....	....	....
" Land Grant 7s	76¾	....	76¾	....	....	....
" Income 10s.	....	78	78	78¼	....	78¾
Vermont & Canada	70	70	....	65	....	61¼
Vermont & Mass.	....	85	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	105	....	....	....
Metropolitan	64¾	....	64¾	....	....	64¾
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	11	....	....	....	....	11
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	11	11	10¾
Quincy	43	....	....	47	47	....

London Stock Exchange.

	Closing Prices. Sept. 6.	Sept. 13.
Atlantic & Gt. W. 1st mort., $1,000	68 — 70	68 — 70
Do. 2d mort., $1,000	54 — 57	54 — 57
Do. Con. mort. B'nds Bisch's Cert.	33 — 35	33 — 35
Do. Reorg. Scrip	91 — 96	91 — 96
Do. Leas. Lines, Rental Bonds	83 — 85	82 — 84
Detroit & Milwaukee 1st mort. Bonds	75 — 78	75 — 78
Do. 2d do.	75 — 78	75 — 78
Erie shares 100 dol. all paid	39¼ — 40	37¼ — 38
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	92 — 93	92 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	104 —106	103 —105
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	93 — 95	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95¼ — 96¼	95¼ — 96¼
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 28, 1872.

Stock Exchange and Money Market.

Money has been quite brisk through the week. The speculative inquiry has been active, generally on the basis of the full legal rate of 7 per cent. on call. The main demand has been for use at the Stock and Gold Boards, and at times has been decidedly sharp and urgent, due, in part, to the manipulations of the operators for a lower range of Stock values. Early in the week, some of the strongest of the city banking institutions took ground against the contraction schemes of the speculators at the Gold and Stock Boards. Two of these institutions declined to respond to certified checks, calling for legal-tender notes, unless received through the Clearing-house. The Bank of Commerce and the City Bank adopted this course. Though popular sentiment sided with the banks, the law was against them, and a day or two later, they agreed to a compromise, by promptly honoring the checks on presentation. The fluctuations in Stock values led to the stoppage of several brokerage firms, but none of any great prominence. The discount market was comparatively lifeless, within a nominal range of 8@12 per cent. per annum, for the best to very good grades of commercial paper. Some mercantile troubles were reported. One old and eminently respectable grocery-house was forced to suspend on liabilities variously estimated up to $600,000. At the close, there was a renewal of the pressure for aid, from speculative borrowers, and a fractional commission, in addition to the legal rate of interest, was exacted, for accommodation.

The U. S. Sub-Treasury office last week received $6,535,826 of currency, and $4,265,661 of gold, the latter including $3,053,000 from customs; and disbursed $5,604,495 of currency and $3,120,818 of gold, the latter embracing $218,406 of coin interest. The city banks reduced their loan and discount average nearly 8½ millions during the week, and again enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $17,884,477, and a coin reserve of $54,155,225.

The city banks, in their latest return, show a further reduction of $3,638,600 of legal tender notes, $387,700 of specie, and of $8,418,200 of deposits, also a contraction of $3,805,000 in their loan and discount averages, and an increase of $41,700 in their item of circulation. The city bank exchanges, last week, averaged 127½, and thus far, this week, about 136 millions daily. The banks now hold $332,475 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,399,500, against $9,572,100 same time last year. The city bank deposits are now $201,127,800 against $237,127,400, week ending Sept. 23, 1871. The legal tender reserve amounts to $44,467,000, against $58,428,300 same time last year. The circulation now stands at $27,668,100 against $30,201,200 same time last year. The loans are now $280,845,300 against $309,164,700 at this date last year.

The coin reserve of the city banks is now about 12¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 44½ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 201⅛ millions, against 247¼ millions on the 20th of July.

Government revenues have been yielding satisfactorily, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $32,696,213. The customs at the port of New York last week were $2,950,737; and at the outports, equal to about a million, all in coin or coin certificates.

Gold has been more than usually variable, on a brisk speculative movement and moderate customs and export drain. The later dealings indicated less animation, and less buoyancy in the price.

The range of the price during the week has been from 113⅝@115⅝ and the closing quotation on Wednesday was 114 against 114 the preceding Wednesday. The specie outflow last week, was only $315,358. The Gold Exchange Bank clearances have averaged about 94½ millions per day during the week.

The customs demand for Gold last week, averaged $509,000 a day; thus far, this week, it

has averaged $496,935 a day, or equal to a weekly aggregate of $2,981,610. The arrivals of specie from Europe, Havana and other foreign ports last week were $22,561, and since Jan. 1, 1872 $2,938,499 against $7,688,254 same time in 1871 The total customs revenue of the Government, in coin, at this port, since January 1, has been $115,199 520 against $119,284,167 during the same time in 1871.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $58,927,938, against $65,184,021 during the same time in 1871.

The export drain of specie was $315,358 last week, against $400,599 same week preceding year. The shipments since January 1, 1872, have been $57,568,178 against $55,218,501 during the same portion of 1871.

Foreign Exchange has been depressed and irregular, through the week, closing, however, rather more steadily. Bankers' sixty day bills on London closed on Wednesday at 107¾@107⅞; sight bills on London, 108⅞@109⅛.

The week's exports hence of domestic produce have been to the currency value of $4,860,218.

Government securities have been in generally better request, chiefly on investment account, at the ruling figures, which showed more firmness for the later issues of the Five Twenties, especially the 1867 bonds.

On Wednesday, Government bought in a million of Five-Twenties at 111 95@112 10 out of an aggregate offering of $3,410,150.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 115⅜@115⅝. U. S. Five-Twenties of 1862, 114⅛@114¾; U. S. Five-Twenties of 1864 at 114⅛@114¾; U. S. Five-Twenties of 1865, 114¾@115¼; U. S. Five-Twenties of 1865 consolidated, 113⅜@113⅝; U. S. Five-Twenties of 1867, 113⅛@113⅜; U. S. Five-Twenties of 1868, 113⅛@113¾; U. S. Ten-forties at 107¾@108¼ U. S. Fives of 1881 (Funding Loan) 110¾@111¼; Six per cent. currency bonds, 111⅞@112¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 11.	Sept. 18.	Sept. 25.
Consols	92⅝	92¼	92⅜
U. S. 5-20s, 1865	93¼	93¼	93⅛
" 1867	92¼	91⅞	92
" 10-40s	87½	87¾	87⅝
New Fives of 1881...	89¼	89¼	89¼
Erie.	40	39	39¼

State bonds have been quite moderately inquired for and unsettled in values.

Railway and Miscellaneous share property has been decidedly active, chiefly in the speculative line, with wide and frequent fluctuations as to prices, under the manipulations of the conflicting speculative operators. Erie shares have been kept scarce for prompt deliveries, and prices for "Cash," stock have been maintained relatively much higher than those in the regular way. Panama shares have been rapidly advanced, since the announcement of the dividend, on free dealings. The general market closed less briskly.

Railway Mortgage Loans have been moderately inquired for at fairly steady figures. Central Pacific Sixes have been in demand, on investment account, closing firmly at 100¼@100½. The work of marketing the small remnant of the Chesapeake and Ohio Loan has been progressing satisfactorily, through private negotiations.

There has been much less animation in the Metal line. Ingot Copper has receded to 33½c.; sales, 200,000 lbs. Pig iron has been less active but steady; sales, 100 tons Eglinton, and 100 tons Glengarnock on private terms. American as before. Iron Rails have been in fair request, and 2,000 tons English have been sold on private terms; market firm. Lead, Spelter and Zinc very quiet at former nominal figures. Pig Tin dull at 33½c., gold, for Straits; 100 Slabs sold. Tin Plates inactive and weaker; 250 boxes Charcoal sold at $13, gold.

General business has been active, in most kinds of produce. Flour, Wheat, Oats, Hops, Cotton, Pork, Lard and Bacon closed cheaper. Corn, Rye, Butter, Eggs, Petroleum, Naval Stores, Fish, Hemp, Hides, and Spices more firmly. Middling upland cotton closed heavily on Wednesday at 18¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 128,927 bales, against 63,520 bales same time in the preceding year; exports 7,792 bales against 24,513 bales in the previous year; stock at the ports at latest dates, 69,832 bales against 87,943 bales same date 1871.

At the Live Stock Markets, Beeves have been in liberal supply and less demand at 9½@14½ cts.; Veals at 7@10 cts.; Sheep at 5@7¼ cts.; Lambs, 6@9 cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 11,255 Beeves, 3,091 Veal Calves, 38,486 Sheep and Lambs, and 43,184 Swine.

Foreign goods have been in active request at generally firm prices. The week's imports of foreign goods reached the amount of $9,071,599 including $3,250,871 of dry goods.

Ocean freights have been fairly active, particularly for Grain, Cotton and Petroleum, rates steadily favoring shipowners.

At the auction sale of Scranton Coal on Wednesday, 75,000 tons were disposed of at a sharp advance, the range having been from 3.65@4.35, as against 3.15@3.80 in August.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 2d mort., 68; Chicago and Milwaukee 1st mort., 93½; Lake Shore and Michigan Southern consols, reg., 100; Gt. Western 1st mort. 1888, 93; Buffalo and Erie new, 97; Long Dock bonds, 96; St. Louis, Jacksonville and Chicago 1st mort., 95; Delaware and Hudson Canal 1st mort. reg., 1891, 102½; Cedar Falls and Minnesota 1st mort., 82½; Toledo, Peoria and Warsaw 1st mort. E. D., 94: do. 2d mort., 76; Central of New Jersey 1st mort. new, 102⅝; Albany and Susq. 2d mort., 98; Boston, Hartford and Erie R. R., 67⅛; do. guar. bonds, 55; do., 1st mort., 38¼; New Jersey Southern R. R., 19; Rome, Watertown and Ogdensburg R. R., 94; St. Louis and Iron Mt. R. R., 95; do., 1st mort., 94; Missouri, Kansas and Texas R. R., 41; New York and New Haven R.R., 145; New Jersey R. R., 127; Western Union Tel., 68½; do. 7s, 97; Quicksilver pref., 54¾; Adams Express, 93; Am. Mer. Union Exp., 70; Wells-Fargo Exp., 80; U. S. Exp., 80; Consol. Coal of Md., 41; Arkansas 7s, issued to L. R., P. B. and N. O. R. R., 44; Connecticut 6s, 100; Alabama 5s, 60; New York State 7s, B. L., reg., 108⅛; South Carolina 6s, new, Jan. and July, 24¼; do. Apl. and Oct., 25¼; Brooklyn 6s, W. L., 93.

Philadelphia.— Pittsburg, Cincinnati and St. Louis 7s, 82; Lehigh Valley 7s, new, 103½; do. 6s, old, 101½; Philadelphia and Reading Gen'l mort. 7s, coupon, 102; Belvidere Delaware 2d mort., 82; Green and Coates sts. 7s, 90; Schuylkill Nav. 6s, 1892, 77¾; Pennsylvania and New York Canal 7s, 96; Wilmington and Reading 7s, 102½; Allegheny Valley 7 3-10s, 93½; Morris Canal 1st mort, 94; do. 7s, B. L., 91½; Delaware Division Canal, 48; Nesquehoning R. R. 55; Camden and Atlantic R. R., 82; do. pref., 39½; Huntingdon and Broad Top Mt. pref., 18; do. 1st mort., 102½; Fulton Coal, 5½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@101½; do. 2d series, 104@104; do. 3d series, 106¾@107½; Philadelphia and Reading, 56⅜@56½; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 95⅛@95⅜; do. privilege bonds, 101@101¼; United New Jersey R. R. and Canal Co., 123⅛@123½; Camden and Amboy mort. 6s, 1889, 98@98; do. 1883, 92¼@92¼; do. 1889, 92¼@92¼; Pennsylvania R. R., 57⅛@57¾; do. 1st mort., 101@102; do. 2d mort., 100@—; do. General mort. coupon, 93¼@93½; do. reg., 96@97; Little Schuylkill R. R., —@47¼; Morris Canal, 49@50; do. pref., 115@120; do. 6s, 94@95; Susquehanna Canal, 8@8½; do. 6s, 75@80; Schuylkill Nav., 7⅛@8; do pref., 14⅛@15; do. 6s, 1882, 77@77; Elmira and Williamsport pref., 40@48; do. 7s, 1873, 93@95; do. 5s, 60@61; Lehigh Coal and Navigation, 38⅛@39; do. 6s, 1884, 88⅛@90; do. R. R. Loan, 96@97; do. Gold Loan, 92½@93; North Pennsylvania, 49@50; do. 6s, 100@100½; do., 7s, 96¼@97; do. Chattle 10s, 111@—; Philadelphia and Erie, 26@28; do. 6s, 93@—; Minehill, 52@52¾; Catawissa, 10@18; do. pref., 43¾@44½; Lehigh Valley, 58@58; do. 6s, new coupon, 98@98½; do. reg., 98½@99; do. 7s, 103¼@103½; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 60@60; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 33@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 18@18⅝; Union, —@78; Germantown, 31@—.

Boston.—Vermont Central 1st mort., 42½@46; Boston and Albany 7s, 1892, 106¾; Grand River Valley 2d mort. 8s, 1879, 101; Chicago, Burlington and Quincy 1st mort. 7s, 1900, 100; Michigan Central 8s, 1890, 109½; Eastern R. R. 6s, 1874, 97; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 75; Vermont Central 8s, 1891, guar., 90; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 85; Chicago and Michigan Lake Shore R. R. 8s, 80; Eastern (N. H.) R. R., 101¼; Worcester and Nashua R. R., 125¾@127¾; Norwich and Worcester R. R., 122½; Rutland R. R., 7½; do pref., 52½; do. scrip, 71; Portsmouth, Gt. Falls and Conway R. R., 98; Framingham and Lowell R. R., 65; Cincinnati, Sandusky and Cleveland R. R., 20; Connecticut and Passumpsic Rivers, R. R., 93; Taunton Branch, 114; Burlington and Missouri River R. R. in Iowa, 114¾; Boston Water Power, 47; Cary Imp., 10; Waverly Land, 8; New Hampshire 6s, 1902, 97¾; do. 1892, 97; Rhode Island 8s, 1882, 99⅜; do. 1891,

99¼; Maine 6s, 1889, 100; Vermont 6s, 1876, 100; Lynn 6s, 1887, 97; Chicago 7s, 1884, 98¼; Rock Island (Ills.) 8s, 1882, 103; Roxbury 6s, 1884, 99¼; Lowell 6s, 1890, 96¾; Portland 6s, 1887, 92½; Boston 6s, 1875, currency, 100¼; Allouez Mining Co., 6¼; Calumet and Hecla, 153½; International Silver, 2; Ridge, 10½; St. Clair, 2½; Shuniah Silver, 3½.

Baltimore.—Orange, Alex. and Manassas 7s, 80¼; Northern Central 6s, 1900, gold, 93; Orange and Alexandria 4th mort. 8s, 83⅞; Central Ohio R. R., 34; do. 6s, 85⅛; Maryland Defense 6s, 102¼; Virginia consol. 6s, reg., 45; George's Creek Coal, 97. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 154@159; do., 6s, 1875, 97½@98⅞; do., 1880, 96¼@97; do., 1885, 97@97¼; Parkersburg Branch, 10@20; Northern Central 89@89¼; do. 6s, 1885, 93@94½; do., 1900, 90½@92; do., 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 100@101; do., 2d mort., 99@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 97½@98; do., 2d mort., 7s, 90@90½; do., 3d mort., 8s, 81½@82; Central Ohio, 35@36; do., pref., 36@40; do. 1st mort., 85@85¾; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 94⅛@98; do., 2d mort. guar., 96⅛@—; do. 3d mort., guar., 93@96; do. 2d mort pref., 75@85; do., 2d mort. guar.by Washington Co., 82@89; Richmond and Danville bonds, 79¼@80¼; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92⅛@94; do., 4th mort. 8s, 83@84; Orange, Alex. and Manassas 7s, 80@80⅜; Virginia and Tennessee 1st mort. 6s, 94@100; do., 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90@92; Baltimore 6s, 1875, 99½@100; do., 1884, 97@97½; do. 1886, 98@98½; do., 1890, 97¾@98; do., 1893, exempt, 98½@100; do., 1900, exempt, 98@98; do. 1900, new, 98@98¼; do. 1902, 97¾@98½; Memphis City 6s, 52¾@54; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 102@102¼; Virginia 6s, old, 38@38⅛; do. consol. 6s, 50⅜@50¾; do. reg., 45@—; do, Peelers, 44½@45; West Virginia, 15¼@15¾; City Passenger R. R., 22¾@24; George's Creek Coal, 95⅛@100; Atlantic Coal, 1.50@1.95.

☞ The San Antonio (Texas) *Herald*, says the Missouri, Kansas and Texas Railroad bridge across Red river is being pushed forward, the right of way cleared to the river, and pile-drivers and stone-masons at work on the bridge. The cars are running, carrying freight and passengers, to Middle Boggy, some fifty miles from Red river. The company expect to be running cars to Red river by the middle of October.

☞ The Zanesville (Ohio) *Courier* says that the contract for the construction of the city's portion of the Zanesville, Cumberland and Caldwell Railroad, based upon the bids received by the city, is being prepared by Judge Granger. The road is to commence at the depot of the Baltimore and Ohio Railroad, and follow the line of that road to the Blast Furnace, and then pass up Mill run, eastward.

☞ Turkey in Europe has now 242 miles of line in operation, and 64 miles more will be shortly opened. Further sections to the aggregate extent of 477 miles more are in course of construction.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU ST.
NEW YORK, Sept. 18, 1872.

DEPOSITS received, on which we allow interest at the rate of four per cent. per annum. Special arrangements made with Savings Banks and others depositing large amounts.

We issue CERTIFICATES OF DEPOSIT available in all parts of the country, and bearing interest in case of special deposit.

We make COLLECTIONS for merchants and others in all parts of the country.

Orders for INVESTMENT STOCKS and BONDS executed at the Stock Exchange, on commission, for cash.

We deal in GOVERNMENT and other FIRST CLASS SECURITIES, such as CENTRAL PACIFIC and CHESAPEAKE and OHIO Bonds.

The Chesapeake and Ohio Loan having been withdrawn from the market by the Company, the small amount remaining on hand will be disposed of at private sale, giving investors an opportunity to purchase this favorite security upon terms which should insure an advance upon the completion of the road and their introduction at the Stock Exchange.

FISK & HATCH.

Locomotive Pressures.

The great efficiency and economy of high pressures in locomotives seems likely to finally compel the adoption of what may be called "American" pressure on European Railroads. A recent laudatory account of the great tractive power of a Fairlee engine on a Belgian road says incidentally that the steam was maintained at 130 pounds. It seems only a few years since an American locomotive constructed on the order of August Belmont, Esq., for shipment to Europe had to be laid aside and another constructed to fulfill the requirement that it should work with a steam pressure not exceeding sixty pounds.

☞ The Boston *Journal* says the Old Colony and Newport Railroad is one of the best managed roads running out of Boston. It has, with its branches, about 250 miles of track, more than any road in the State, and has commenced the extension of the Granite Branch from West Quincy to Braintree, thus giving a third track from Atlantic to Braintree. Messrs. John B. Dacey & Co., the enterprising railroad builders, have the contract.

☞ The Millersburg (Ohio) *Farmer* says that the engineers on the line of the Zanesville extension of the Cleveland, Mt. Vernon and Delaware railroad have arrived at Dresden. They report an excellent route, with easy grades. One high hill is to go through with a cut or a tunnel of about eight hundred feet, and this is about all the heavy work on the line. This line runs by way of Warsaw.

☞ The Detroit *Tribune* says the Toledo, Ann Arbor and Northern Railroad will have trains running from Toledo to Ann Arbor this season, and the line will be extended to Owosso next year. The $25,000 required of Isabella county to the Owosso and Northwestern Railroad is already guaranteed and the line will soon be graded to Mount Pleasant. It is thought that it will be in operation as far as Alma this year.

ELEVEN PER CENT
INVESTMENT.
FIRST-CLASS SECURITY.
State Loan of Arkansas,
7 per cent Thirty-Year Bonds.
A LIMITED NUMBER OFFERED
AT 70 CENTS
AND ACCRUED INTEREST.

In these Bonds "the faith and credit of the State are solemnly and irrevocably pledged for the payment and redemption of the principal and interest on each and every bond.

THE
Arkansas Central Railway,
BY
Special Mortgage Indorsement,

pledge their splendid endowment of Lands, Railroad Rolling Stock, Station Houses and all other property for the faithful payment of interest and principal, making this a
Double and Undoubted Security.

Interest payable April and October, at the Union Trust Company New York.

Maps, circulars, pamphlets, giving full particulars of the loan, to be had by addressing the undersigned, who unhesitatingly recommend these Bonds.

WILLIAMS & BOSWICK,
Bankers, 49 Wall-st.,
NEW YORK.

HOUSTON AND TEXAS CENTRAL
RAILWAY COMPANY'S
FIRST MORTGAGE
Land Grant Sinking Fund
7 PER CT. GOLD BONDS,
AT 90 AND ACCRUED INTEREST
IN CURRENCY,
Yielding over Nine per Cent. on the Investment.

WILLIAM E. DODGE, of New York, President.
SHEPHERD KNAPP and WILLIAM WALTER PHELPS, Trustees for Bondholders.

Principal and Interest payable in Gold at the National City Bank, New York. We confidently assure investors that these Bonds are in every respect first-class, and we recommend them as an entirely safe investment. All securities taken at Board prices in exchange. Circulars and information may be obtained at our office.

JOHN J. CISCO & SON,
No. 59 Wall-st., New York.

A Good Appointment.

We observe that WM. K. LOTHROP, the energetic and competent Secretary of the Washington Fire Insurance Company, has just been made Receiver of the former Washington Insurance Company, in place of the late and much-lamented GEO. C. SATTERLEE—an appointment which must give very general satisfaction. The marked success which has greeted the Washington Fire, is the best evidence of its popularity with the business public.

☞ Mr. Albert Mapes has been appointed division superintendent of the Missouri Pacific Railroad vice Mr. M. C. Whitbeck resigned.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY AS CARRIERS, AND AS WAREHOUSEMEN FOR BAGGAGE—INTEREST ON DAMAGES RECOVERED.

The facts in the late case of Mote, *vs.* the Chicago and Northwestern Railroad Company, (27 Iowa, 22,) are fully and clearly stated in the following opinion by—

BECK, J.—I. The plaintiff was a passenger upon the train of defendant, going from Marshall to Le Grand, a small village and unimportant station upon defendant's railway. He had with him a trunk containing wearing apparel, which was "checked," as was the custom upon the railway, to be delivered at Le Grand, the place of destination. Before the train reached the station House at Le Grand, plaintiff left the car, being enabled so to do on account of the slow rate at which the train was running, and his trunk was taken to the station house and left by the baggage master of the train upon the platform, where it remained several hours; not being called for, it was removed by the agent of defendant in charge of the station house into a room, the only place for storing such baggage connected with the station.

It appears that this building was temporary in its construction, and was not, in fact, a secure place for keeping such property. The door was left unlocked, or was secured in such a manner that it was no hinderance to any one wishing to enter the building. It could be readily opened by any one. At night the building was left without a guard or watch, and no one occupied it. During the night time the trunk of the plaintiff was broken open, and wearing apparel to the value of seventy-one dollars and fifteen cents was stolen therefrom. The plaintiff did not call for his trunk until the second morning after it had been left at the station.

The counsel of defendant insists that under this state of facts no liability arises against defendant, on account of the loss sustained by plaintiff. It is claimed that it was the duty of plaintiff to call for and receive his trunk at the station within a reasonable time after the arrival of the train; and that his leaving the train before its arrival at the station, and failing to call for his trunk for so long a time, amount to negligence, which defeats his right to recover; that defendant, if liable at all, is liable only in the character of the warehouseman; and as the loss was the result of theft and burglary, defendant cannot be held to respond therefor. Instructions to the jury, embodying these views, were asked for by defendant, and refused by the Court. The Court instructed the jury as follows:

"5. If the jury find from the evidence in the case, that defendant safely transported plaintiff's baggage from Marshalltown to Le Grand, and safely deposited said baggage at their depot, and held the same ready for delivery from 3 o'clock P. M., to 6 o'clock, P. M., of that day, and that plaintiff did not call for it within that time, defendant is discharged as a common carrier and can only be held liable as an ordinary bailee, if at all."

"6. If the plaintiff did not call for and remove his trunk within a reasonable time after its arrival at Le Grand, it was the duty of the defendant to take possession of the said trunk and hold the same as an ordinary bailee, according to the usual custom, and was required to exercise reasonable care and prudence to safely protect and keep said trunk until called for."

"7. If the jury find, from the evidence, that defendant did not exercise ordinary care and prudence, and that by reason of the negligence of defendant to put said trunk in the ordinary safe place, it was broken opened and rifled of its contents, defendant would be liable to plaintiff for the fair cash value of the property lost."

These instructions, and the refusal to give those asked for by the defendant, are the grounds of the errors assigned so far as they relate to this branch of the case. Other instructions upon the same points of law affecting the defendant's liability were given, but are not objected to.

II. The question here presented is, as to the nature and extent of the liability of railway corporations for the baggage of a traveller, at and after the completion of the journey upon which it contracts to transport him. The liability of such a carrier terminates as such upon the expiration of such a reasonable time after arriving at a place of destination as will enable the traveler to receive and take charge of his baggage.

In determining what will be a reasonable time, the customs of the railway and of the station, the manner of transporting baggage therefrom, in short, the peculiar circumstances surrounding each case, must be considered, and the jury were so instructed in a separate instruction.

III. But the care and liability of the company did not terminate upon arrival at the place of destination, and holding there, for a reasonable time, the baggage of the traveler for delivery. If the baggage is not call for, the carrier cannot abandon it. It must be stored and kept with proper care until claimed. This rule is not only the result of sound reason, but is required by the customs and habits of public carriers, and of travelers who are transported by them. It is not always practicable or convenient for the traveler to call within the required time for his baggage, and frequently he may, for convenience, permit his baggage to be carried in advance to the place of destination. This may result from his stopping over on the way, a practice that is permitted by the customs of railways. The system of "checking" baggage, by which it is taken from under the personal control and oversight of the traveler, and held until the return of the "check," secure the carrier from loss by delivering it to an improper person, and renders its identification certain. This system renders the transfer of baggage from one carrier to another obligatory, and makes necessary proper and secure places for storing and keeping it until transfered. Such places for storage the law requires these carriers to provide.

When baggage is unclaimed within the proper time, it is the duty of the carrier to store it in such proper and secure place until called for or otherwise disposed of, as required by law. When the baggage is thus stored, the carrier becomes liable therefor as a warehouseman, mere bailee in deposit, and his liability as a carrier ceases.

The obligation of a warehouseman is to take common and responsible care of the property intrusted to his charge, and exercise toward it such diligence as men usually exert in respect of their own concerns. Story on Bailments, §§ 444, 11. He is not liable for theft unless it is the result of want of proper care.

IV. The act of plaintiff in permitting his trunk to remain in charge of defendant's agents so long without calling for it, was not such negligence on his part as will relieve defendant of responsibility for its loss. He did properly rely upon the obligation of defendant to take ordinary care of it until called for, and if the care and diligence required by law was not extended toward it, defendant is liable therefor. In the light of these doctrines the jury were correctly instructed, and the court properly refused the instructions asked by the defendant.

V. The court directed the jury that, in case they found for plaintiff, he was entitled to recover the value of the property, and interest thereon, from the day of loss, at the rate of six per centum per annum. There was no dispute nor conflict of the evidence as to the value of the property, which was $71 15. The verdict is for $84 12. The jury, therefore, in obedience to the instructions, allowed interest upon the same, which was found to be the true value of the property.

It was formerly a general rule, that interest could not be recovered on unliquidated damage; but this rule has been much modified by modern decisions. And it appears to us that under the rule as now understood, and the provisions of the statutes, interest is recoverable in the case, at the rate fixed by the instructions.

The amount of the value of the property lost by plaintiff became due from defendant upon the day of the loss, and was from that moment an indebtedness. It was an indebtedness, too, originating upon a contract, the contract between the bailor and the bailee, and the action was brought thereon. We are of the opinion, therefore, that interest is recoverable thereon, and that the instruction upon the subject is correct.

Judgment affirmed.

Baltimore and Ohio Railroad Extension.

The Baltimore and Ohio Railroad Company is about to commence the construction of the Baltimore, Pittsburg and Chicago Railway, which is to be an extension of the Pittsburg, Baltimore and Washington Railroad (better known as the Connellsville.) The surveys and locations of the western portion of this line having been completed, some one hundred miles, extending from Havana, on the Lake Erie or Sandusky division, to Defiance, O., is to be placed under contract at once, and the remainder to Chicago—some one hundred and sixty-three miles—in a few weeks, or as soon as the right of way is perfected in a few additional sections in Indiana. The work on this portion of the line being light, can be quickly finished, and in connection with the Lake Erie and Central Ohio divisions, will give a continuous rail from Baltimore to Chicago entirely under the control of the Baltimore and Ohio Railroad Company, in the shortest time possible. This will be by the use of the entire main stem of the Baltimore and Ohio, crossing the Ohio river at Benwood, but when the Hempfield extension of the Connellsville road is completed, starting from a point on the latter road, one hundred miles beyond Cumberland and terminating at Wheeling, the route will be materially shortened, and constitute a line placing Baltimore nearer to Chicago than by any other route. Meantime, the building of the portion of the new road from Havana to Defiance is one of the most important enterprises for Baltimore that has been entered upon in many years. At Defiance the line will connect with the Toledo, Wabash and Western Railroad, with varied extensions, draining upwards of 12,000 miles of fertile

territory. Havana is some twenty-five miles south of Sandusky, and Defiance about fifty miles south of Toledo, and the new line will thus draw traffic from the lake ports as well as the vast interior region with which it will be placed in connection.—*Baltimore Sun, Sept.* 19.

Fairlie's Narrow Gauge System.

The success in Russia of the narrow gauge system with the Fairlie engine appears to have been complete, and the subjoined acknowledgment has just been received by its inventor:—

"St. Petersburg, 1872.

"Dear Sir,— His Majesty the Emperor, my master, has authorized me to have a medal stamped in commemoration of the construction of the Imperial Livny Narrow Guage Railway, which medal is to be distributed to the persons who have taken an active part in the construction of the line.

"The success of the Livny railway is in a large measure owing to your system of engines, and to your careful inspection; therefore it is a great pleasure for me to forward to you herewith one of the medals which you have so well deserved.

"I remain, dear Sir, sincerely yours,
"Count ALS. ROBRKINSKOY.

"Mr. Robert Fairlie."

☞ The entire earnings of the Baltimore and Ohio Railroad, main stem and branches, in August last amount to $1,253,976 25 against $1,147,241 99 in the corresponding month last year. The earnings of the Washington Branch, both in freight and passengers, show an increase, notwithstanding the opening of the rival road, the Baltimore and Potomac, of some $2,500. These aggregate earnings for August are equal to any ever heretofore earned by the road.

☞ The North and South Alabama Railroad, recently completed, forms a direct communication by rail via the Louisville and Nashville Railroad between Louisville, Ky., and Montgomery, Ala., a distance of about 500 miles. This is expected to become soon a thoroughfare of great importance between the northern and southern portions of the country east of the Mississippi. A grand excursion is soon to be made from Louisville to Montgomery and back in honor of this enterprise.

LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to

W. S. WILSON, Purchasing Agent,
227 South Fourth Street.
Philadelphia, Pa.

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Board of Engineers of the Fourth Avenue Improvement.

Office, Grand Central Depot.
NEW YORK, September 5th, 1872.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned at this Office until Two O'Clock of the thirtieth day of September 1872, for all the work on the Fourth Avenue Improvement between 79th Street and Harlem River, embracing a large amount of heavy work, Excavation, Tunnels, Walls, Bridges, &c.

Plans, Specifications and Blank Proposals will be in readiness at this Office on the eleventh day of September, on and after which time the Engineers will be present to make explanations.

ALLAN CAMPBELL,
ALFRED W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKHOUT,
} Board of Engineers 4th Avenue Improvement.

To Railroad Contractors.

PROPOSALS will be received until 1st October, at the Engineer's Office, Tiffin, Ohio, or Camden Station, Baltimore, for the Graduation and Masonry of the Ohio Division of the Baltimore, Pittsburg and Chicago Railroad, from the Lake Erie Division of the Baltimore and Ohio Railroad, near Havana, to the crossing of the Toledo, Wabash and Western Railroad, in Defiance, Ohio.

Profiles and speculations can be seen at the Engineer's Office, in Tiffin, Ohio.

Payments monthly, in cash, deducting one-eighth as security for completion.

The, company reserves the right to reject any or all bids.

JAMES L. RANDOLPH,
Chief Engineer,
Baltimore and Ohio Railroad Company.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R.
MOBILE, ALA., August 13, 1872.

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

RAILS MADE BY THE
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No. 9 LIBERTY SQUARE, BOSTON.

PROPOSALS
FOR THE CONSTRUCTION
OF THE
TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

G. M. DODGE,
Chief Engineer.

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10 Cornhill, E. C.
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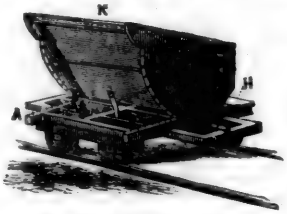
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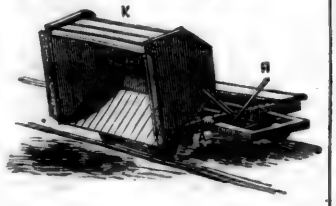


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Sept. 30, steamer RISING STAR, CAPT H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer COSTA RICA, Capt. ——, touching at Acapulco, San Pedro and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Sept. 27.

Steamer GREAT REPUBLIC will leave San Francisco, Oct. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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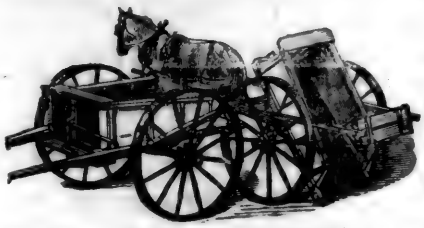
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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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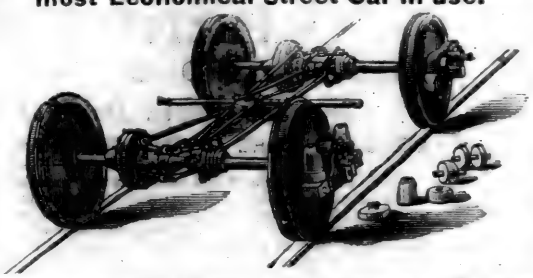
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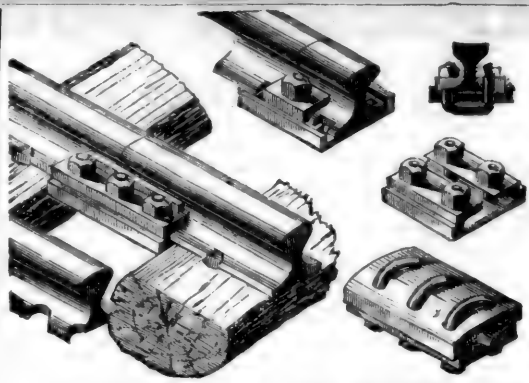
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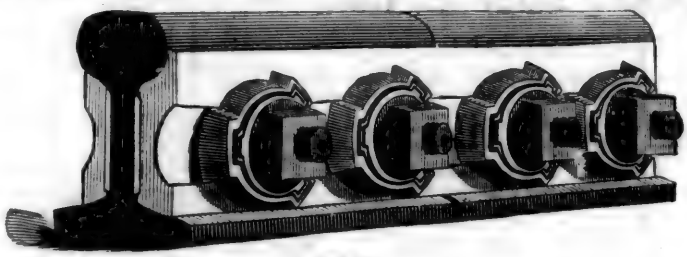
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 40.] SATURDAY, OCTOBER 5, 1872. [WHOLE No. 1,902 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 5, 1872.

Portland and Ogdensburg Railroad.

Fine progress is making in the construction of this road, the line of which extends from Swanton, near the foot of Lake Champlain, to Portland in Maine. All the heavy work on the Vermont Division has been done. The remaining work, the road bed in the three river valleys which the line follows, is very light. The road is in operation from St. Johnsbury to Hardwick on the west, 46 miles, and eastward to West Concord, some eight miles. From West Concord to the Connecticut, the distance is small and the work light, and some 57 miles, with grading, &c., mostly finished, remain to complete the line to Lake Champlain. On the Portland Division of this road, which extends from the Connecticut river to Portland, work is now in progress above North Conway in the Valley of the Saco, six passengers trains having been running the past season between that point and Portland.

☞ The Pennsylvania Railroad Company will shortly begin building the Litchfield and Western railroad through Carlinville and Carrollton to Louisiana, Mo., as a branch of the Indianapolis and St. Louis railroad.

BANKING HOUSE OF

JAY COOKE & CO.,

No. 20 Wall St., New York.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three-tenths, Gold, equivalent to about Eight and a Quarter per cent in Currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.

New York, Philadelphia and Washington

☞ The Philadelphia *Ledger* of 30th inst., reports the net anthracite coal tonnage for the week ending on the 21st inst., from all sources, at 428,300 tons, and for the year 14,133,173 tons, against 10,120,784 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,012,389 tons. The production of bituminous coal for the week was 50,021 tons, and for the year 1,882,497 tons, against 1,592,850 tons to the corresponding time last year—an increase of 229,647 tons. The total production of all kinds of coal for the week was 488,320 tons, and for the year 15,955,670 tons, against 11,718,634 tons to corresponding time last year, showing an increase of 4,242,036 tons.

New Orleans, Little Rock and St. Louis Railroad.

The directory of the New Orleans, Little Rock and St. Louis Railroad met in this city yesterday. Gen. Dockery, the president of the road, made a report as to the amount of assets raised so far, after which a resolution was passed levying an assessment upon the steockholders, and directing the president to proceed at once with a preliminary survey of the road from this city to Camden, Shreveport and Alexandria.

Every county from Pulaski to the Louisiana line with one exception (and that will do so when the election comes off) has voted aid to this enterprise, while the land subscriptions are very large.

If the people desire this road built speedily they have only to do their duty by donating their surplus lands to the enterprise, which are now worthless. The company is in earnest, and intends that the road shall be built as early as possible. They only ask the hearty co-operation of the people to accomplish it. In less than twenty days a corps of engineers will be in the field, and other steps taken to forward the good work.

As soon as Gen. Dockery, the president of the road, can organize and place his engineer corps in the field, he will proceed to Shreveport and Alexandria in the interest of the enterprise.

We have been shown a letter of a recent date from Judge Boyce, president of that portion of the line between Alexandria and the Arkansas line, written to Gen. Dockery, in which he speaks very hopefully of the enterprise in Louisiania. He regards this road of more importance to Arkansas than any other, giving us as it does direct communication with New Orleans and the gulf at Bashear City, as well as direct connection with Galveston through Shreveport.

As soon as the survey is completed the first section of the road between this city and Camden will be placed under construction. From what we know of the energy of those who have this enterprise in charge, we are very sanguine of its early completion.—*Little Rock Gazette, Sept. 24.*

☞ The State board of assessment of New York has just finished its labors, and has reported the aggregate equalized valuation of the taxable property in the State at $2,088,627,445; or, real estate, $1,641,379,410, and personal estate, $447,248,035. In New York city and county the aggregate equalized valuation of taxable property amounts to $1,041,253,633, or very nearly one-half of that of the entire State. In New York the real estate is valued at $734,306,410, and the personal estate valued at $306,947,223.

Chicago, Burlington and Quincy Railroad.

The earnings of this road for the years ending April 30, 1871 and 1872, have been as follows:

	1871.	1872.
From passengers	$1,730,304 02	$1,724,543 72
" freight	4,949,684 44	5,299,873 96
" miscellaneous	527,696 74	344,562 48
" Burlington Br.	.....	185,594 90
	$7,207,685 20	$7,554,575 06
Expenses, viz:		
Repairs of track	$989,146 25	$1,080,038 82
" bridges	88,623 03	134,902 51
" buildings	73,181 80	90,872 36
" fences	11,620 47	22,224 68
" docks	13,996 59	4,284 73
" locomotives	500,600 45	518,858 11
" cars	414,127 31	479,719 69
" boats	1,270 72	.....
Loss and damage	60,810 43	49,989 76
Fuel consumed	405,695 62	441,001 79
Stationery, etc	57,240 33	54,373 59
Oil and waste	87,794 36	81,164 41
Foreign agencies	70,787 79	73,922 82
Train service	292,412 35	334,994 52
Engine "	372,220 32	444,105 51
Station "	434,537 67	496,967 72
Water "	58,299 60	58,369 48
Operating and maintaining Burlington bridge	17,628 84	11,497 27
Ferriage	575 01	.....
General expenses	252,408 82	310,597 71
The Chicago fire	.....	29,824 00
	$4,202,977 76	$4,717,709 48
Earnings less exp	$3,004,707 44	$2,836,865 58
Add balance April 30, 1871	.....	1,594,042 06
" interest and exchange	.....	14,434 52
Total		$4,445,342 16
From which deduct—		
Rent of tracks	$12,187 49	
Transfer office expenses	1,000 00	
Interest on bonds	324 351 52	
State and county taxes	231,158 93	
United States taxes	964 34	
Dividend August, 1871	829,525 00	
" Feb., 1872	932,150 00	
U. S. tax on August dividend	21,269 87	
	2,352 607 15	
Leaving balance to credit of income account, April 30, 1872		$2,092,735 01

It will be seen that the gross earnings of the company for the year ending April 30, 1872, including interest and exchange, were $7,569,009 58; and that the operating expenses, including taxes were $4,949,832 75, leaving net earnings $2,619,176 83; from which deduct amount of interest paid on bonds, $324,351 52, leaving a balance of $2,294,825 31; out of which have been paid: dividends, $1,782,944 87; rent of track, $12,187 49; transfer office expenses, $1,000—leaving of net earnings for the year to the credit of income account $498,692 95. To which add surplus at the commencement of the year, $1,594,042 06—making the surplus to credit of this account $2,092,735 01. The amount to the credit of sinking fund, taken from earnings of previous years, is $1,179,744 88, which added to income credits, makes the amount of surplus $3,272,479 89. The gross earnings have been in excess of those of last year $361,324 38, but the net earnings are less than they were last year by $152,833 49. The president in his report says:

The Illinois Grand Trunk Branch, from Mendota to Prophetstown, forty-five miles, and that portion of the Fox River Valley Branch between Aurora and Geneva, ten miles, were opened for business in May, 1871, making the whole number of miles operated during the year, 761—an increase over last year of fifty-five miles.

The number and mileage of passengers carried do not differ materially from those of last year. The earnings are substantially the same, being only about one fourth of one per cent. less.

The amount of freight transported is largely in excess of that of last year, the tonnage having increased in amount something over twenty-two per cent., or more than one-fifth.

The operating expenses, compared with those of last year, are as 62.32 to 58.31 exclusive of taxes, and, with taxes included, are as 65.39 to 61.85 per cent.—an increase over last year of about four per cent. of the gross earnings.

From this statement it will be seen that, while there has been an increase in the percentage of operating expenses as compared with the amount of gross earnings, when considered with reference to the length of road operated and the amount of freight transported, they have been somewhat less than those of the previous year. The magnitude of the business has been much greater, but the rates upon which it has been done have been less.

This reduction of rates is attributable, to some extent, to the fact that the business has been done under an increased competition, which, for some years, has been growing more intense, and making it more difficult to maintain rates.

But it has been mainly produced by a combination of causes, rather than by any one single circumstance.

The destruction of Chicago by fire, on the 9th of October, occasioned an almost complete interruption to the freight business, especially that which was local to the road. The merchandise, lumber and other freight out of and the production of the country into Chicago were reduced almost to a nominal amount.

When this freight traffic began to revive, its character was largely changed from a local, upon which reasonable rates would have been had, to a through business from the Atlantic cities, received by Eastern Roads, under strong competition and at low rates, thereby reducing the share of this company to an amount much less than it would have been, had the traffic originated in Chicago, and, in many cases, leaving no profit above the cost of transportatien.

The same cause, together with the lack of transportation eastward from Chicago, during the winter, because of the inability of Eastern lines to receive the traffic which your road would otherwise have brought in and delivered to them, continued to operate until the close of the year, and had the effect to depress the local freight traffic of the road.

Had it not been for these causes, there would have been a marked increase in the local traffic, and one which would have compared favorably with the increase of through business, and the general increase, instead of being twenty-two per cent., would have been greatly more, the rates of the previous year substantially maintained, the gross earnings, it is believed, larger by one-fifth, the cost of operating reduced, and the net earnings correspondingly increased.

Since the opening of navigation (which, however, was not till after the close of the fiscal year), the causes mentioned have ceased to operate so effectively, and the local traffic has revived; and last year's rates are being more nearly realized.

The capital stock of the company has been increased during the year, by sale to the stockholders, at par, of twenty thousand five hundred and ninety-four shares; and the net earnings of the road for the year, above operating expenses, taxes and interest on the bonds of the company, have been equal to $12 23 per share of the capital stock thus increased.

The length of the road operated during the year has been 759¼ miles, and the gross earnings on the 400 miles of Main Line have been $17,231 59 per mile, and upon the whole line, including the branches, the earnings have been at the rate of $9,969 00 per mile of road operated.

From the close of navigation, late in November, to the end of the fiscal year, the lack of storage in Chicago, and the incapacity of Eastern roads to receive the freight from your road, operated unfavorably, not only to the business local to the road, but to a large extent, made it impossible for it to receive freight from its connections west, at the Mississippi.

The amount of traffic received from these connections, and transported over your road, shows the magnitude of this business and the value of these connections. Attention is called to two of them.

The earnings on your road, on the traffic to and from the Hannibal and St. Joseph Railroad, have been:

Freight	$691,299 02
Passengers	274,044 75
	$965,343 77

The earnings on the traffic to and from the Burlington and Missouri River Road, have been:

Freight	$769,742 32
Passenger	220,849 20
	$990,591 52

Showing that, on the business to and from the former, there has been a decrease in earnings of $342,178 62, and to and from the latter an increase of $140,760 74, from those of last year.

The magnitude of the business to and from the several branches has been very considerable during the year, the revenues derived therefrom increased, and the value of these branches to the Main Line made more apparent.

The following statement will show the earnings local to each of those branches, the earnings on the Main Line upon the business to and from them, respectively, and the total earnings which your company derives from such business:

	Local and proportion of Joint Earnings on Branches.	C. B. & Q. proportion of Joint Branch Earnings.
O., O. & F. R. V. pass.	$56,486 72	$22,416 25
" " freight.	175,002 68	135,034 92
	$231,490 40	$157,451 17
Total		$388,941 57
Illinois G. T. R'y pass	$11,869 75	$4 505 40
" " freight	49,574 81	143,576 97
	$61,444 56	$148,082 37
Total		$209 526 93
D., P. & H. R. R. pass.	$18,097 45	$22,448 75
" " freight.	26,741 13	116,038 88
	$44,838 58	$138,487 63
Total		$183,326 21
Am. Cent. R'y pass	$24,718 40	$12,231 25
" " freight	45,319 00	155,151 08
	$70,037 40	$167,382 33
Total		$237,419 73
K., K., K. & St. P. pass.	$56,519 66	$24,631 16
" " freight	88,773 32	217,371 64
	$145,292 98	$242,002 80
Total		$387,295 78
C. & B. R. R. pass	$19,371 55	$3,197 05
" " freight	10,475 11	95,378 27
	$29,846 66	$98.575 32
Total		$128,421 98
Q. & W. R. R. pass	$28 426 52	$663 05
" " freight	19,309 70	17,565 73
	$47,736 22	$18,228 78
Total		$65,965 00
P. & H. R. R. pass	$13,584 10	$9 699 72
" " freight	17,668 81	71,783 52
	$31,252 91	$81,483 24
Total		$112,736 16
Total gross earnings		$1,718,633 85

From this statement, it will appear that, of the entire gross earnings, 22.77 per cent., or more than one fifth part thereof, have been derived from the business on and to and from these branches, and of the earnings by the Main Line, $1,061,691 64, or about one-seventh of the whole, were received from the business of the branch roads transported over the Main Line.

The total bonded indebtedness of the branch roads is $6,758,000, and the annual interest thereon amounts to $540,640. The net earnings from the business of these branches, estimating the cost of operating them at 60 per cent., which is, perhaps, as large as the facts will warrant, amount to $689,453 34, being, in excess of the amount required to pay the interest on the bonds of the branch roads, $148,813 34.

In the division of earnings on the joint business with Western connecting roads, under contracts for several years in force, allowances are made in favor of these roads, because of the greater expense to them in gathering up and delivering the business to your road, ranging from 20 to 40 per cent., and averaging 30.

If the same rule were applied to the branches, the aggregate earnings of the branch roads during the year would have amounted to $1,136,690 03; and, after deducting operating expenses, there would have remained a balance of $434,676 01, or wanting less than one-fifth of an amount sufficient to pay the annual interest on the bonded indebtedness of those roads.

When it is remembered that most of these branches have been opened for business but a comparatively short time—two of the most valuable within the year—and that upon none of them has the business reached its maximum, and, on most of them, is but partially developed, it will be easy to conclude that, within a short period, they will not only take care of themselves, meeting their annually accruing interest, but will add largely to the net revenues of the company.

And when it is further understood that these branches were not projected by this company, but were only taken in hand after they had been originated and were sure to be completed and operated by other parties; in which case a large amount of the business which they gather up would have been carried to other lines; and that, under the strong competition they would have created, rates would have been reduced in the territory along and tributary to the Main Line at almost every point, there can be no doubt about the wisdom of the course pursued in gathering them up and attaching them to your road.

Of the new construction during the year, your directors would call attention to the second track, now nearly completed, from Riverside to Aurora—twenty six miles. The flood of business on this portion of road rendered the construction of this track indispensable.

It is laid with steel rail. Iron bridges are used, and the track fully ballasted, so as to make it at once, in all respects, equal to the old track, as near as may be, and put in a condition to bear the heavy traffic to pass over it.

This completes the double track from Chicago to Aurora, and, with the 25.32 miles between Aurora and Mendota, make, in all, of second track, 61.36 miles.

There have been eight miles of side track constructed during the year, making whole length of side tracks 160.11 miles.

The ten miles of the Fox River Valley Branch, between Aurora and Geneva have been opened for business since the last report. This completes this branch, extending from Geneva to Streator, its southern terminus, and 100 miles from Chicago.

The extensive coal mines at Streator, now being rapidly developed, already furnish a very considerable amount of freight over this branch and on to the Main Line, to be largely increased during the ensuing year.

The Chicago, Pekin and Southwestern Railroad, extending from Streator to Pekin—sixty miles—is in process of construction, and to be completed early in the fall.

At Pekin, connection is made with the Peoria, Pekin and Jacksonville Road, and with your road to Streator and other connecting roads, south of Jacksonville, a route is to be opened to St. Louis, passing through a thickly-populated and wealthy portion of the State, and making the distance nearly as short as by other routes.

The Fairbury, Pontiac and Northwestern Road, also commencing at Streator and running southwardly through Pontiac to Fairbury, and thence, with its connections, to Paducah, on the Ohio River, where a bridge is to be constructed and this road brought into connection with the Southern system of railroads, will be completed during the present year, and it is expected that this company will have the business to and from these roads.

From these two long routes, traversing the State for so great a distance, and with such connections, a very considerable amount of freight and passenger traffic will be gathered up to pass over your road between Streator and Chicago.

The Illinois Grand Trunk Branch has been extended from Prophetstown to the Mississippi River, opposite Clinton—eighteen miles.

At Clinton, this Branch comes into connection with the Chicago, Clinton and Dubuque Road, extending from Clinton to Dubuque—sixty miles—which, over the Chicago, Dubuque and Minnesota Road—117 miles in length—is brought into connection with the system of Roads in Minnesota.

It is expected that the Chicago, Clinton and Dubuque, and also the Chicago, Dubuque and Minnesota Roads will be completed and opened for business during the summer.

A road has been projected, and is now in process of construction, and has been partially graded, called the Iowa Southwestern Railroad, extending from Clinton to Oskaloosa, on the Des Moines River, about 150 miles. This Company has neither assumed nor incurred liability in the construction of these Roads west of the Mississippi, but arrangements have been concluded with the two roads terminating at Clinton, by which, it is expected, the entire business to and from them will pass over your Road from Clinton to Chicago—146 miles—making this Illinois Grand Trunk Branch, in some sense, a Trunk Line.

It was expected that this Company would obtain the right, from the Chicago and Northwestern Railway Company, to use their bridge at Clinton for the passage of its trains and the transaction of its business; but that Company being disinclined to grant permission to this effect, it is probable that another bridge will need to be constructed across the Mississippi River at that point. For this purpose, a Bridge Company has been organized, stock subscribed, and the necessary State and Federal legislation obtained, so that a bridge may be completed for the accommodation of this business at the earliest possible day.

The Chicago and Iowa Railroad has been completed and opened for business during the year, extending from Aurora to Foreston—eighty-three miles—where it forms a junction with the Main Line of the Illinois Central Railroad.

This Company has made a traffic arrangement with the Chicago and Iowa Railroad Company, by virtue of which this Company is to set aside 40 per cent. of the gross earnings on its Road accruing from the business to and from that Road for the annual purchase of the Bonds of that Company at the lowest price at which they may be had, but not above par and accrued interest; in consideration of which, that Company is to send all its business over your Road between Aurora and Chicago. In order that the rights of this Company under that contract may be made as secure and permanent as possible, there has been assigned and delivered to James F. Joy, in trust for this Company, one-half of the Capital Stock of the Chicago and Iowa Railroad Company.

Contracts between this Company, the Chicago and Iowa, the Illinois Central, and the Chicago, Dubuque and Minnesota Railroad Companies, have been concluded during the year, by which a line has been formed from Chicago to Dubuque, over which the business of the Chicago, Dubuque and Minnesota, the Illinois Central north of Foreston, including that of the Dubuque and Sioux City Road, is to pass over the Chicago and Iowa and your Road, between Foreston and Chicago.

The contract heretofore subsisting between this Company and the Illinois Central Railroad Company, under which the business of the Illinois Central has been done over your Road, between Mendota and Chicago, for several years, has been modified into the arrangement above mentioned. Under this arrangement, the transportation for that Company, between Foreston and Chicago, and between Mendota and Chicago, will be conducted substantially as heretofore.

This Company has acquired the Chicago and Rock River Railroad, by a purchase of all outstanding bonds of that Company, amounting to $900,000, and its other property, together with the greater portion of its Capital Stock.

The route of this Road extends from Rock Falls, on Rock River, opposite Sterling, crossing the Illinois Central Railroad at Amboy, and running nearly parallel with and in the vicinity of your Road into Chicago. Since its acquisition by this Company, it has been terminated at Shabbonnas Grove, a point on the Chicago and Iowa Road, a distance from its western terminus, at Rock Falls, of forty-five miles; and it will be completed and opened for business before the end of July.

The cost of this Road to this Company, with all necessary station houses, side tracks, water stations, completely fenced and ready for use, including $3,000 per mile of equipment and the Bonds and Stock above mentioned, has been $720,000.

The acquisition and possession of this Road, constructed within your territory, instead of dividing the business and destroying rates, as would be done if in other hands and operated in hostile interests, will now contribute to the revenues of this Company.

The growth of the equipment made additional accommodations necessary at Aurora. Accordingly, twenty-five new stalls have been added to the round-house, and a new foundry erected, during the year. These structures are of brick, stone and iron, as nearly fire-proof as possible, thoroughly well built, with all necessary appointments, and sufficient for the requirements of the Company for some time to come.

A new passenger house at Riverside, to accommodate the business rapidly developing in that suburban town, and a grain house, made necessary by the increase of business at Peoria, have also been erected during the year. The latter, however, was constructed under a local charter for that purpose, in which the Toledo, Peoria and Warsaw Railroad Company, certain individuals of Peoria, and the President, in trust for this Company, took each one-third of the Stock.

This Company, by contract, is secured a prior and full use of one-half of the structure for the accommodation of its business.

The cost to this Company for this elevator has been $10,000. In addition to furnishing indispensable depot facilities at that place, it will return a large percentage on the amount of money expended therefor.

In pursuing the policy heretofore adopted by your Board in the maintenance of the Main Track, steel rails have been used, during the year, in its repair and in the construction of the second track. At the close of the fiscal year, there were, of steel rails in the track, including second track, about seventy-eight miles.

During the ensuing year, it is expected that at least seventy miles of iron in the main track of the Road will require replacement, and contracts have been accordingly made for the purchase of steel rail to be substituted therefor.

The equipment of the Road has been increased by the addition of seventeen locomotives, fourteen passenger coaches, four hundred freight cars, one hundred and eighty-eight platform and coal cars, eight drovers' and conductors' cars, thirty-two hand and thirty-eight rubble cars.

The total equipment at the close of the year is one hundred and nine-two engines, eighty-four

passengers cars, one pay car, forty-four baggage, mail and express cars, two thousand five hundred and fifty house freight and cattle cars, nine hundred and seventy-nine platform and coal cars, eighty-two drovers' and conductors' cars, one refrigerator car, forty dump cars, three tool cars, one pile driving car, two hundred and eighty-six hand cars and two hundred and twenty-eight rubble cars.

The entire Road is now under fence, with the exception of the extension between Prophetstown and Clinton. Upon this eighteen miles of Road the work of fencing is now going along. The ballasting of the Road during the year has proceeded as usual, and a large amount has been accomplished. At the same rate of progress within a comparatively short period, the whole line including the branches will be ballasted.

Notwithstanding the heavy traffic upon the Road, the track and entire equipment have been fully kept up, and it is believed that the end of the year found them in better condition and more efficient for service then at the commencement.

The bonded debt of the Company has been increased during the year by the sale of seven per cent. Bonds of the Company, to the amount of $720,000, the proceeds of which were used in the acquisition of the Chicago and Rock River Railroad, above mentioned.

As above stated, the capital stock has been increased by issue and sale to the stockholders at par, of twenty thousand five hundred and ninety-four shares, the proceeds of which have been used to meet the liabilities of the Company, incurred on account of construction during the last and previous years.

By reference to the Treasurer's Report, General Account "A," it will be observed that the permanent investment of this Company for construction, equipment, cost of Branch Roads, Railroad Bonds, stock and materials for future use, and teams amounts to..... $35,444,490 08

Present capital stock is	$18,649,010 00	
Bonded debt bearing interest.....	5,083,000 00	
Scrip issued to pay for Northern Cross Road from Galesburg to Quincy, not bearing interest	195,750 00	
Amount due bondholders, Northern Cross Road as per settlement with them	256,206 95	
Amount of bills payable over bills receivable	1,231,143 24	
Amount contingent liabilities for b'ds on Branch Roads upon which the liability primarily rests	6,756,000 00	
		32,172,010 19
Leaving a surplus of.....		$3,272,479 89

above the amount of its indebtedness and capital stock.

The above estimate of property is based upon the cost to this Company. As the various branches and portions of the Main Line were constructed by other corporations, and acquired by this Company after their completion, the actual cost of the property has been very much greater.

This Company now owns of the capital stock of the Burlington and Missouri River Railroad Company, 9,843 shares, which it has acquired at a cost of $924,887 77, as will appear by the Treasurer's Report.

For a more full and particular statement of affairs relating to the general management and connected with the operating department, reference is had to the Reports of the Superintendent and other heads of departments, herewith submitted.

Notwithstanding the additions made to the rolling stock during the year, the Company has not yet enough to meet the demands of the increasing business. In the winter, contracts were made for fifteen additional locomotives, which are not yet built, but which are to be on the Road before September.

With a single exception, there are no new works of construction, of any considerable amount, now or likely soon to be required.

Expenditures in this regard, being limited to works of a minor character, common to all Roads, will not be as great as for the last and previous years.

It is known to the stockholders that by the October fire, in which Chicago was destroyed, the passenger house of the Michigan Central and Illinois Central R. R. Companies, in which this Company had its passenger accommodation and its offices, was also destroyed. Since that time this Company has been without depot accommodations suitable or adequate to its passenger business at Chicago.

It will be remembered that in 1869, the Legislature of the State granted to this Company, in connection with the Michigan Central and Illinois Central R. R. Companies, a tract of land on the lake shore, in front of the city, about 1,800 feet in length by 290 in width, for the purpose of erecting thereon a passenger house, for the accommodation of the business of the three Companies. Objections were made and difficulties raised on the part of abutting owners, which have hitherto prevented the commencement of this work. These have now to a large extent been overcome, and it is expected that very soon all obstacles will be removed so that the work of construction of this passenger depot, so much needed by the three Companies, may be commenced.

Towards the purchase money of these grounds, the three Companies have paid $200,000, to which each contributed equally. A balance of $600,000 will have to be paid within a reasonable time after the work of construction commences, and the additional expenditure for the erection of this depot will need to be made and provided for from time to time, as the funds shall be required in the process of construction.

In concluding this report, your Directors would congratulate the stockholders upon the result of the year's business now closing, and the opening prospects of the ensuing one. In view of the misfortunes and calamities of the year, affecting your business, which have been such and so great, as to have been public in their character, and not likely to recur, it was scarcely to be expected that a conclusion alike successful and satisfactory would have been reached. The new year now commencing with a grain freight upon the line unprecedented in amount, and of itself sufficient to require the entire equipment of the Road months to move, added to other freights already equal in amount to the entire traffic of any former year at this period, and with the Road in a thoroughly efficient condition to meet the demands upon it, the prospects of a large increased business were never more promising, nor a successful result with more reason to be looked for.

There were in operation at the commencement of the fiscal year 1871-'72, 716 miles; to which were added during the year (Mendota to Prophetstown, opened May 14, 1871,) 45¼ miles—making the total length in operation at the close of the year 761¼ miles. The average length of road in operation during the past year was 759¼ miles against 642 miles in the previous year—an increase of 117¼ miles.

The company have 192 locomotives, 25 twelve-wheel and 58 eight-wheel passenger coaches; 15 twelve-wheel and 29 eight-wheel baggage, mail and express, 1 pay, 1 directors', 2,550 house freight and stock, 979 platform and coal, 82 drovers' and conductors', 40 dump, 3 tool, 1 pile driving, 228 rubble, 268 hand and 1 refrigerators cars.

Number of miles run by locomotives on passenger trains, 1,399,638; on freight trains, 2,086,585; on miscellaneous trains, 1,335,492—total, 4,821,715. Average cost per mile for repairs, 9.94; for oil and waste, 0.84; for fuel, 10.05; for engineers, etc., 7.67—total cost per mile run, 28.50. Miles run to pint of oil, 13.31; to ton of coal, 43.69. Coal is rated at $4 per ton; wood at $6 per cord.

The number of passengers carried during the year was 1,429,504; of these 709,329 went west, and 720,175 east. Total mileage of passengers, 56,510,994; average do., 39.53. Earnings per passenger per mile, 3.072 cents.

The whole tonnage moved over the entire line during the year, exclusive of company freight and Illinois Central business, was 1,689,104 tons; of which 462,919 tons were moved westward, 790,866 eastward and 435,319 to local points. Number of tons hauled one mile, 240,856,973. Average earnings per ton per mile, 2.19 cents. Illinois Central tonnage moved, 347,518; do., moved one mile, 29,191,512.

GENERAL ACCOUNT, April 30, 1872.

Capital stock.....		$18,649,910 00
Funded debt, ($5,278,750) viz:		
Trust mortgage convertible sinking fund 8 per cent. bonds.....		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent. bonds.....		2,592,000 00
Trust mortgage 7 per cent. bonds..		680,000 00
Plain 7 per cent. bonds.....		720,000 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent. to July 1, 1875, and at 4 per cent. from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 9 semi-annual installments of $21,750 each, payable July and January at Frankfort-on-the-Main, issued on account of N. C. R. R.....		195,750 00
Amount due under decree of Court forclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court.....		256,206 95
Contingent liabilities viz:		
American Central Railroad bonds..		786,000 00
Peoria and Hannibal R. R. bonds..		600 000 00
Keokuk and St. Paul R. R. bonds.		1,000,000 00
Dixon, Peoria and Hannibal Railroad bonds.....		800 000 00
Carthage & Burlington R. R. bonds		600,000 00
Quincy & Warsaw Railroad bonds		800,000 00
Ottawa, Oswego and Fox River Valley Railroad bonds.....		1,260,000 00
Illinois Grand Trunk Railroad bids		960,000 00
Unclaimed dividends..	$2,088 00	
Unpaid vouchers and pay rolls.....	344,518 17	
Due for Chicago and Rock River Railroad bonds.....	361,569 44	
Due agents and connecting roads.....	74,835 23	
Bills payable.....	1,193,718 24	
Profit and loss.....	35,437 52	
Fire account.....	11,952 91	
		2,024,064 51
Sinking fund.....		1,179,744 88
Balance to credit of income ac't..		2,092,785 01
		$36,287,411 85

Construction		$17,429,037 16
Equipment		5,458,258 41
American Central Railroad		1,375,426 47
Peoria and Hannibal Railroad		968,962 41
Keokuk and St. Paul Railroad		1,474,755 42
Dixon, Peoria and Hannibal R. R.		962,783 25
Carthage and Burlington Railroad.		822,793 65
Quincy and Warsaw Railroad.		931,420 68
Ottawa, Oswego and Fox River Valley Railroad		1,576,699 31
Dixon and Quincy Railroad		78,388 92
Illinois Grand Trunk Railroad		1,372,791 66
Materials on hand		583,104 49
Advances for right of way		23,253 14
Chicago teams		6,737 50
Due on Northern Cross Railroad		270,000 00
Burlington depot grounds		252,089 84
Burlington and Missouri River Railroad stock		924,887 77
Chicago & Rock River R. R. bonds		720,000 00
Pullman Palace Car Co. stock		113,100 00
Accounts and bills receivable	$168,273 70	
Due from P. O. depart.	16,748 76	
Due from agents and connecting roads	75,440 96	
Due from R. R. Cos	632,457 85	
		892,921 27
		$36,237,411 35

President.—James M. Walker.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, John N. Denison, John A. Burnham, and James M. Walker.

Chairman of Board.—John N. Denison.

Gen'l Superintendent.—Robert Harris.

Secretary and Treasurer.—Amos T. Hall.

BOOK NOTICE.

ILLUSTRATED CATALOGUE OF LOCOMOTIVES.—BALDWIN LOCOMOTIVE WORKS. Press of J. B. Lippincott & Co., Philadelphia, 1872.

This elaborately illustrated large octavo volume of 134 pages, is unique as an American production. Probably none of the illustrated circulars, so liberally issued by the mammoth English manufacturing establishments, can compare with it in point of taste, in execution, general information to the trade, and apparent fairness throughout. A record of the important labors of the founder of the works, M. W. Baldwin, who died in 1866, occupies the first 45 pages. As here developed it embodies a nearly complete history of this potent engine of civilization in America and in the world. With characteristic modesty the volume claims only that "the Baldwin Locomotive Works has borne its part;" while as a matter of fact it cannot be denied that the patented and other improvements of the remarkably energetic and skillful founder if those works, and the business talent which he organized for their practical development have been very conspicuous. Over 2600 locomotives have been built in the establishment.

The world needs more of such men, such manufactories, and such books.

Photographs, eight by five inches, illustrate several specimens of each of the several classes of locomotives, which are divided into eight classes apart from the classification by letters according to the number of pairs of driving wheels; B for single pairs, C for double pairs, (the ordinary type of express passenger locomotive,) D for three pairs, and E for four.

The first engine built by Mr. Baldwin, with the exception of a miniature run on a circular track in the Philadelphia Museum, was run on the Philadelphia, Germantown and Norristown Railroad, under the following announcement, dated Nov. 26, 1832:

"*Notice.* The locomotive engine, (built by M. W. Baldwin, of this city,) will depart daily when the weather is fair, with a train of passenger cars. On rainy days, horses will be attached."

These works completed 5 locomotives in 1834, 14 in '35, 40 in '36, 40 in '37, 23 in '38, 26 in '39, and 9 in '40.

From April 8, 1839, the business was conducted under the firm name of Baldwin, Vail & Hufty. In 1841, it became Baldwin & Vail; and in 1842, Baldwin & Whitney.

The present head of the firm, Mr. Matthew Baird, was connected with the works from 1836 as one of its foremen. He entered into partnership with Mr. Baldwin in 1854, and the style of the firm was then made M. W. Baldwin & Co.

Twelve engines were constructed in 1843, 22 in '44, and 27 in '45. Since the organization of the present firm, M. Baird & Co., the capacity of the Works has been very greatly increased. They turned out 118 locomotives in '66, 127 in '67, 124 in '68, 235 in '69, 280 in '70, and 331 in '71.

The book is a valuable one, as a record of a successful contest with difficulties by a courageous man; a record of the history of the link motion, Bissell and other trucks, hard tires, variable exhaust, devices for coal burning, and for increasing traction, &c, and as a collection of specifications elaborately classified of 41 present styles of American Locomotives.

The Puget Sound Lumber Trade.

It has been generally understood that a considerable lumber trade has grown up within the last few years on our northern Pacific coast, but few have been aware, except those immediately interested, how extensive and far-reaching that commerce has become. The Puget Sound basin in Washington Territory is mostly covered by dense forests of fir or "Oregon pine," invaluable for ship-building and other uses. Much of it can be cut on tide waters, and the rivers emptying into Puget Sound afford numberless water-powers for sawmills. It is estimated that Western Washington has 15,000 square miles of heavily timbered lands, which will yield an average of 30,000 feet of merchantable lumber to the acre. It seems likely that this vast timber preserve is now to be drawn upon to supply the markets of the world.

From official returns it appears that the shipments of fir from the Puget Sound district reached in 1849 the figure of 136,692,512 feet. For the six months ending July 1, 1872, these shipments were 118,856,561 feet, or at the rate of 237,713,122 feet for this year. This shows an increase which will considerably more than double the trade in four years. It is well understood that the business has been much curtailed this year by scarcity of tonnage and high freights. As shipowners are learning that they can find regular and desirable employment for vessels at Puget Sound ports, it is expected this difficulty will soon disappear. The Sound is a great land-locked harbor, having a shore line of 2,000 miles, ramified by bays, channels, and inlets in every direction, and safe as a mill-pond in every part. The water is very deep and the shore bold, so that ships make fast alongside the mills, and timber is often run from the saw into the hold.

The Custom House records show that during the six months above referred to, vessels have been loaded for almost every accessible part of the civilized world, Callao, Tahiti, London, Mexico, Australia, Russia, New York, China, Valparaiso, Honolulu, Panama, Calcutta, and Victoria, being among the names found in the columns denoting destination of cargo. The home consumption is also large, and is rapidly increasing. Kalama, Olaqua and many other new towns are springing up, and Seattle, Olympia, Portland and the older cities are enlarging their boundaries. The building of the railroad from Kalama on the Columbia to Puget Sound has given a new impetus to the development of this whole region. This road is the north and south section of the Northern Pacific Railroad, and will connect the two Pacific coast terminal points of the main line. The Northern Pacific Land Grant in Washington and Oregon includes several million acres of these fir forests, and the opening of the country as the road advances must still further increase the growing timber trade of Washington.

☞ Tippah county, Miss., has completed the first narrow gauge road in that State, three feet wide, through a fertile country abundantly supplied with timber, and intersecting the Memphis and Charleston road at Middleton, Tennessee, twenty miles east of Grand Junction and four miles north of the northern boundary of Mississippi. The distance from Middleton, Tenn., to Ripley, Miss. is twenty-four and three-quarter miles. There are two stations between Middleton and Ripley. The first is Hopkinsville, nine miles south of Middleton, the other is Falkner, by a resolution of the stockholders, being named after the president, and is nine miles north of Ripley.

☞ At the annual election of the Massawippi Valley Railway Company, held in Stanstead, Quebec, September 4, the old board was re-elected, as follows: Sir A. T. Galt, President, Montreal; Colonel B. B. Pomroy, Compton, Province of Quebec; B. P. Cheney, Boston, Mass.; C. Brooks, Lennoxville, Quebec; C. C. Colby, Stanstead, Quebec; E. Raymond, Thos. Upham, Cambridge, Mass.; Albert Knight, Stanstead, Quebec; E. Cleveland, Coventry, Vt. A. P. Ball, of Stanstead, was re-elected Secretary, and S. Foster, of Stanstead, Treas. The Connecticut and Passumpsic Rivers Company leases and works the road.

☞ The first through train from Louisville reached Montgomery, Ala., on the 30th ult. Through trains will now run regularly between the two cities. This route is formed by the completion of the South and North Alabama railroad. The distance from Montgomery to Louisville, by this route, is 490 miles, and gives the West a short cut to the southern seaboard at Mobile and Pensacola.

☞ The Canada Central Railroad Company are at present negotiating for the extension of their line to Pembroke at an early date. The branch to Renfrew will be opened the 15th of October.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29 ,422	342,743	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	611,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,449	485,490	614,447	720 929	892.341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,242,140	1,175,295	1,288,297	.....	.....	.....	....	.....
Chicago and A ton:													
1865	280,503	275,283	299,063	258,480	322.278	355,270	335.985	409.251	401.260	357.956	307.919	236,824	3,840.092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.269	322.638	360.223	323.030	277.247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415.982	408.999	426.752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486.196	503,746	409.569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468.212	397,515	340.851	4,681,563
1870	251,109	316,037	342,897	348,039	408,686	408,659	418.709	506.681	497,519	475.608	441,197	404,264	4,849.405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,457	436,192	452,987	572,331	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519.306	669.605	729.759	716.378	563,400	6.114.566
1865	541,005	482,164	499,296	468,358	585.623	747.942	702.691	767.508	946,707	932.683	754.671	547.842	7.976.490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808.524	797,475	1,000,086	1,200.216	1,010.892	712.359	9.299.430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888.214	1,063.237	1,448,942	1,541,057	1,211.530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076.674	1,251.940	1,507.479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,369	929,077	1,177,897	1,139.284	1,084,393	1,227,513	1,259,282	1,306.338	1,037,964	773.491	12,206.408
1871	655,428	602, 82	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,960	203 696	218,347	271,425	287.451	293.296	262,798	230.061	2,918.342
1869	204,112	180,840	239,522	247,161	241,456	259.408	253.367	341.783	320.025	293.615	271,555	242.621	3,095.946
1870	208,060	226,897	244,182	24 ,046	2 0,169	274.021	249,355	319.012	317,887	339.239	319.573	284,156	3.273.719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,638	318,626	354,766	366,960	378,493	.....	219,0.9	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423.578	640.179	799.236	661.391	657.141	603.402	6,329.447
18	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747.469	739,736	641.589	643.887	518,088	7.181.208
1866	603,053	505,266	505,465	411,605	569,250	567.679	480.626	578.253	571.348	661.971	588.219	504,066	6,546.741
1867	647,120	524,871	417,071	440.271	477.027	516,493	525,242	709,327	738.530	823,901	727.810	613.329	7,160.992
1868	587,443	536,165	444,443	518.800	572,551	626,249	549.714	794.325	889.967	931.530	685.401	681,041	7.817.629
1869	659,138	524,693	709,645	568,282	640,976	778,261	696.228	841.363	979,401	914.406	814,413	696.677	8,823.482
1870	623.383	661,789	601, 26	555,087	684,539	712,647	627,216	899.052	901 235	903.225	811,708	697,751	8,678,958
1871	624 744	5 9,617	563,598	630,228	713,1 2	718,722	707.992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104.866	113.504	112,962	123.802	1,201.239
1867	94,136	78,976	92,910	92,768	90.526	96.535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126.556	121.519	125.065	119 160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114.496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	153,531	144 023	141.3 6	1,418,869
1871	130,883	126,224	140,740	118,173	119 650	115,115	118,572	137,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	418.501	476.661	490.694	447,970	328.870	4,520.550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359.646	429.161	493.640	414 604	308.669	4,260.115
1867	304,095	283,661	375.210	362.783	333.952	284.977	313,021	398.993	464.778	506,296	412.934	330.373	4.371 0 3
1868	343,316	304,315	326.880	415,758	369.236	325,501	321,013	392.942	456.973	511.820	410,826	399,671	4,509.251
1869	384,120	320,636	386,527	411,614	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744.164
1870	337,992	329,128	384,431	4 2,030	408,283	363,187	326 891	378,880	447,990	511.447	453.873	387.827	4,755,968
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751.738	1,101.771	775.616	438.323	5 683,606
1868	369,228	321,203	333,508	436.412	565,718	458.191	423,398	522,682	1,024,045	1,037,464	556.917	468 880	6, 17,646
1869	454.590	330,400	420,961	460,288	630 844	678.923	586.531	525,547	7 4,732	1,040,102	801 1 5	496,5 3	7,25 .009
1870	396,171	382 823	377,571	443,132	7 0,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420.421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,245	6,690,695
1872	460,985	387,525	426,192	474,183	580,432	594,901	488,348	565,729	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269.444	224.963	223.242	268,177	302.596	332.400	278.036	346,243	275.950	3.311.077
1865	259,223	239,139	313,914	271.527	290,916	304 463	349.285	344.700	350.348	372.618	412.553	284 319	3 793.005
1866	267,541	246,109	326,236	277.424	283.130	253.925	247.262	305 454	278.701	310.762	302.426	281,613	3 3 .583
1867	242,793	219,065	279,647	284.729	282.939	240,135	234.633	322.521	365.371	379.367	336.066	272,053	3,459.319
1868	211,973	231,351	265.905	252.149	204,620	217.082	194.455	287.557	307.122	283.329	274,637	233.861	2,964.041
1869	180,366	216,080	221,459	214.409	218,639	223.236	192.364	275,220	292,803	32 ,044	298.027	254.896	2.915,543
1870	196,787	218,234	254,0 5	270,934	24 ,268	249.687	211.219	300.971	318.957	355 187	316,054	250,471	3.188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2 8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294 302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298.708	271.207	3.184,282
1870	202,447	250,617	294 874	289,550	283 221	263,328	260.449	347,195	353 677	341.373	321,659	236 108	3,438.930
1871	212,005	219,504	319, 65	285,416	284,732	275.351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,009
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936.188	711.457	1,170.241	1,125.635	754.551	1,032.149	812.178	9,555,510
1865	653,053	608,305	116,216	923.283	416.841	566,979	957.194	1,121.205	1,351 579	1,419.232	1,196.955	792 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140.301	996.841	1,252.386	8 .742	887,793	874.974	436 990	10.637.764
1867	600,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.158	956.658	837.351	586 779	9.256.284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314.472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735.083
1869	479,236	525,490	755,433	904.834	499.463	630,680	1,232.903	1,454.026	1.294,621	1,235.366	1,476.405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9.489	1,241.903	1.199,094	1,143.309	899,258	9,642,177
1871	506,367	4 3,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,369,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212.227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220.788	219,160	230.340	206.095	180.971	2,218,404
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	198.910	210,473	174.500	168,896	1,935,753
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205.750	189,351	160.085	2.008.265
1870	152,393	158,788	172,219	172 347	155.081	150.719	129,567	167,305	158,627	163,285	152.909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116.242	107.524	126,012	127.412	126,775	124,988	123.948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329.078	304,810	309.591	364.724	382.906	406,766	351,758	333.480	3.870.358
1868	278,712	265,137	257,800	286,825	260,529	293.344	283,833	454.209	450.203	429.898	323.270	399,439	4,013.208
1869	284,193	2 0,395	242,705	311,833	312,530	348,891	310.800	450.246	4 0.720	422.369	323.377	434.284	4.242.345
1870	267,864	293 645	295.279	318,099	340,892	348,633	322,756	466.431	508.043	451.294	425.687	515,618	4,454.464
1871	365 175	328.791	398 455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,902	28,560	617,585	758,467	999,665	837.388	716,829	5,709,1 3
1870	528 529	500 139	539,238	706.603	802.586	746.450	643.658	664 051	728.521	719,898	570 163	506.053	7.654,09
1871	479,573	373,925	498,599	584 540	724.466	728,174	673,693	681,865	800,402	777,362	708,142	542,906	7,574,94
1872	278,936	434,115	565,861	699 430	890,442	855,459	748,382	.....	.....	.....	.....	.....	.....

Railroads of the State of Connecticut.

A tabular statement of the Stocks, Bonds, Debts, Cost, Earnings, Expenses, Dividends, &c., for the year 1870 '71.

Compiled from the Annual Reports of the Companies to the State General Railroad Commissioners.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Roads & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate
	$	$	$	$	M.	M.	M.	$	M.	$	$	$	$	$	$	$	p.c.
Boston, Hartford and Erie(1)...	(Stocks and bonds not reported.)				61.25	51.25	25.31	.....	117.30	322,955	364,488	2,409	691,852	456,517	135 335	.....	....
Connecticut Valley.....	927,383	435,000	774,890	2,137.273	43.52	.....	2.39	2,126,269	.....	26,503	7,340	211	34 054	15,290	18,764	.....	....
Connecticut Western.....	1,491,191	1,600 000	196 862	3,348,053	67.60	1.70	.....	3,348,053	.....	(Opened through in December 1871.)						.....	....
Danbury and Norwalk(2).....	400.000	300,000	4,000	704,000	23.00	4.00	4.00	838 352	27.80	74,917	94,653	7,252	176 822	92,190	84 632	36,000	9
Hartford and New Haven(4)....	5,000 000	754.000	.....	5,754 000	62.00	16.50	85.25	5,235,150	62.05	1,009.991	902 297	86,904	1,999,192	1,392.511	606,681	576,000	8½
Hartford, Providence & Fishkill..	2.037,937	2,255,500	.....	4.293,439	122.37	0.82	17.91	4.800 861	123.19	490 066	408 691	40 585	939.344	748,282	191 062	.....	....
Housatonic.....	2,000.000	391 000	187,393	2,578,393	74.00	.....	11.32	2.205 559	119.82	209,191	488.583	10,905	708.679	684 697	23 982	142 810	12*
Naugatuck.....	1,872,400	112,500	.....	1,984,900	57.00	4.40	4.45	2,041,452	61.40	209,654	393.640	21,467	624,761	421 783	202,978	93.420	5
New Canaan.....	164,080	86,786	3,847	254 713	8.35	.....	0.37	256 826	8.35	11,097	5.587	492	17,176	24.314	loss.	.....	....
New Haven and Derby.....	457,000	525,000	.....	982,000	13.00	.....	1.00	982,000	.....	16,608	1,472	2,647	20,727	7,619	13,108	.....	....
New Haven, Middletown and Willimantic(3).....	677,000	3.535 500	1,471,348	5,683 848	22 00	.....	0.31	4,980,406	22.00	.....	.....	.....	.....	.....	.....	.....	....
New Haven and Northampton...	2.100 000	1,400,000	55.000	3,555,000	99.01	.....	15.13	3.568,690	99.01	178,750	334 816	32,643	546 209	500,029	46.180	.....	....
New London Northern(5).....	1,124,900	545,500	37,500	1,707,900	100.00	.....	5.23	1,530,331	100.00	214,013	268,333	27,744	509,990	423,123	86,867	83,496	8
New York, Housatonic and Northern (39¾m).....	232,100	164,000	83 662	479,762	5 00	.....	.....	488 953	5 00	4,196	2 274	683	7.153	4 917	2 236	.....	....
New York & New Haven(4)	7.500,000	1,061.000	294 083	8 855,083	62.25	.....	73.50	8,407,578	62.25	1,764.175	442,027	152,725	2 358,927	1,510,261	848 666	712,500	10
New York, Providence & Boston.	1.887,348	1,099,000	.....	2,986,848	62 00	.....	6 20	2,986 848	62.00	384.017	298,394	12,063	820,746	428 258	392 488	150 992	8
Norwich and Worcester(6).....	2,364.400	759,000	25,387	3,148,787	59.40	7.00	12.25	2,613,694	66 40	237,698	475 894	35 615	749 117	536,742	212,375	237,780	10
Ridgefield and New York.....	150,000	.....	.....	150,000	.....	.....	.....	175 000	.....	Building—length 23.29 miles.)						.....	....
Rockville(7).....	97.750	39,400	.....	137,150	4.80	.....	0.75	171,858	4.80	.....	.....	.....	.....	.....	.....	.....	....
Shepaug Valley	392,420	350 000	.....	742 420	32.50	.....	1.62	692 213	32.50	(Recently opened—no returns.)						.....	....
Shore Line(4).....	1,000,000	200,000	.....	1,200,000	50.00	.....	2.50	1,200,000	50.00	236,202	63,926	20,644	320,772	190,154	130,618	.....	8
South Manchester(8).....	40,000	.....	.....	40,000	2 25	.....	.....	67 000	2 25	.....	.....	.....	.....	.....	.....	.....	....
Watertown and Waterbury(9)....	115,533	16,000	1,000	132,533	4.40	.....	0.20	130,783	4.40	.....	.....	.....	.....	.....	.....	.....	....

(1) Since completed between Putnam and Willimantic 26 miles.

(2) An extension from Bethel to Hawleyville on Shepaug Valley Railroad (6 miles) is being built.

(3) Since completed between Middletown and Willimantic 27 miles, and thus opening up a new route between New York and Boston. No returns of operations for 1871.

(4) By agreement dated Sept. 7, 1870, the New York and New Haven and the Hartford and New Haven Companies consolidated their business; and their roads are now operated under a central directory. The profits from operations are divided in the proportion of 43 to the H. and N. H., and 57 to the N Y. and N. H. Companies respectively. The N. Y. and N. H. Company leased the Shore Line for 99 years from Nov. 1, 1870 at an annual rental of $100 000.

(5) Leased to Vermont Central Company for 20 years from Dec. 31, 1871 at an annual rental of $150,000.

(6) Leased to Boston, Hartford and Erie Company for 100 years from February 1, 1869 at an annual rental of 10 per cent. on capital.

(7) Leased to Hartford, Providence and Fishkill Company.

(8) Leased without rent to Hartford, Providence and Fishkill Company.

(9) Leased to Naugatuck Company for 5 years from November 1, 1870—no rental.

(*) Dividends on preferred stock only.

SAFE AND PROFITABLE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund

30 Years'

7 PER CENT. GOLD BONDS

INTEREST PAYABLE APRIL AND OCTOBER

AT THE UNION TRUST COMPANY,

—AT—

90 AND ACCRUED INTEREST.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burtle, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically STRAIGHT AND LEVEL; MUCH SHORTER, and can be run with greater speed and safety than any other road connecting Buffalo and Chicago.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable. Rapid progress is being made in the construction of the Road, and it will be finished at the earliest practicable period.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds, in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Leonard, Sheldon & Foster

Bankers, 10 Wall Street.

Winslow, Lanier & Co,

Bankers, 27 Pine Street.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Div dend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock Outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,476,350	— & —	.....
Atlanta and West Point.100	1,242,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,100	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*....100	2,444,900	M. & S.	Sept. '72 2
" " new 1870.100	1,503,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M & N	May '72 5
Washington Br. 100	1,650,000	A. & O.	Apl '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Pensacola* 100	600,000	J. A. J. & O	Oct. '72 0
Beesboro & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,684,100	A. & N.	May '72 3
Bos., Clin & Fitchb'g pref.100	332,200	— & —	.....
Agricultural Br guar..100	60,000	J. & J	July '71 3
Bost., Concord & Mont.* pref.. 0	80,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine 10	5,000,000	M & N	May '72 5
Boston and Providence..100	3,000,000	M & N	May '72 5
Buffalo, N. Y. and Erie* 100	30,000	J. & D	June '72 3½
Burlington and Mo. Riv..100	1 38,000	J. & J.	July '72 4
" " pref.100	1, 83[illegible]	J. & J.	July '72 4
Camden and Amboy* ..100	5,847,800	J. A. J. O	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	762,100	— & —	Oct. '72 3½
Cape Cod 50	915,57[illegible]	J. & J	Jan. '72 2½
Cape May and Millville* 50	447,00[illegible]	J. & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,000	Novemb.	Nov. '71 6
Catawissa* 50	1,1[illegible] 9,800	— & —	.....
" " pref. 5	2,400,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	886,41[illegible]	J. & J.	July '72 2½
Cedar Rapids & Mo. R.*100	6,[illegible]0 4[illegible]	M & N	May '72 1½
" " pref 100	789,600	M. & N	May '72 3½
Central of Georgia..... 1	4,000,000	J & D	June '72 5
Central of New Jersey..100	5,000,000	J. A. J. & O.	Oct. '72 2½
Central Ohio* 50	2,4[illegible]5,000	J & D.	June '72 3
" pref..... 5	[illegible],00, 00	J. & D.	June '72 3
Chemung*..... 10	880,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 10	2 100,000	J. & J.	July '72 2
Chicago and Alton.....10	8 920 500	M & S.	Sept. '72 5
" " pref...10	4,420,4[illegible]	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy..100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Neoras*1 0	3,9[illegible]0 3[illegible]	J. & J.	July '72 4
Chicago & N. Western..100	4,720,959	J. & D.	June '71 4
" pref.100	20,415,018	J. & D.	June '72 3½
Chicago, R. I. & Pacific.100	13,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...50	3,000,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,901,8[illegible]	— & —	Apl. '72 10s
" pref... 50	423,04[illegible]	M. & N.	May '72 3
Clev., Col., Cin. & Ind....50	3,[illegible]4,000	F. & A.	Aug. '72 3
Cleveland & Mahoning*. 50	[illegible],057,8[illegible]	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,[illegible]	F.M.A.N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J.&O	July '72 2½
Columbus and Xenia*.... 5	[illegible],8[illegible]0	M.J.S.D.	June '72 2
Colum. & Hocking Val.100	8,8[illegible]5	F. & A	Aug. '72 5
Concord	[illegible],000,000	M. & N.	May '72 5
Concord and Ports.*	[illegible]300,000	J. & J.	July '72 3½
Conn. & Passumpsic riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River	[illegible]0,000	J. & J.	July '72 5
Cooperstown and Susq.100	[illegible]07,[illegible]8[illegible]	— & —	.....
Cumberland Val.*..... 1	1,[illegible]25,0[illegible]	A. & O.	Oct. '72 4
Danbury and Norwalk .. 5	[illegible]00,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,[illegible]50,94[illegible]	J. & J.	July '72 3
Det., Lansaw & Westn. ..	18,[illegible]08,[illegible]50	J.A.J.O	Oct. '72 0
Detroit & Milwaukee*.. 5	[illegible]92,000	— & —	.....
" " pref. 50	2,[illegible]0[illegible],000	J. & J.	Dec. '69 7
Dubuque & Sioux City*.50	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	[illegible]30,000	J. & J.	July '72 4
East Mahanoy* 5	[illegible]92,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 00	4,062,000	J & J.	July '71 4
Eastern (N. H.)	[illegible]00,000	J. & J.	July '71 4
Elmira, Jef. & Canand ..	300,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	50[illegible],000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway	8,000,000	F. & A.	Feb. '66 4
" pref.....	8,539,91[illegible]	J & J.	July '72 2½
Erie and Pittsburg*..... 50	1,000,000	M. J. S. D.	Sept. '72 1
Flushing	3, 40,000	J. & J.	July '72 4
Georgia	[illegible],000,000	J. & J	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Can.) .. 100	4,367,340	— & —	.....
Great Western, (Can.) 100	19,[illegible]3[illegible],4	A. & O	Oct '72 3
Hannibal & St Joseph..	4,151,70[illegible]	F. & A	Aug '70 3½
" pref.10	[illegible],970,2[illegible]	Annual	Aug. '70 7
Hanover Branch, (Pa.)..	[illegible]10,[illegible]50	M. & N	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg, Lancaster* 50	1,182,500	J & J	July '72 3
Hartford & New Haven 100	[illegible]3[illegible],000,0	J.A. J.O.	July '72 3
" " scrip. 50	1,000,000	J.A. J.O.	July '72 3
Housatonic, pref.	[illegible],[illegible]00,000	J. & J	July '72 4
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	[illegible] & J	July '68 3½
Illinois Central 100	[illegible]5,28[illegible],24	F. & A	Aug. '72 5
Indianapolis, Cin. & Laf. 50	4,[illegible]85,[illegible]75	J. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	.....
Jeffersonv., Madi. & Ind..100	2,000,000	A J	Jan. '66 5
Joliet and Chicago*..... 100	1,000,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana 100	500,000	[illegible] & J	July '72 4
Lake Shore & Mich. So...100	[illegible]8,446,[illegible]	F. & A.	Aug. '72 4
" " (guar.).100	[illegible]33,500	F. & A.	Aug. '71 5
Lawrence*..... 50	[illegible]8[illegible],2[illegible]	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,600	M & N	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5 871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,645,100	J. & J.	July '72 3½
Long Island..... 50	3,000 000	M. & S.	Sept. '72 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J & J.	July '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A & O	Oct. '72 3
Lykens Valley 20	600,000	F M.A N	Aug '72 2½
Macon and Western.....100	2.500.000	J. & D	Dec. '71 5
Maine Central..... 100	3,400,50[illegible]	— & —	.....
Manches er and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnat ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M & S.	Sep '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665 848	J. & J.	July '72 5
Mill Creek & Mt Pshl'n*. 50	323 3 5	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug '72 3
M. Hill & Schuyl. Hav.* 50	3,856,45[illegible]	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	M. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*.... 100	977,400	J. & J.	Jan. '72 3½
N Bedford & Taunton.100	500,00	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug 69 12
N Haven & Northamp..100	6-5 000	J. A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct '72 4
" " Certif...100	44,428 350	A. & O.	Oct. '72 4
New York and Harlem.100	8,500,000	J. & J.	July '72 4
" " pref 100	1,500,000	J. & J.	July '72 4
N. York & New Haven..00	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J A. O. J.	Oct. '72 2½
Nig Bridge & Cas and*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,00	irregular.	July '72 5
N. Eastern (S. C.) pref..100	111,000	M & N	May 67 4
North Pennsylvania..... 50	3 [illegible]0,150	January.	Jan. '72 5s
Northern Central 50	5 000,000	M. & N	May '72 4
Northern N. Hampsh..100	3,668,400	J & D.	June '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051 800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.... 50	4,25[illegible],450	J. A. J.O.	July '72 4
Old Colony & Newport.100	4,959,02[illegible]	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama..... 100	7,000, 00	J. A. J.O.	Oct. '72 3
Paterson and Hudson*.100	63[illegible],[illegible]00	J & J.	July '72 4
Paterson and Newa. * 100	500,000	J & J.	.....
Paterson and Ramap.*.100	[illegible]45,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M & N	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	Sept. '72 3
Philadelphia & Reading.50	30,401,600	J & J.	July '72 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J & J	July '72 4
Pittsb., Ft. W & Chi.*..100	9,714,285	J A. J.O.	Oct. '72 1½
" Special Imp 100	2,000 000	J.A. J. O.	Oct. '72 1½
Pittsfield & N. Adams 100	[illegible], [illegible]8	J. & J	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 5
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,0[illegible]0,000	J & J.	July '72 5
Raleigh and Gaston.... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *.00	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*.110	557,600	— & —	.....
Rome, Watert. and Ogd.1 0	2,99[illegible],800	J & J.	July '72 4
Rutland* 100	2,[illegible]0,0 0	— & —	.....
" preferred. . 100	4,300,000	F. & A.	Aug '72 3½s
St Croix and Penob'scot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref. ..	2,[illegible]40,000	May.	May '68 7
Saratoga and Schenec.*.10	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151 400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5
South Branch (N. J.)*...10	448,800	J. & J.	Jan. '72 3
South Carolina 100	5,[illegible]9,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,9[illegible],900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J	Jan. '72 3½
Stony Brook* 00	267 800	M. & N.	May '72 3
Summit Branch*..... 50	280,000	F. & A.	Aug. '72 3
Sussex (N. J.) 100	314,[illegible]0	J. & J.	Jan. '72 2½
Syr., Cinghem. & N.Y.*100	1,670, 39	— & —	Sept. '72 4
Taunton Branch 100	5 0 000	J & J.	July '72 4
Terre Haute & Indiana 100	[illegible]00,[illegible]0	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	[illegible],[illegible]77,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,000,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,20 .000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 7[illegible]	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,3[illegible]	— & —	..... 2½
Baltimore City 100	80,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy.(NY)100	900.00	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)..... 100	200,000	J. A. J.O.	July '72 3
Broadw. & 7th Av. (N.Y.)100	2,100,00	J & D	Jun. '70
Brooklyn City 100	1,500.000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J & J.	July '70
Brooklyn and Jamaica..... 100	4[illegible]8 10	— & —	.....
Bushwick (Brooklyn)..... 100	80,00	J & J.	July '71 3½
Camden & Gloucester*..... 10	727,[illegible]00	A. & O	Oct. '72 4½
Cen. Park, N & E. Riv..100	1,068,400	A. & O.	Oct '67 2½
Citizens' (Phil.)..... 5	600 000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,00	M. & N	Nov. '71 7
Coney Island & Brookl.. 0	500,00	— & —	.....
D. Dock R. R'w. & Bat. 00	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)..1 0	1,000 000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark	200,00	— & —	 3
42nd St. & G St. Ferr, ..10	748,000	M. & N.	Nov. '71 5
Fourth & Southw. (Phi.) 5	491 750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1, 00.000	J. & J.	July '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,00[illegible]	J. & J.	July '72 4
Heston, Mantau & Farm. 50	2,050 000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	05 00	A. & O.	Oct. '71 6
Lynn and Boston 10	200 000	— & —	.....
Malden and Melrose..... 100	200 000	— & —	.....
Metropolitan (Boston). .. 50	1,250 000	J. & J.	July '72 5
Middlesex (Boston) 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)..100	[illegible]97,32[illegible]	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 5	780,000	J. & J.	July '71 3
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 10	284,77	J & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 00	9[illegible]2, 00	J. & J	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)..... 100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1 170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75 000	J. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,56[illegible]	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229 594	— & —	.....
Delaware Division 50	1.633,550	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '72 2½
Sale of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739 800	M. & N	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (co solidated 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,3[illegible]7,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.). 50	2,838,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,860	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D	Sept. '72 2
American Coal..... 25	1,500,000	M. & S	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 00	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J & D	Dec '69 85c
Canton..... 10[illegible]	731,[illegible]0	— & —	.....
Consolidation(Md.)Coal.10	0,2 0,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.1 0	6[illegible],0 0	— & —	Apl. '72 5
Maryland Coal 100	4,4[illegible]0,000	J. & D	Dec. '70 3
Mariposa Gold..... 100	2 836,600	— & —	.....
" pref..... 100	8,[illegible]03,400	— & —	.....
" certif..... 100	[illegible]24,0[illegible]0	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	[illegible],000,00[illegible]	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug. '72 5
Pullman Palace Car..... 100	4,000.000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	[illegible],7[illegible]0,0[illegible]	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	[illegible]2,50,000	J. & J	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J	Jan. '72 5
United States Express... 100	6,000.000	F.M.A.N	Aug. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,0[illegible]0,000	J. & J.	July '72 3½
West. Union Telegraph.100	35 000,000	J & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '66
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	114½
.. .. coupon	4,678,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,348,450	6	Jan. & July	1881	114½
.. .. coupon	63,972,750	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	33,111,850	6	May & Nov.	1882	114½
(5-20s).....coupon	238,167,650	6	" "	1882	114½
Loan of March 3, 1863.....registered	53,427,750	6	Jan. & July.	1881	114½
.. .. coupon	21,572,150	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	114
Loan of June 30, 1864 (5-20s).....registered	34,246,500	6	May & Nov.	1884	114
(5-20s).....coupon	37,293,100	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	37,493,300	6	May & Nov.	1885	114½
(5-20s).....coupon	120,023,950	6	" "	1885	113½
.. .. .. 2d series (5-20s).....registered	0,585,150	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	156,930,750	6	" "	1885	114½
.. .. .. 3d series (5-20s).....registered	92,356,150	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	227,743,100	6	" "	1887	113½
.. .. .. 4th series (5-20s).....registered	13,435,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,681,600	6	" "	1888	113½
Loan of March 3, 1864, (10-40s)....registered	138,687,700	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	55,879,700	5	" "	1904	108
Consols of July 14, '70 & Jan. 20, '71.registered	123,313,250	5	F. M. A. & N.	1881	111½
.. .. coupon	73,686,750	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	7 985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64.623.512	6	Jan. & July.	'96-'99	111½
U. S. Notes and Fractional Currency.....	396,905,453	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	...
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	18-4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..	5,927,000	6	April & Oct.	1884	100
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — .. .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'80	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,666	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-42.....	913,000	6	April & Oct.	71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	...
.. —Funded Floating Debt.....	3,000 000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525.000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475.000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2.832.500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084.400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	445,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1.855.335	5	" "	1890	....
.. — .. .. .. converted	1,687.345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403.146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289.000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95.420	6	" "	1889	....
. —Susq. and Tide-Water Canal Stg..	778,000	5	" "	1865	....
— .. .. .. converted	215,922	6	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	102
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	7--'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	72-'80	98½
.. —	153,000	6	June & Dec.	72-'77	107½
.. —Union Fund Loan of 1861	3,000 000	6	Jan. & July.	71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	100
.. — .. .. (stg.).....	4,000.744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506 580	5	" "	85-'90	97½
.. —	966,500	5	" "	91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400 000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'75-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	80,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	..
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	92
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	82½
Nebraska—(No Debt).....	.....	.....	.....	.....	...
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	84-'89	98½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	107
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	6	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	32½
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,749,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,085,399	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	386,975	6	May & Nov.	1871	100½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	94,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	6	Feb. & Aug.	77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	99½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	.. ..	55
.. —State Capitol bonds.....	1,997,738	6	" "	71-'9	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	87-'9	....
.. —Conversion Bonds of 1869....	1,265,800	6	I. A. J. & O	1888	23½
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct	Var.	....
.. —*	239,166	5½	" "	"	..
.. —*	1,706,000	6	" "	"	..
.. —*Railroad Loans	24,000,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72½
.. —*Funding Bonds	4,069,503	6	" "	"	73
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	99
.. — .. Certificates	201,000	6	" "	71-'78	....
Virginia—State Stock .....registered	21,617,975	6	Jan. & July	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,000	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000.000	7	April & Oct.	" "	1885	....
3d Mortgage	399.000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18 000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000.000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5 000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R. assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W. Va. R.R. assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60',000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { A. Co. and	495,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100.000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1895	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	590,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) s.f. gold	6,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd.) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd.) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1899	102½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	86½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	18?2	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov	" "	1875	....
Miss Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W R'y	2,5 0,000	7	F. M. A. & N.	" "	1915	94
Equipm't (Eng &C rs $2,750,0 0)	275.000	10	May & Nov.	" "	1871	
1st Mort. (Mad son Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1-t Mort. (Menominee Ext.) gold	2,700 000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug	" "	1874	....
3d Mort. (" ") guar.	10 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. o' Sept.), '68, $16,000pm	.....	8	March & Sept.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,0 0 pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	101
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.S.F.	188,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	2½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	58½
2d Mortgage Consol. skg fund	3,678,000	7	Feb. & Aug.	" "	1909	74
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1810	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559.429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1859	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Det ot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	425,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	96
Company Bds. (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft.gauge)	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
1st Mort. gold, skg fund tax free.						
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Red River and Illinois:						
1st Mortgage for $2,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $ 6,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,500,000	7	.....	"	1883	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	90½
5th Mortgage convertible	926,000	7	June & Dec.	" "	1888	....
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55 m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1888	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	600,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military bds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,235	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	6½	April & Oct.	"	'77-'78	....
Common (") Bonds	4,867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	89½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86
1st Mort. (Q. & Palm. R.R. 15 m.)	400,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1866	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sk g fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C, B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 180 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,000,000	7*	Jan. & July.	N.Y.B's.&Ph.	1890	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1880	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	92
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort. (June.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Att.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1868 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	...
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	...
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	1,154,000	7	Jan. & July.	New York.	'69-'77	91
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.)	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1 00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	238,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1890	99
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	97½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	82½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1852	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	...
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	" "	New York.	1890	109½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	...
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,098,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land sag fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3 000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern:(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1880	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,960,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863.	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	616,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	87
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	74
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	90½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	92½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	96½
Real Estate (depot &c)Bonds	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.L.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Loud.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6	" "	"	1881	91½
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Balt)more Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	733,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec	Philadelphia	1911	101½
	Dollar registered	1,462,000	7	" "	"	1911	103
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	370,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construct'on bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	500,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	880,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	360,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	160,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	75-'90	79½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,900	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	83
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	93
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f d endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 1	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund	94,000	8	Jan. & July	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	93
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	86
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	88½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	75½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	79½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	49
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	76
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	99½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	92
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	91½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	75
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,554	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,450	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	F. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,961,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 20, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	92
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,560	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73.367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	165.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	—	53.0	(Operated by Central of Georgia.)					—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,055	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	....
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.8	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)				—	100	....
Sept. 30 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,191	43,049	65.2	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517.592	1,760,942	294.177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,000	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	139½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	133½
Sept. 30, 1871	44.0	14 5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	152
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	—	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 0.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	—	—	2,286,000	583,500	—	—	26.0	—	(Leased to Erie.)				—	500	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	—	—	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and operated by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	20.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,589	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,784,526	10,118,290	734,145	433.681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	112½
Jan'y 1, 1872	100.0	—	3.0	16 0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffic guaranteed 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	—	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	*	—	—	5,847,800	—	—	—	—	(Leased to Pennsylvania.)					10	100	125½
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,121,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	62
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(91 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474.067	*	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	100	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113.552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)				1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	6 0.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	—	—	180 0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	16,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3.702.373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84
Dec 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432.717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8.9 2,554	5,021.251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S. Car.	5,011.920	*	206,804	65,182	2,578.000	2,100,000	250,000	—	194.6	.....	.....	.....	594.473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,065.539	*	—	—	655,355	400,000	60,484	—	22.8	—	(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	30	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	76 ,265	290,008	—	100	....

30, 18	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*		304,930	84,463	2,153,300	834,262		90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
18	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900					871,900	500,000	955,000		21.5	(Leased to Phila. a		nd Reading.)			—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*		564,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,907	715,662	1,501,496	5,278,910	1,810,051	10	100	111
Apr. 30, 18	2 360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*				18,649,910	5,534 957			754.0				7,569,009	2,619,177	10	100	134
Dec. 31, 187	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*				2,000,000	1,500 000			—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 187	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*				2,100,000	1,482,000			—	(Opene	d during	1870–'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000		10,000		1,500 000	1,000,000			73.0		(No retur	ns furnished.)			—	100	....
Feb. 29, 187	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*				2,000,000	2,925 000			—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 187	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*				1,280,000	2,200,000			—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000					3,916,300	810,000			—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	....
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*				752,000	4,200,000			—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*		2,342,919		35,878,644	20,474,000	724,299	1,465,694	1,271.0		2,224,705	11,402,161	11,402,161	4,592,135	—	100	71
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000					1,500,000	1,340,000			—	(New road—No report.)					—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*				1,400,000	700,000			—	(Under	construct	ion—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,336	*		387,136	2,240 990	17,000,000	8,702,140	70,662	3,717,630	679.0			5,900,797	5,900,797	2,950,584	8	100	110
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*				3,078 000	3,078,000			—	(Under	r construc	tion—ope	n 19 miles.)		—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*				7,000,000	5,000,000			—	(Leased	to Chic R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000					365,000	500,000			36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000					500,000	274,000			7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251		948,000	752,547	3,500,000	2,032,000	444,602	705,201	60.9	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*				3,027,450	2,033,000	1,061,798		123.0						—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000					400,000	400,000			38.0	(Leased	to Ind., C	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*				4,000,000	1,500,000			132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552		700	81,813	382,600	565,000	86,298		42.0				211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000					3,000,000	1,800,000			—	(Leased	to Gr. Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*		176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835		239,205	800,702	304,706	—	100	19
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.						6,000,000	6,000,000			—	(Under	construct	ion.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*		1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	89
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934			421,616		2,056,950	1,512,600			—	(Leased	to Att. & G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,611,501	*				1,165,000	1,500,000			76.3	127,000	129,770	135,090	245.304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2 054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719				7,867,950	3,859,500			225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*				13,000,000	23,230,174			586.7	3,952,726			4,170,338	1,040,232	—	100	34
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*				347,800	225,000	282,126		18.0	34,500	17,404	12,811	54,537	5,219	....	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298		84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000					1,000,000	1,000,000			—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*		63,041	106,631	1,500,000		134,853	34,819	119.5				925,000	153,088	10	50	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859					350,000				41.0	(Leased	to Concor	d.)		25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*		60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	93
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*		232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,642	725 392	119,157	10	100	136
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*				1,500,000	1,000,000			41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*				1,497,223	2,008,500			68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300					1,278,300	1,000,000			6.8	(Leased	to Phila.	and Trent	on.)		6	50	..
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*				308,405	100,000	28,580		16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*		517,418	94,798	1,328,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250		350,000		584,235	1,400,000	154,000		45.0	46,816	8,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783		74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	59,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95 ,675	765,256		373,725	1,851	3,317,497	8,430,000	265,173		202.0				1,101,612	371,376		100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*				82,350	527,445	12,906		31.8	104,000	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276					309,276	701,000			—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*				1,230,941	873,250			99.3				441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*		21,615,694		15,000,000	10,000,000			62.0		95,781	1,532,549	72,715		10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*		5,132,109		10,104,000	3,348,000	3,776,123	417,054	115.0	2,418,006	234,108	2,263,568	3,351,484	1,549,693	10	100	93
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000					2,500,000	2,500,000			121.0		19,795	43,863	371,903	196,597	—	100	..
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000					1,216,000	1,216,000					(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.		(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)				772,962	235,001	—	100	....
Dec. 31, 1871	68.0	—	3.8	28.0	6	4	4	145	Detroit, Ed River and Illinois	Michigan.	2,386,000	*				1,000,000	1,500,000					(Recently	opened—no	returns.)			—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*				343,150	1,470,000			65.0		(Recently	opened—no	returns.)			—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*		351,673	213,005	2,517,140	7,156,388	230,979	383,699	189.0	763,135	440,259	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	1 4.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*				3,000,000	3,275,000			164.0		(A new li	ne—no ret	urns.)			100	..
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000					122,000	175,000			14.0	(Leased	to Maine	Central.)		18,000	3	100	..
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.		(No infor	mation	furnishe	d.)	480,000				33.5		11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000					400,000	425,000			28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000			645,249		4 999,200	894,000		15 901	—	(Leased	to Illinois	Central.)			4	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*		10,484	31,677	1,174,977	550,000	14,247	63,075	44.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*				1,075,500	1,190,000	55,000		—			(Opened	August 29,	1871.)		—	100	....
Sept. 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*			771,393	1,475,538	1,500,000	562,326		58.0	131,635	154,702	73,443	133,242	40,250	—	100	..
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	*			40,185	350,000			716	17.5	5,897	28,136	813	8,627	716	—	100	..
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800					89,800	175,000	2,000		—	(Leased	to Pennsy	lvania.)				60	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200					1,000,200	495,000			—	(Leased	to Phila.	and Readi	ng.)		6	56	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia	Tenn. & Ga.	9,165,895	*	138 971	222 888		1,000,024	3,581,400	244,981	3,751,197	235.5				785,834	1,227,523	635,077		100	
Sept. 30 1871	44.2	54.4	49.7	—	55	93	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,534,751	270,491		4,262,000	2,087,400	1,832,981	194,325	115.2	1,152,426	4,610 277	365,995	1,871,637	635,308	8	100	108
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.		(No infor	mation	furnished	d.)					25.0	37,907	14.409	26,857	87,888	42,633	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	—	—	—	—	Eastern Shore ¶	Maryland.	875,000	*				295,000	580,000			40.0	(No	statement	furnished	d.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*		826,099	48,207	3,107,050	2,482,000	374,475		—		(Complet	ed in 1871	and 1872.)			—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000					500,000				64.2	240,660	212,388	796,854	469,502	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000					1,000,000	1,620,000			78.0	504,154	108.714	360,870	541,247		5	50	....
Sept. 30, 1871	450.0	455.0	508.3	—	475	285	71	9 866	Erie	New Jersey, N. York & Pa.	59,842,740	*				86,536,910	26,398,800			914.0	10,579,766	3,609,462	4,344,208	17,168,005	1,895,403	—	100	48
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,854	*				134,000		40,000											
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*				3,500,000	3,880,000			37.0				70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*				2 000,000	3,177,000			101.7	715,767	250,727	1,211,798	1,220,542	686,092	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American	Maine.	5,465,864	*				522,300	3,698,800	1,802,982		114.0		184.752	97.942	280.014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814		50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*				2,000,000	1,000,000			98.0		(No retur	ns furnish	ed.)			—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	*				750,000	750,000			—		(Recently	completed.)			—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798					150,000	200,000	272,607		5.8	11,154	82,136		33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania	130,000					107,400				12.7	(Leased	to Pbg. and	Connell	sville.)		7½	50	....
Sept. 30, 1871	50.0	43.3	82.0	—	36	43	11	646	Fitchburg	Massachusetts.	3,440 000	500,000		521,002		817 680	177,000	98,824	41,740	93.3	666,657	1,793,222		1,327,341	316,738	8	100	133
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey	394,093					150,000		244,095		12.0	(Leased	to Belv. D	elaware.)		17,368	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.3	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,169	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	.....	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,746	—	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,465,739	210,201	4,200,000	722,500	190,174	658.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown.....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	200.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,820	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,923 038	3,562,716	20,245,338	10,922,297	675,068	571,998	443.7	2,514,182	814,653	992,889	4,395,765	1,788,413	5	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17.528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas.			(No statement furnished.)							18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,803	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	33
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,159	7.8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,682	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension.....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700.00	.....	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,566,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,038	*	.....	.....	180,000	—	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe.....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	....
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	128
Dec. 31, 1871	66.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,083	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,750,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	—	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585.000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)				304.369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,009	30 000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	11.0	11.380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729.585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,200,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	400,000	400,000	.....	—	42.0	(No returns furnished.)					—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789.414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	....	515.5	—	3	3	—	40	Kansas City (3 feet gauge).....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln.....Maine.	1,871,841	*	513,826	190,333	361,097	2 020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3.334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ....Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871									Lake Ontario Shore Line.....New York.	64,309	—	.....	138,261	192,510	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,986	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	48,311,203	10,430.333	6,065,663	4,616,527	37,537,830	26,869,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,584,369	8	100	87
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	—	....	(Recently opened.)					—	100	....
Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,081,959	*	.....	.....	5,125,000	7,700,000	.....	—	211.0	.....	.....	.....	429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence.....Pennsylvania.	633,170	—	.....	14,682	285,050	355,000	.....	8,290	—	(Leased to Pittsb., Ft.W.& Chicago.)					56.618	7	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,058,714	3,394,394	420.357	370,669	3,635,750	9,219,389	1,657,413		355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700		.....	.....	.....		63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000.000	3,734,136	.....		47.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000				630,000				.....	.....	.....	.....	.....	.....	12	100	142
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000				500,000	500,600			.....	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000				248,000	85,000			.....	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of road com	pleted.)		1,500,000	1,000,000			.....	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691				342,150	140,000	36,542		.....	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000				500.000	375,000			.....	(Leas.&	oper. by C	'm.& Am.)	.....	.....	6	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,368	Pennsylvania ....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000		4,000,000	556,000	175,000		601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	114½
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York..N.Y. & Penn.	5,811,700	*			1,811,700	3,000,000			62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Dec. 31, 1870	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000				1,200,000	600,000			106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*			1,000,000	2,000,000			.....	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Jun. 30, 1871	90.0	—	4.2	—	.....	.....	.....	.....	Peoria and Rock Island.....Illinois.	4,300,000	.....			2,000,000	2,000,000			83.0	246,648	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581				57,200	100,000	57,381		90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia	1,650,156	*		62,580	1,324,200	295.094	93,442		6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744			220,006	1,100.000	326,690		92.3	.....	.....	.....	260,113	117,898	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶.....Pennsylvania.	21,601,865	*			8,404,300	12,598,000	609,565		58.1	155,390	.....	.....	251,576	6,001	—	100	....
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964			1,626,200	55,900			289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	52
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,325	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	33.6	405,605	.....	.....	700,465	303,186	10	50	174
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604				1,259,100				575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	112½
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore..Penn.	10,692,178	*	1,507,868	677,153	9,562.650	2,359,500	530.471	434,578	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389.328	120, 06	10	100	125
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,768,374	2,386,429			5,424,350	10,027,990	99,030		101.7	995,234	.....	.....	2,577,147	929,288	8	50	109½
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058		1,794,576	5,500,000	818,538		200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*			19,714,285	13,663,000	18,230		72.0	522,044	.....	.....	655,736	185,848	—	50	....
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678				450,000				500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95
Oct. 31, 1870	45.0	—	2.0	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493		101,813	44,100	505.000	76,319		.....	(Leas.&	oper.by Bo	s.&Alb'y.)	.....	27,000	6	100	88
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*			993,100	1,222,848	268,519		.....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*			250.000	250,000	50,000		109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000				27.5	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000		3,000,000	2,500,000			.....	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*			170 000	200,000			.....	(Under	constructi	on.)	.....	.....	—	100	....
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern.....New York.	629,198	*			483,874	10,000	176,302		26.0	.....	.....	.....	88,144	31,755	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*			437,917	55,000	16,500		.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000.000	46,000	135,000	117,698	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	*			600,000	800,000			48.3	345,465	.....	(10 mos.	661,717	193,811	10	100	144½
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	.....	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853			507,268	1,000,000	1,056,405		97.0	164,049	1,163,379	5,929,904	813,113	80,370	5	100	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750			48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	181.0	600,87.	16,481,419	22,373,357	1,656,169	583,263	7	100	107
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	22.1	2.8	3.3	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶.....Virginia.	1,440,321	*			650.000	712,173	78,148		46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	.....	.....	.....	.....	Roanoke Valley.....Va. & N. Carolina.	482,612	*			427,402				38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,926				557,560	70,000			22.0	.....	.....	.....	.....	.....	—	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*			250,844				.....	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	20.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	94
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	.....	.....	7,000,000	1,000,000	.....	.....	.....	8,314	266,724	123,606	20,662	17,378	—	100	....
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000		239.0	.....	10,016,552	19,603,470	1,189,969	297.492	—	100	13
Dec. 31, 1870	112.0	—	—	159.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6.000.000	.....	.....	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec 31, 1870	175.0	34.0	22.1	—	.....	.....	.....	.....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	.....	.....	4,340,000	6,700,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	.....	.....	6,000.000	3,200,000	.....	.....	209.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	.....	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	74
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*			2,223,850	2,725,000			201.0	635,019	.....	.....	1,372,236	385.803	—	100	95
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	.....	.....	7,250,000	3,250,000	.....	.....	.....	(Leas. &	oper.by Ch	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000				1,000,000	1,000,000			.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*			1,500,000	4,500,000			.....	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago.....Minn.	.....	.....	.....	.....	2,000,000	3,000,000	.....	.....	.....	(Leas. &	oper.by Te	rre H.& In	dianapo.)	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	.....	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	180.0	273,250	5,745,728	5,941,575	477.465	168,775	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	.....	.....	180,550	100,000	.....	.....	110.0	284,410	.....	.....	390,813	175,528	—	100	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	.....	2,524	243,305	326,900	1,287	82,596	.....	(Leas. &	oper.by W	est Jer.)	.....	.....	6	50	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	.....	.....	910,350	2,307.000	.....	.....	.....	(Leas. &	oper.by B.	& Lowell.)	.....	.....	1.4	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	.....	.....	.....	300,000	40,000	.....	.....	116.3	433,006	.....	.....	480.173	130,245	—	100	....
Dec. 31, 1870	14.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040 106	*	.....	179,048	997,100	1,157,245	49,267	·15,532	.....	(Leas. &	oper.by Re	nsselaer &	Saratog.)	.....	.....	8	100	....
Dec. 31, 1870	2.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama..Ga.& Ala.	499,128	—	25,479	65,882	449,588		140,901		104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	20.0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	.....	.....	320,000	.....	.....	.....	(Oper.te	mporarily	by Mac. &	West'n.)	.....	.....	—	100	....
Dec 31, 1870	11.0	—	28.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	.....	.....	576 050				.....	(Under	constructi	on.)	.....	.....	—	100	....
																		.....	(Leas. &	oper.by Phila. & Reading.)			28,803	5	100	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	—	54.0	202,470	.....	.....	207,264	72,103		50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.	Va. & N. Carolina.	1,811,863	*		186,213	105,220	1,151,400	210,000	.....	—	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000	.....	—	—	40.0	(Under	construction.)					100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.	Ala. Miss. & T.	1,600,000	*					800,000	.....	—	—	50.0	(Under	construction.)					100	....
Dec. 31, 1870	81.3	—	6.3	—	15	8	2	100	Selma and Meridian	Alabama.	.....	.....		.....	.....	969,052	796,830	.....	—	—	—	(Recent	ly sold under foreclosure. No returns.)					100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton* ..	Ala. & Georgia.	.....	.....		.....	.....	8,000,000	11,000,000	.....	—	—	—	In a bad	condition. No returns.					100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450	.....		.....	.....	869,450	700,000	.....	—	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac ..	Wisconsin.	2,000,684	*				1,243,000	750,000	.....	—	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945				157,837	520,000	35,000	—	—	21.0	22,240	.....	.....	37,096	9,826	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line	Connecticut.	1,195,800	.....			.....	995,800	200,000	.....	—	—	—	(Leas. &	oper. by N. York & N. Haven.)		100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*				1,788,000	3,256,320	.....	—	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch	New Jersey.	439,694	.....		.....	.....	438,300	.....	.....	—	—	—	(Leas. &	oper. by Central of New Jer.)				6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*		1,241,909	315,965	5,819,275	4,434,249	452,630	353,009	—	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala	.....	.....		.....	.....	.....	4,926,000	.....	—	—	—	(Only	partially in operati'n.)					100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,426		2,419	1,642	259,685	150,000	24,807	71,162	—	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*				1,000,000	2,250,000	.....	—	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75¼
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*				3,000,000	1,500,000	.....	—	—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids ..	Iowa.	.....	.....		.....	.....	2,500,000	1,500,000	.....	—	—	—	(Under	construction.)					100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pm	1,	....	.....	.....	.....	0,000 p m	.....	—	—	100.0	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	.....	.....	.....	.....	Southern Pacific	California.	.....	.....		.....	.....	.....	.....	.....	—	—	.....	(Under	construction.)					100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific	Texas.	1,400,000	*				686,100	222,000	209,270	.....	—	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810.000	.....		2,000,000	.....	577,498	651,500	95,000	.....	—	—	(Under	construction.)					100	....
Nov. 30, 1870	146.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,726		129,538	.....	3,939,900	699,500	.....	.....	—	257.5	(Leased	by Cen. of Georgia.)		1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶ ..	South Carolina.	1,340,882	*				751,296	198,370	125,000	—	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	.....	.....	.....	.....	Springfield & Ill. So. Eastern ..	Illinois.	.....	.....		.....	.....	.....	15,000 p m	.....	—	—	—	(Under	ons. to be finished by Dec. 1,					100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island	New York.	376,386	*		569,614	—	700,000	200,000	40,000	.....	—	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700	.....		.....	.....	448,700	448,700	.....	—	—	—	(Leased	& oper. by Housat'c.)			31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,382	.....		.....	.....	267,300	.....	.....	634	—	—	(Leased	& oper. by Nash. & Lowell.)		.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan	Nnw Hamp.	1,250,000	.....		.....	.....	500.000	750,000	.....	—	—	—	(Leased	& oper. by Ver. Cen.)					100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.	.....	.....		.....	.....	1,200,000	1,000,000	.....	—	—	—	(Under	construction.)					50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex	New Jersey.	517,850	*				317,850	200,000	3,874	—	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	5 3	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200	.....		.....	.....	92,925	171,000	29,284	—	—	—	(Leased	& oper. by W. N. Jer.)				6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.	N. Y.	3,707,684	*				1,670,130	1,695,825	13,783	.....	—	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch	Massachusetts.	392,971	*		24.194	52,235	400 000	—	23,557	45,843	—	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	114
Dec. 31, 1870	30.0	—	—	157.0	.....	.....	.....	.....	Tennessee and Pacific ¶	Tennessee.	1,117,617	*		1,267,239	944	635,070	1,185,000	557,988	7,742	—	—	(Under	construction.)					50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis ..	Indiana.	2,650,783	*		1,465,285	42,464	1,988,150	800,000	284,849	1,095,525	—	72.0	578,258	9,988,392	35,490,358	1,087,526	459.465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga	Pennsylvania.	849.152	381,640		.....	.....	580,900	243,000	.....	—	—	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*		.....	.....	5,700,000	5,106,000	.....	—	—	228.0	.....	.....	.....	.....	.....	—	100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.	O. I. & Ill.	33,590,000	*		1,094,830	572,619	16,000,000	18,387,000	81 710	858,744	—	631.0	3,473,960	.....	.....	4,544,641	1,808,376	—	100	69¼
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston	New York.	2,307,907	*		.....	.....	998,081	1,898,000	347,055	—	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Nov. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908	.....		.....	.....	274,400	.....	.....	—	—	—	(Leased	& oper. by N. Y. Cen. & H. Riv.)				6	100	48½
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield	Pennsylvania.	1,000,000	.....		.....	.....	510,000	—	404,069	—	—	—	(Leased	& oper. by Pennsylvania.)					50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812,512	*		.....	.....	36,745,000	74,067,512	.....	.....	—	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	38½
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch) ..	Kansas.	3,723 000	*		.....	.....	1,000,000	3,200,000	.....	.....	—	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	.....	.....	.....	.....	Union and Titusville	Penn.	1,500,000	*		.....	.....	500,000	1,000,000	.....	—	—	—	(Recen'ly opened for traffic.)					100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,316	*		.....	.....	1,666,990	160,000	.....	.....	—	59.0	85,360	3,194,075	1,403,923	250,425	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley ..	N. Y.	2,153,905	*		.....	.....	1,900,900	—	.....	.....	—	....	99,975	3,391,815	978,119	208.353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287	.....		.....	.....	760.000	—	.....	.....	—	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	.....		.....	.....	2,500,000	.....	.....	.....	—	—	(Leased	& oper. by Ver. Cen.)		.....	.....	8	100	60
May 31, 1870	158.0	27.0	38.0	—	77	46	17	1,620	Vermont Central	Vermont.	13,000,000	*		(Incl. Vt. & Can.)		5,000,000	9,500,000	.....	.....	—	185.0	1,144,375	16,301,331	65,732,302	2,034,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts ..	Mass. & Vt.	3,465,943	*		296,236	96,354	2,860,000	750 000	199,627	48,906	—	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	84
May 31, 1870	25.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*		.....	.....	516,164	793,200	.....	.....	—	—	(Leased	& oper. by Ver. Cen.)		.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000	.....	—	—	—	(Recent	ly completed.)					100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,465	.....		.....	.....	499,800	350,000	.....	—	—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199.161	.....		.....	.....	225,000	85,000	.....	—	—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	5	55	Washington and Ohio	Virginia.	1,483,012	119.903		.....	.....	1,467,670	86,896	.....	.....	—	44.0	88,395	.....	.....	97,045	9,742	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	10	5	61	West Chester and Philadelphia ..	Penn.	1,320,024	178.58		216,037	.....	684,046	957,500	107,000	.....	—	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western	Mass. & New York	21,938 629	*		2,154,639	1,701,178	29,405,200	1,764,520	492,750	4,134,076	—	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*				.....	.....	.....	.....	—	—	(Leas. for 20 y'rs at $25,000 monthly.)			3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000	.....	—	—	46.0	67,611	1,791,187	.....	137.928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina ..	North Carolina.	.....	.....		.....	.....	6,500,000	1,400,000	.....	—	—	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000	.....		.....	.....	1,022,450	1,800,000	.....	—	—	—	(Leased	& oper. by Pennsylvania.)					50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,464	*		1,336,074	116.207	1,209,000	2,379.000	20,000	48,745	—	126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York.	624,464	.....		.....	.....	526,700	676,300	7,427	—	—	—	(Under	cons.—Newburg to Albany.)					100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000	—	—	—	—	(Under	cons.—open to Menomonee.)					100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000	.....		.....	.....	500,000	350,000	.....	—	—	—	(Operat	ed by Wil. & Wel.)					100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.	N. C.	5,200,000	*				1,200.000	4,000,000	.....	—	—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.	N. C. & S. C.	(Lease Wilming. & Manch.)					5,000,000	—	—	—	—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	192.0	19.0	9.5	—	39	16	15	294	Wilmington and Weldon ¶ ..	N. Carolina.	3,085,066	*		35,184	114,711	1,463,775	1,484,665	130.021	154,577	—	181.0	436,310	.....	Balt. & Ohio.)	594,922	250.725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac	Virginia.	660,000	.....		.....	.....	180,000	144,400	102,400	—	—	—	(Leased	& oper. by 2,861,440		6,131,860	574,668	109,400	—	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	533	Winona and St. Peter	Minnesota.	4,764,837	427,110		.....	.....	.....	4,750 000	.....	—	—	142.0	.....	.....	.....	.....	.....	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester	Maryland.	.....	.....		.....	.....	100,000	300,000	.....	—	—	—	(Under	construction.)					100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua ...	N. Hampshire.	1,806,128	*		93,171	58,845	1,400,555	—	3,801	553,777	—	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	127½
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662.316	—		258,679	151,967	2,031,988	2,039,150	1,825	—	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal ..	Md. & Va.	10,506,309	—		—	—	8,228,584	—	—	—	—	184.5	—	—	—	—	—	—	25	....
Dec 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..	Pennsylvania.	2,433,350	—		—	—	1,633,350	800,000	—	—	—	—	(Leased	& oper. by Lehigh N				8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N. Y.	7,066,899	—		13,245,880	—	15,000,000	5,000,000	—	—	—	108.0	.....	—	—	107,947	.....	10	100	116½
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,735,353	—		—	—	5,847,400	—	—	—	—	65.5	.....	—	—	898,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—		—	—	64,000	836,759	689,446	—	—	161.0	(Leased	1870 by Pennsylvani	a.	67,252	lo-s.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,452	—		—	—	1,003.500	110.000	—	—	—	83.0	.....	—	—	220,216	130,187	10	100	75½
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal ..	Penn.	4,455,000	—		19,947,779	—	8,739,800	15,662,979	—	—	—	108.0	.....	—	—	344.308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—		—	110,670	2,240.000	1,021,965	197,815	82,206	—	103.0	.....	—	—	391,550	183,076	—	100	52½
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569.950	—		—	—	4,337,950	2,232,000	—	—	—	360.0	.....	—	—	609,552	142,888	—	50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,856,153	2,335,716		284,140	—	4,797,186	7,678,387	1,042,143	117,900	—	—	(Leased	to Phila. & Read. Co.)					50	5½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,837,278	—		—	—	2,002,746	2,634,367	284,873	—	—	45.0	.....	—	—	135,162	61,602	—	50	14
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	3,000,000	—		—	—	2,907,850	3,000,000	20,000	—	—	87.6	.....	—	—	59,953	4,203	—	50	1
Dec. 31, 1870	123.5	—	—	—	—	—	—	—	West Branch and Susquehanna ..	Penn.	1,911 300	—		—	—	1.100,000	748,300	63,000	—	—	....	(Leased	by Pennsylvania.)		.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	79
Catawissa,* pref. and guar.....	2,200,000	7	7	9
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	8	76
Chicago and Alton, pref.....	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	86½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	9
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,600,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	50
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred.....	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	25
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed.....	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.....	3,500,000	7	7	74½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,580	...	7	....
Rutland, preferred.....	.....	7	7	52½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,500	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	29
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	60 —	@ 61 —
Gartsherrie.....	57 —	@ 58 —
Glengarnock	55 —	@ 56 —
Eglinton	53 —	@ — —
Pig, American, No. 1.....	56 —	@ 57 —
Pig, American, No. 2.....	53 —	@ 54 —
Pig, American, Forge.....	48 —	@ 49 —
Bar, Refined, English and American.....	115—	@120 —
Bar, Swedes, assorted sizes.....(gold).	120—	@130 —
—Store Prices.—		
Bar, Swedes, 1½ x⅜ & ⅜ 1½x⅜ to ⅜ & ⅜ sq. 1⅜ to 5x⅜ to ⅜ & ⅜ to 2 sq. 6 to 12 x ⅜ & ⅜.....	145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.....	120 —	@ — —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 in.....	125 —	@ — —
Bar, Refined, 1 & 1½ by ⅜ & 5-16.....	127 50	@ — —
Large Rounds, 2½ to 2⅞ to 3⅜ to 4 in.....	127 50	@140 —
Scroll.....	140 —	@170 —
Ovals and Half-round.....	140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12.....	— —	@135 —
Horse Shoe	130 —	@140 —
Rods, ⅜@3-16 inch.....	125 —	@165 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14.....	145 —	@190 —
Nail Rod	per lb. —	— @ — 9
Sheet, Russia, as to assortment.....(gold)	— 17½	@ 17½ —
Sheet, Single D. and T. Common	— 7½	@ — 8½
Sheet, Doubles and Trebles, Charcoal.....	— 8½	@ — 9
Sheet, Galvanized.....	List. 15 per ct. disc.	
Rails, English.....(gold).....per ton.	74 —	@ 75 —
Rails, American, at Works in Penna..c'y.	85 —	@ 90 —
Anvils, (Eagle).....per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.: over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.	— 16½	@ — 20
English Spring (2d and 1st quality).....	— 9½	@ — 10½
English Blister (2d and 1st quality).....	— 11½	@ — 16
English Machinery.....	— 11½	@ — 13½
English German (2d and 1st quality).....	— 11½	@ — 12
American Blister.....	— —	@ — 11½
American, Cast, Tool.....	— --	@ — 17
American, Spring.....	— —	@ — 11
American Machinery	— —	@ — 11½
American German....	— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common.....per keg.	$ — —	@ 6 —
8d. and 9d. "	— —	@ 6 25
6d. and 7d. "	— —	@ 6 50
4d. and 5d. "	— —	@ 6 75
3d. "	— —	@ 7 50
Cut, 2d and 3d. Fine.....	— —	@ 8 25
4d. and 4½d. Sugar Box.....	— —	@ 7 —
Cut Spikes, all sizes.....	— —	@ 6 25
Horse Shoe, Forged (No. 10 to 5)...per lb.	— 21	@ — 33
Copper	— —	@ — 45
Yellow Metal Sheathing and Slating.....	— 30	@ — 32

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold).per lb.	— 39	@ — 40
Straits .....(gold).	— 33½	@ — 33¾
English.....(gold).	— 33½	@ — 33¾
Plates—Fair to good brands. —Gold.—		—Currency.—
I. C. Charcoal....per box.	13 — @ —	15 25 @ 15 50
I. C. Coke.....	11 75 @12 —	14 25 @ — —
Coke Terne.....	10 50 @11 —	12 25 @ — —
Charcoal Terne.....	11 50 @12 —	13 — @ 13 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk).....	— 13 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @ — —
Refined, Standard White (in ship'g order).	— 24½ @ — —
Refined, S. W. (in jobbing lots).....	— 25 @ — 25½
Refined, S. W. (in tin)	— 29½ @ — —
Naptha, Refined, (65 @ 73 gravity).....	— 17½ @ — 18
Residuum.....per bbl.	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts.....	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots.....	— 26 @— 28
Copper, English Pig.....	— — @— 33
Copper, American Ingot.....	— — @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish.....(gold) per 100 lb.	6 45 @ 6 50
German.....(gold)	6 45 @ 6 50
English.....(gold)	6 50 @ 7 —
Bar.....	— — @ 9 25
Sheet.....	— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	15 — @16 —
Liverpool House Cannel.....	20 — @22 —
Anthracite (by cargo) ....per ton of 2,000 lb.	4 75 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 1.	W. 2
Canton Co.....	94	....	95	94	....	93½
Central Pacific 6s.....	....	99½	....	....	99½	99½
Central of N. Jersey....	101½	101½	102½	102½	....	....
Chicago & Alton.....	111½	....	111	....	....	....
" pref.....	114½	116	....	....	....	....
" 1 M.....	....	....	106	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds....	98	....	....	....	....	....
Chicago, Burl. & Q.....	....	134	....	....	....	134½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	71½	71½	71½	71	71½	71½
" pref.....	85½	86	86½	88	86½	86½
" 1st M.....	....	....	95½	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	94	....	....	....	94	....
Chic., Rock Isl. & Pac..	110½	111	111	110½	110½	110½
Chi., R. I. & Fa. 7s, 1896.....	....	....	....	....	....	....
Clev., Col., C. and Ind..	89½	89	....	....	89	....
Clev. & Pittsburg guar..	88	88½	88½	87½	88	88½
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	82½	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	34½	35½	35½	34½	34½	34½
" 1 M.....	92	92	91½	....	....	88
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..	116½	....	....	....	....	....
Del. Lack. & Western..	97½	97½	97½	96½	96½	96½
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s	....	....	95	....	....	....
Dubuque & Sioux City....	....	....	....	....	....	....
Erie Railway.....	48	48½	48½	47½	47½	48½
" pref.....	....	70	....	....	70	70
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	....	....	....	....	....	....
" 4 M. 7s, 1880....	....	....	....	....	....	....
" 5 M. 7s, 1888....	....	....	....	....	....	....
Great Western 2d mort.....	....	89	....	....	....	....
Hannibal & St. Joseph..	32	32½	31½	....	....	33
" pref.....	....	....	....	....	....	....
" 8s, conv. 88	....	....	86	....	....	86
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	107	....	....	....
" 3 M 7s, 1875....	....	....	....	....	....	....
Illinois Central	127	128	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	87½	88½	88	87½	88	87½
Lake Shore Div. bonds.	95	....	....	....	....	....
Marietta & Cin. 1st pref....	....	....	....	....	....	25
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	....	....	....	115	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	102½	....	....	....	....	102
" 2 M.....	98	....	98	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	2½	....	2½	2½
Milw. and St. Paul.....	55	54½	54½	54	54	54½
" pref.....	74½	....	75	74½	....	74½
" 1st mort....	92	....	....	92½	92½	92½
" 2d mort.....	....	....	....	....	....	....
" 8s.....	107	....	....	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	....	96½	....
Missouri 6s.....	92½	92½	92½	92½	92½	92
" H. & St. J. 8s	89½	....	....	....	....	....
Morris and Essex.....	....	....	92	91½	91½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S. F. 1876.....	....	100½	....	....	....	....
" 6s, S. F. 1883.....	....	....	....	....	....	....
" 6s, S. F. 1887.....	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93½	93½	92½	93	92½	....
N. York and Harlem.....	....	....	....	....	....	111½
" pref.....	130	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	20	....	....	....	....	....
Ohio and Miss.....	42½	43	42½	42½	43½	43
" pref.....	....	....	74½	....	74½	....
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	72½	75½	74½	74	76½	76½
Panama	142	144	142½	142	144	....
Phila. and Reading.....	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	93	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	43½	43½	43½	....	43
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	72½	....	72½	72½	....	72½
" new.....	72½	72½	....	72½	72½	72½
Tol., Wab. & Western..	69½	69	69½	68½	69½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	94½
" 2 M.....	....	....	....	....	....	....
" Equipment....	....	....	86	....	....	....
" St. Lou. Div.....	88½	....	....	88	....	....
Union Pacific.....	38½	38½	39	38½	38½	38½
" 1st mort...	88	87½	87½	87½	87½	87½
" L. Gt. 7s....	80½	80	....	80	....	75½
" Inc. 10s....	79½	79	79	....	79	79½
Virginia 6s, old.....	....	....	45	....	....	....
" new	....	....	....	....	....	....
" consol.....	50½	50½	....	....	....	50½
" def. cert.....	15	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108	.. ..	....	....	....	....
U. S. 5s, 10-40s, coup	108	108	....	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	110⅛	....	....	110⅛	....	....
U. S. 6s, 1881, reg	114	114¼	....	....	....	....
U. S. 6s, 1881, coup	115¼	115¼	115⅛	115⅛	115⅛	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅛	114⅛	114¼	114¼	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	114⅛	....	114¼	114⅛	114⅛
U. S. 6s, 5-20s, reg. '65	114¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	113⅜	....	....	....	114⅛
U. S. 6s, 5-20s, c. n '65	113⅜	113⅛	....	113⅛	113⅛	113⅜
U. S. 6s, 5-20s, reg. '67	....	....	....	113⅜	113⅜	....
U. S. 6s, 5-20s, c. 1867	113⅛	113⅜	113⅜	113⅜	113⅜	113⅜
U. S. 6s, 5-20s, reg. '68	....	113⅛	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	113⅜	....	....	....	113⅜
U. S. 6s, Pac. R.R issue	....	....	....	....	....	111¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Catawissa preferred	45	44⅜	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	92½	92½	....	....	....
.. mort. 6s, '89	....	....	98	98	98	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	93½	....	....	....
Lehigh Navigation	....	39	....	38	38	38
.. 6s, 1884	....	88⅜	....	....	....	....
.. Gold L	....	....	....	....	93	....
.. R. R. L	....	97	....	....	....	96½
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	....	58½	58½	58½	58½	58⅜
.. 6s new coup	....	....	....	....	98	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	52½	....	52⅜	....	....	52⅜
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	49½
.. 6s, 1880	....	....	....	....	....	....
.. 7s	97	....	97	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	39
Oil Creek & Alleg. Riv.	35	35½	35	35	....	....
.. 7s	....	....	....	....	....	80
Pennsylvania R. R	57⅜	57½	57½	57⅜	57½	57½
.. 1st M	....	....	....	....	....	....
.. 2d M	....	....	100	....	....	....
.. Gen. mort.	93	93	....	....	....	....
.. .. reg	....	....	....	93½	....	....
Penn. State, 6s, 1st series	101	....	101	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	106⅞	....	....	106⅞	....	....
Philadelphia City, 6s	....	98½	98½	98⅞	....	....
.. new	101½	101⅜	101⅜	101½	101⅜	101⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	56½	56	56½	56½	56⅛	56½
Philadelphia and Erie	26	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	....	....	....	90	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	77⅛	....	....	....	77⅛
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	123½	123½	123½	....	123½
Hestonville, (Horse)	18	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	59	60	....	60	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.1
Baltimore City 6s, 1875	99⅞	99⅛	99⅛	....	....	99½
.. 1886	....	....	....	....	....	....
.. 1890	97⅞	97⅞	....	97⅞	97⅞	....
.. 1884	....	97	....	....	....	....
.. 1900	97	....	....	....	98	98
Balt and Ohio	154	....	155⅛	....	....	155⅛
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	97	....	....	....	....	....
Marietta & Cin. 1st M	....	....	....	98	98	97⅛
.. 2d M	....	....	....	90⅛	....	90⅛
.. 3d M. 8s	....	81⅛	....	....	82⅛	....
Northern Central	....	39	....	....	....	39⅛
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	91⅛	....	....	....
Pittsb. & Connellsv. 7s	93⅛	93⅛	93	....	93	92⅞
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	50⅛	50⅛
.. Defer. Certif	....	....	15⅛	15⅛	....	15⅛
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 2.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.1.	W.2
Boston and Albany	150	....	149⅜	150	....	149⅜
Boston and Lowell	....	....	139¾	....	....	....
Boston and Maine	....	....	133¼	133	....	133¼
Boston and Providence	152	....	....	....	....	152
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	....	38¼	38¼	38¼	38¼	38¼
Cheshire, pref	....	....	78½	....	....	76
Chi., Burl. & Quincy	135	134¾	134½	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	136
Eastern	109½	....	....	....	....	108½
Fitchburg	....	....	....	....	132	133
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115⅛	115¼	115	115	115	115
Northern, N. H	....	118	118	....	....	116¾
Ogdens. & Lake Champ	74	73	....	73	73	....
.. pref	....	....	....	99x	....	....
Old Colony & Newport	113	113	112¾	113	....	112¾
Ph., Wil. & Baltimore	....	54¼	54⅛	....	52½	54¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	38⅛	....	....	37
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	76½	....	....
" Income 10s	....	....	....	....	78¼	....
Vermont & Canada	60	60¼	....	60	60	60
Vermont & Mass	....	....	....	....	....	84
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	104½x	....	....	104
Metropolitan ..	....	64¾	....	....	64¾	64¾
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	10⅜	10⅜	10⅜	....	10⅜
Franklin ..	....	....	....	....	9	....
National ..	....	....	....	5	....	....
Pewabic ..	11	11½	10⅝	....	9½x	....
Quincy ..	46	46	....	45	....	44½

London Stock Exchange.

	—Closing Prices.— Sept. 6.	Sept. 13.
Atlantic & Gt. W. 1st mort., $1,000	68 — 70	68 — 70
Do. 2d mort., $1,000	54 — 57	54 — 57
Do. Con. mort. B'nds Bisch's Cert.	33 — 35	33 — 35
Do. Reorg. Scrip	91 — 96	91 — 96
Do. Leas. Lines, Rental Bonds	83 — 85	82 — 84
Detroit & Milwaukee 1st mort. Bonds	75 — 78	75 — 78
Do. 2d do.	75 — 78	75 — 78
Erie shares 100 dol. all paid	39½ — 40	37½ — 38
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	92 — 93	92 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	104 —106	103 —105
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	93 — 95	93 — 95
Pennsylvania, 2d mort	99 —101	99 —101
Do. General mort	95½ — 96½	95½ — 96½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, October 5, 1872.

Stock Exchange and Money Market.

There has been a decidedly urgent speculative inquiry for Money, chiefly for use at the Stock and Gold Boards, during the week; and, under the manipulations of the operators for lower Stock values, the rates of accommodation have been very generally kept up to 7 per cent in currency and gold, with, in many instances, a fractional commission added to the legal interest, for the use of funds, from day to day. The city banks have been reserved in their offerings, in view of their diminished resources; while private lenders have manifested less liberality. The discount business has been kept within very narrow limits, to the serious inconvenience of the mercantile classes, and rates have been quoted as high as from 10 per cent. for the very best to 15@18 per cent. per annum for good grades of commercial paper.

The outstanding amount of all kinds of U. S. currency at the close of September was $397,311,890.

The U. S. Sub-Treasury office last week received $5,312,477 of currency, and $3,975,849 of gold, the latter including $2,927,000 from customs; and disbursed $4,110,596 of currency and $3,405,477 of gold, the latter embracing $142,903 of coin interest. The city banks reduced their loan and discount average over 8½ millions during the week, and again enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $17,009,664, and a coin reserve of $56,022,292.

The city banks, in their latest return, show an increase of $515,800 of legal tender notes, with a further reduction of $436,000 of specie, and $5,677,800 of deposits, also a contraction of $8,551,500 in their loan and discount averages, and an increase of $67,000 in their item of circulation. The city bank exchanges, last week, averaged 109½, and thus far, this week, about 121 millions daily. The banks now hold $1,150,025 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $11,963,500, against $13,130,300 same time last year. The city bank deposits are now $195,450,000 against $228,138,000, week ending Sept. 30, 1871. The legal tender reserve amounts to $44,982,800, against $55,272,300 same time last year. The circulation now stands at $27,735,100 against $30,253 800 same time last year. The loans are now $272,293 800 against $301,356,100 at this date last year.

The coin reserve of the city banks is now about 11⅞ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 44⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 195½ millions, against 247½ millions on the 20th of July.

Government revenues show a fair yield, in view of the reduction of the internal taxes, and of the customs duties, under recent legislation. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $34,698,828. The customs at the port of New York last week were $2,833,773; and at the outports, equal to about $950,000, all in coin or coin certificates.

The aggregate receipts of the U. S. Sub-Treasury, in this city, in September, were $57,147,256, including $13,801,688 from customs; aggregate payments, $44,501,589, including $3,725,223 of coin interest.

Gold has been again advanced, and been made very scarce for prompt delivery, in the open market, by speculative manipulations which have also had the effect of working up the borrowing rates on gold, to extremely high figures to the serious embarrassment of parties needing Gold for legitimate use, either in payment of custom duties, or in the purchase of foreign exchange. The offerings of Gold at the Exchange have been unusually light at even the extreme quotations registered especially toward the close. The export drain of specie was less than half a million for the week. The customs call absorbed nearly three millions.

The range of the price during the week has been from 113⅝@114⅞, and the closing quotation on Wednesday was 114¼ against 114 the preceding Wednesday. The specie outflow last week, was only $406,627. The Gold Exchange Bank clear-

ances have averaged about 49 millions per day during the week.

The customs demand for Gold last week, averaged $488,000 a day; thus far, this week, it has averaged $491,000 a day, or equal to a weekly aggregate of $2,946,000. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $2,938,499 against $7,688,254 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $117,176,443 against $122,692,769 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $59,070,841, against $65,572,012 during the same time in 1871.

The export drain of specie was $406,627 last week, against $483,601 same week preceding year. The shipments since January 1, 1872, have been $57,974,805 against $55,702,102 during the same portion of 1871.

Foreign Exchange has been depressed and unsettled by the Gold embarrassments, and an unusually light business has been transacted. Bankers' sixty day bills on London closed on Wednesday at 107¼@107½; sight bills on London, 108½@108¾.

The week's exports hence of domestic produce have been to the currency value of $4,716,438.

Under the Treasury programme for October, Government proposes to sell, at least, five millions of Gold, as follows: Thursday, Oct. 3rd, $1,000,000; Thursday, Oct. 10th, $1,000,000; Thursday Oct. 17th, $1,000,000; Thursday Oct. 24th, $1,000,000; Thursday, Oct. 31st, $1,000,000. And to buy in, at least, five millions of Five Twenties, as follows: Wednesday, Oct. 2nd, $1,000,000; Wednesday, Oct. 9th, $1,000,000; Wednesday Oct. 16th, $1,000,000; Wednesday, Oct. 23nd $1,000,000; Wednesday, Oct. 30th, $1,000,000.

Government securities have held their own well as to values, closing stronger and buoyant, on a fair investment business. The public debt exhibit of Oct. 1, shows a further liquidation, in September, of $10,327,000.

On Wednesday, Government bought in three million of Five-Twenties at equal to full market rates out of an aggregate offering of $3,168,000.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116@116¼; U. S. Five-Twenties of 1862, 115½@115¾; U. S. Five-Twenties of 1864 at 115½@115¾; U. S. Five-Twenties of 1865, 115½@116; U. S. Five-Twenties of 1865 consolidated 114⅜@114⅝; U. S. Five-Twenties of 1867, 114⅜@114⅝; U. S. Five-Twenties of 1868, 114⅜@114⅝; U. S. Ten-forties at 108@108¼ U. S. Fives of 1881 (Funding Loan) 110½@111; Six per cent. currency bonds, 111⅞@112⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 18.	Sept. 25.	Oct. 2.
Consols	92¼	92⅜	92⅝
U. S. 5-20s, 1865	93¼	93⅛	93⅜
" 1867	91⅞	92	92⅛
" 10-40s	87¾	87⅝	87⅞
New Fives of 1881	89¼	89¼	89¼
Erie	39	39¼	38½

Government has given notice that it will redeem three millions of the three per cent. Loan Certificates of specified numbers.

State bonds have been in very moderate request and unsettled in price.

Railway and Miscellaneous share property has been quite brisk, with frequent fluctuations in values, though the leading speculative favorites, of which Pacific Mail, and Western Union Telegraph were the most prominent, have shown unexpected strength, in the face of the activity and extreme stringency in Money.

Railway Mortgage Loans have been in fair demand at generally steady figures. Central Pacific Sixes have been rather more sought after on investment account, closing firmly at 99¾@100.

General business has been unusually active in most departments, with however, prices of Produce quoted irregular. Middling upland cotton closed heavily on Wednesday at 18⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 198,679 bales, against 97,599 bales same time in the preceding year; exports 30,500 bales against 38,300 bales in the previous year; stock at the ports at latest dates, 137,839 bales against 100,293 bales same date 1871.

At the Live Stock Markets, Beeves have been plenty and in demand at 8@13½ cts.; Veals in fair request at 7½@10½ cts.; Sheep at 4½@7 cts.; Lambs, 5¾@8¾cts.; Swine, at 5@5¼ cts. per lb., all live weight. The week's receipts were 9,721 Beeves, 3,050 Veal Calves, 35,061 Sheep and Lambs, and 44,964 Swine.

Foreign merchandise has been in active request and generally firm, for seasonable supplies. The week's imports of foreign goods reached the amount of $8,387 021 including $2,667,740 of dry goods.

Ocean freights have been quite active, particularly for Grain, Cotton and Petroleum, at much firmer rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 8⅛; do. 1st mort., 40½; Missouri, Kansas and Texas R. R., 41½; New York, New Haven and Hartford R. R., 144½; New Jersey Southern R. R., 20; do. 1st mort., 75; Ohio and Miss. 2d mort., 84; Milwaukee and St. Paul 1st mort. Iowa div., 88; Louisville and Nashville R. R., 81; do. 1st mort., 91; Cedar Falls and Minnesota 1st mort., 82¼; Burlington, Cedar Rapids and Minnesota 1st mort., 91; Central of New Jersey 1st mort. new, 102½; Lake Shore and Michigan Southern consols, reg., 99½; do. coupon, 100; Pacific R. R. 7s, guar. by Mo., 96¼; Long Dock bonds, 95¾; Delaware and Hudson Canal 1st mort. reg., 1891, 102⅛; Cleveland and Pittsburg consols, 96; St. Louis and Iron Mt 1st mort., 93; Buffalo, New York and Erie 1st mort., 96; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 103; Cleveland, Painesville and Ashtabula new, 95¾; do. old., 97; Western Union Tel., 70¾; Quicksilver pref., 54; U. S. Exp., 76½; Wells-Fargo Exp., 88; Am. Mer. Union Exp., 68; Adams Express, 92¼; Maryland Coal, 20; Spring Mt. Coal, 50; Consol. Coal of Md., 42; North Carolina 6s, special tax, 14; South Carolina 6s, new, Jan. and July, 23½; New York State 7s, B. L., reg., 107; N. Y. City 6s, 1873, 105.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, reg., 103; do. coupon, 101⅝; do. mort. 6s, 1844-'80, 95; do. 7s, 1893, 102½; Pennsylvania Canal 6s, 75; Catawissa 7s, 96¾; Susquehanna Canal 7; do. 6s, 74; Lehigh Nav. conv. gold loan, 93; West Pennsylvania 1st mort., 80; Allegheny Valley 7 3-10s, 94; Pennsylvania and New York Canal 7s, 97½; Pittsburg, Cincinnati and St. Louis 7s, 81⅞; Morris Canal 1st mort, 91½; Belvidere Delaware 3d mort., 81½; Sunbury and Lewistown 7s, 95; Westchester and Philadelphia R. R. 7s, 99½; Camden and Atlantic R. R., 31½; Ridge Avenue R. R., 40; Fulton Coal, 5½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101⅝@101¾; Pennsylvania State 6s, 1st series, 101½@101½; do. 2d series, 104@105; do. 3d series, 106½@107; Philadelphia and Reading, 56¼@56¼; do. Gen'l mort. 7s, 101½@101¾; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 123¼@123½; Camden and Amboy mort. 6s, 1889, 98@98; do. 1883, 92¼@92¼; do. 1889, 92@92½; Pennsylvania R. R., 57⅛@57¼; do. 1st mort., 100@101; do. 2d mort., 96@98; do. General mort. coupon, 93@93¼; do. reg., 93@94; Little Schuylkill R. R., —@48; Morris Canal, 49@50; do. pref., 117@120; do. 6s, 91@92; Susquehanna Canal, 8@8½; do. 6s, 75@80; Schuylkill Nav., 7@7½; do pref., 14@15; do. 6s, 1882, 77@77½; Elmira and Williamsport pref., 40@43; do. 7s, 1873, 93½@95; do. 5s, 57@—; Lehigh Coal and Navigation, 37¾@38⅛; do. 6s, 1884, 88@89; do. R. R. Loan, 96¼@97; do. Gold Loan, 92½@93; North Pennsylvania, 49½@50; do. 6s, 100@101; do., 7s, 96½@97: do. Chattle 10s, 111@—; Philadelphia and Erie, 25@27; do. 6s, 90⅛@—; Minehill, 52@52⅜; Catawissa, 10@18; do. pref., 45@45¼; Lehigh Valley, 58@58⅜; do. 6s, new coupon, 98@98½; do. reg., 98@98½; do. 7s, 101½@—; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@62; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 33@34; Green and Coates, 46@46; Chestnut and Walnut, 57@60; Hestonville, 18@20; Union, —@73; Germantown, 31@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 19½; do. 7s, 1900, 80; Norwich and Worcester R. R., 120¾; Connecticut and Passumpsic Rivers, R. R. pref., 92; Portsmouth, Gt. Falls and Conway R. R., 98; Burlington and Missouri River R. R. in Iowa, 112¼; Rutland R. R., pref., 53; do. scrip, 65; do. 7s, 60; Boston, Clinton and Fitchburg 7s, 1889, 90; Grand River Valley R. R. 8s, 1879, 99¾; Boston and Albany 7s, 1892, 106½; Mansfield and Framingham 1st mort. 7s, 1889, 89; Vermont Central 1st mort., 49; do. 8s, 1891, guar., 75; Eastern R. R. 6s, 1874, 98; Omaha and Southwestern R. R. 8s, 90¼; Atchison, Topeka and Santa Fe 7s, 1900, gold, 80; Cary Imp., 9⅞; Waverly Land, 8; Massachusetts 6s, 1876, gold, 110; Maine 6s, 1889, 99¾; New Hampshire 6s, 1892, 97, Portland 6s, 1887, 93¾; St. Louis County 7s, 1885, 99; Lowell 6s, 1890, 96¼; Chicago 7s, 1881, 98½; Roxbury 6s, 1884, 99¼; Allouez Mining Co., 5½; Calumet and Hecla, 151; Dawson Silver, 1; International Silver, 1⅛; Humboldt, 62½c.; Minnesota, 6; St. Clair, 2⅛; Shuniah Silver, 3.

Baltimore.—Virginia consol. 6s, reg., 45½; do. coupon, 52¾; Maryland Defense 6s, 102; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 2d mort. 6s, 78½; Central Ohio

1st mort., 85½; Orange, Alex. and Manassas 7s, 81; Orange and Alexandria 3d mort. 8s, 92½; do. 4th mort. 8s, 84; Richmond and Danville 1st mort., 79½; Union R. R. 1st mort. guar., 92½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92@92½; Baltimore and Ohio, 155@155½; do., 6s, 1875, 97½@98⅞; do., 1880, 96@97; do., 1885, 94@94¾; Parkersburg Branch, 10@19; Northern Central 39@39¼; do. 6s, 1885, 93@94½; do., 1900, —@—; do., 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 100@101; do., 2d mort., 99@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 97¾@97⅞; do., 2d mort., 7s, 90@91; do., 3d mort., 8s, 82½@83; Central Ohio, 34½@35; do., pref., 37½@40; do. 1st mort., 85¼@85½; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 95@98; do., 2d mort. guar., 96½@—; do. 3d mort., guar., 95@96; do. 2d mort pref., 75@85; do., 2d mort. guar. by Washington Co., 89@89; Richmond and Danville 1st mort., 79@81; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 92@94; do., 4th mort. 8s, 83⅝@84; Orange, Alex. and Manassas 7s, 80½@81¼; Virginia and Tennessee 1st mort. 6s, 94@100; do., 6s, 2d mort., 78½@79; do. 8s, 3d mort., 90½@91½; Baltimore 6s, 1875, 99½@100; do., 1884, 97@98; do. 1886, 98@98½; do., 1890, 97⅜@98⅝; do., 1893, exempt, 98¾@100; do., 1900, exempt, 97@97½; do. 1900, new, 98@98; do. 1902, 97@98½; Memphis City 6s, 50¾@54; Maryland 6s, 1890 97@100; do. Defense Loan, 1883, 101@101¾; Virginia 6s, old, 38@38⅜; do. consol. 6s, 50½@51; do. reg., 45@—; do, Peelers, 45@—; West Virginia, 15⅝@15½; City Passenger R. R., 22¾@24; George's Creek Coal, 96@100; Atlantic Coal, 1.50@1.95.

Mississippi Central Railroad.

The work on the Mississippi Central Railroad, from Jackson, Tennessee, directly through to Cairo, has been commenced, and is to be pushed forward to an early completion, so that next summer cars will run directly through from New Orleans, via Jackson, Tennessee, to Cairo, and thence northward over the Illinois Central Railroad. The length of the road from Jackson to Cairo is one hundred and seven miles, and the route crosses the Louisville road at Milan, eight miles beyond Humboldt, and the Nashville and Northwestern near Garner's Station, eight miles west of Dresden. The whole route is under contract and labor upon it will be ceaseless until the cars commence running upon it and the through route is established. Work on the Paducah and Memphis road is also going on rapidly.

☞ Track laying has commenced at Newport, Vt., on the Missisquoi Valley Railroad. Work has also been commenced at Richford, and it is expected to meet at Troy. It was hoped to have the track laid to Troy this fall, but the rainy weather has delayed the grading in the clay cuts, and it is doubtful if the iron is all laid before another year. It is proposed when this road is completed to extend it to Island Pond.

☞ Engineers have begun the permanent location of the extension of the Worcester and Gardner Railroad to Winchendon, in Worcester Co., Mass.

Public Debt of the United States.

By the monthly report of the public debt for September we learn that the debt was reduced during the month $10,327,343 09. The total principal of the debt outstanding is $2,236,319,190 06, on which there is due and unpaid of interest $33,221,901 86—giving a total of principal and interest of $2,269,541,091 90. There was at the same time cash in the Treasury, of coin, $78,417,220 91, of currency, $8,499,193 53, and special deposits, for redemption of certificates, $15,630, giving a total of $102,546,414 44; reducing the total debt, less cash in the Treasury, to $2,166,994,677 46. Debt, less amount in the Treasury on 1st of September, 1872, $2,177,322,020 55—showing a decrease during the past month of $10,327,343 09. Decrease of the debt from March 1, 1872, $58,818,820 50. Decrease of the debt since March 1, 1869, to March 1, 1872, $299,649,762 03. Bonds issued to Pacific Railroad Companies, interest payable in lawful money, principal outstanding, $64,623,612; interest accrued and not yet paid, $966,352 00; interest paid by the United States, $16,570,575; interest repaid by transportation of mails, etc., $3,828,038 00; balance of interest paid by United States, $12,742,447 00.

☞ The Maysville *Republican* says: "We learn from a gentleman from the line of the Chesapeake and Ohio Railroad that if sufficient inducements are offered that company they will, at an early day, undertake to build the road from the Big Sandy to Newport. The line on this side of the river can be constructed at much less cost than the proposed route through Ohio, as the expense of bridging the Ohio river and the country through which the road will have to pass on that side of the river will be very great, while on the Kentucky side $300,000 in work has been done, and the grade is much easier."

☞ The ten and a half million loan which the Reading Railroad Company gave the shareholders the privilege of subscribing to at the rate of 30 per cent. at par, has been very largely availed of. We learn that the holders of nine-tenths of the stock subscribed for $9,350,000 of the loan, and also for $4,250,000 more than the amounts to which they were respectively entitled at the rate of 30 per cent.—making the total subscription $13,600,000—an excess of $3,100,000 over the total loan to be awarded.

☞ The earnings of the Burlington, Cedar Rapids and Minnesota Railroad in August, 1872, were $93,420 03, against $67,194 82 in August, 1871—an increase of $26,225 21. From January 1 to August 31, 1872, the earnings were $571,942 63, against $269,741 17 in the corresponding period of 1871—an increase of $302,202 46.

☞ It is stated that the Wilmington and Weldon Railroad Company have consummated a lease of the North Carolina road from Goldsboro' to Greensboro'.

☞ Track-laying has been recommenced on the Appleton branch of the Milwaukee, Lake Shore and Western Railroad, and will be vigorously prosecuted until completed.

☞ Trains have commenced running on the Williamstown (N. J.) Railroad between Atco and Williamstown. The laying of the track will be continued as rapidly as possible to Glassboro.

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☞ Track-laying on the Chicago, Dubuque and Minnesota Railroad has been resumed, and will be pushed rapidly to LaCresent, in Houston Co., Minn., where it will form a junction with the Milwaukee and St. Paul Railroad. Men are busily engaged in surveying the track between Turkey River and Elkport.

☞ Work on the Baltimore and Potomac tunnel is fast approaching completion, about one-half of the tunneling having been finished, and one-half of the remaining excavations being so far completed as to admit of the foundation walls being laid. About two hundred men are at work in the tunnel.

Journal of Railroad Law.

COMMON CARRIERS—NEGLIGENCE IN HANDLING FREIGHT—INSTRUCTIONS.

The facts in the late case of Thompson and Soleman *vs.* The Chicago and Northwester Railway Company, (27 Iowa, 561,) are as follows:

The plaintiffs shipped a barrel of Linseed Oil by the defendant's railway, from Chicago, Ill., to Iuka, Iowa, and on its arrival at the latter place it was found that one hoop was off the barrel, and the oil had nearly all leaked out. This suit was brought to recover the value of the oil thus lost to plaintiffs. There was a jury trial, with verdict and judgment for the plaintiffs for sixty dollars, the value of the oil. The defendant appeals.

The following is the opinion of the court delivered by—

COLE, J.—The evidence tended to show that the barrel of oil was in good order when received by the defendant, though the barrel was quite old and the hoops badly rusted; that the usual and proper way of storing barrels of oil in freight cars was to lay them on the bilge with the bung up; that this barrel was set on end, that one of the iron hoops was off the barrel and laying on the car floor when it arrived at Iuka; that the oil was shipped at the owner's risk of leakage; that the car was full of barrels of oil, stowed on the bilge with the bung up, and none of the others had leaked much; that the value of this barrel of oil was sixty dollars.

The Court then instructed the jury in substance: 1st. That if they found the oil was shipped at the owner's risk of leakage, they could not find for plaintiffs, unless they found that defendant negligently loaded it and that the barrel leaked for that reason; and 2nd. That if there was no such contract, they should find for plaintiffs, unless they found that the barrel, when received by defendant, was old and defective, so that the oil leaked out by reason thereof, and not by reason of defendant's negligence. The instructions asked by defendant and refused were substantially embodied in those given by the court.

The counsel for defendant, in their printed argument, admit that, "in ordinary litigation between parties, were juries are impartial, there is nothing perhaps to complain of in the instructions given in this case." We do not see any ground for complaint, as to the instructions, by defendant, even on its hypothesis in this case.

The council argue also, the question of fact, and claim that the verdict was contrary to the evidence. The pivotal fact of the case, as it was presented to the jury, was as to the negligence of defendant in the manner of loading or stowing the barrel of oil. The evidence tended to show that the manner in which this barrel was stowed in the car was not the best or safest manner of doing it, and it did establish the fact that it was not the usual manner. And taking the whole evidence together, we cannot say that the verdict was wrong.

The fact that the barrel was old and defective would not excuse the defendant from the legal measure of diligence in the loading and transporting of it; and unless the leakage was the result of the condition of the barrel, or other cause than the defendant's negligence, the defendant is both justly and legally liable. What we hold is, that the instructions were not erroneous, to the defendant's prejudice; and that the verdict was not contrary to the evidence.

Judgment affirmed.

Roumelian Railways.

The *Levant Herald* states that "a decided impetus has been given to the Roumelian railway enterprise by the new convention concluded between the Porte and Baron Hirsch, and many of the sections of the European network have in consequence made marked progress. During the past three months a branch line of 102 kilometres [a kilometre is about ⅝ of an English mile] from Salonica to Uskup has been run over and accepted; the section of 72 kilometres from Sirkedji-Iskelessi to Tchataldja has been completed and opened for public traffic; and the branch line of 145 kilometres from Adrianople to Dedeatch, as also 60 kilometres of the line to Philippopoli, as far as Harmanly, have both been formally inaugurated. Harmanly has been selected as the starting point of the loop line which is to unite the Philippopoli with the Varna line, and which must, by the stipulations of the convention, be ready for public traffic within 18 months. Furthermore, early next month, some 100 kilometres of railway will be opened in Bosnia, between Novi, on the Austro-Croatian frontier, and Banialuka. The working of the metropolitan section of the Roumelian lines since its opening has been satisfactory."

☞ The New Orleans and Carrollton Railroad Company are running their cars by a novel motive power, which the *Picayune* says is obtained by means of the compression of steam in water, the steam being taken from a stationary boiler at the depot, only three or four minutes being consumed in charging, thus doing away with fire to keep up the pressure. The steam thrown in this reservoir is sufficient (according to the capacity of the reservoir), to make the car perform a trip of from ten (10) to fifteen (15) miles. The management of the car is so simple that ordinary drivers are employed. There is no fear of explosion as the steam is being constantly exhausted, and the pressure consequently lessened.

☞ Work has been commenced on the railroad from Northwood to Albert Lea, Minn. The road is to be completed in ninety days. Owing to a failure to make terms with the Northern Pacific Company, in the transfer of their interest in the old Minneapolis and St. Louis line, a new company has just been organized, under the general law, with F. Hall, A. Armstrong, E. C. Stacy, Wm. Morin, and H. McNeil as corporators, with capital stock limited to $500,000, until the road is extended north when the stock may be increased not exceeding $40,000 per mile.

☞ The improvements made on the Maine Central Railroad this season have been very extensive. Seventy miles of track have been graveled, twenty five miles of new iron laid, and five miles more to be laid before snow comes, one hundred and thirty thousand new sleepers have been put down, and one hundred tons of spikes used to fasten down the rails.

☞ The division of the Milwaukee and St. Paul Railroad known as the McGregor and Missouri River railroad, is to be extended eighty miles from Algona to intersect the St. Paul and Sioux City Railroad in the northwest corner of O'Brien county, Iowa. Work will be commenced forthwith.

Great Western (Loup Line) Railway.

The following information respecting the Great Western Air-Line Railway has been furnished to the press:

The road is all graded and the bridges finished ready for track laying from Glencoe to the junction with the Grand Trunk Railway at Canfield, a distance of 103 miles and about 42 miles from Buffalo. The laying of the track was begun in July, and is being rapidly pushed forward. The extension from Canfield junction to the International Bridge, now in course of construction across the Niagara River from Fort Erie to Buffalo, is now being rapidly graded, and will be ready for the track before the 1st of November next. The whole 145 miles are nearly straight; the excess in length over an air line being only four miles. There are few curves on the line and none sharper than two degrees. The banks are all graded to 16 feet wide, and the cutting are 22 feet in width at the bottom. The grades on the road are extremely favorable, upwards of one-half of the line being either level or less than five feet per mile above or below the level. There are a few grades of short lengths of from 30 to 35 feet per mile, but nothing steeper. The bridges are either of first-class masonry or of the best quality of pine timber truss and trestle work. Special attention has been paid to drainage to secure the best possible foundation for the steel track. The track is to be laid entirely of the best quality of Bessemer steel, weighing 66 lbs to the yard. The joints of the rails to be fished with four bolts and nuts, with a wrought-iron chair in addition, to increase the bearing on each joint tie. The ties are 8 inches wide on the face, 9 feet long, and laid 2 feet apart from center to center. The ballast throughout will be 12 inches in depth under the ties. The steel track of this road will be certainly superior to any yet laid on this continent. With respect to the main line track, we have now 125 miles of steel rails laid, and before the 1st December will have 160 miles out of the 229. The water tanks will be of Burnham's most approved patent frost-proof, each tank having a capacity of 30,000 gallons. Fifty-seven locomotives are under contract, 36 at the Locomotive Works, Providence, Rhode Island; 10 at Baldwin's Works, Philadelphia; and 11 at the Canadian Engine and Machinery Company's Works, at Kingston, Ontario. Eighteen coaches and 14 baggage and post office cars are being constructed at Wilmington; 30 freight train conductors' cars at Toronto; 200 freight and stock cars at London, Ontario; and we are adding ourselves 150 flat and 50 stock cars. The whole Great Western system is now of the American or 4 feet 8½ inch gauge, all the car stock has been changed, and before snow falls all the broad gauge engines and the third rail will be removed. Our passenger coaches, second class and smoking cars, are being rapidly improved and modernized, and large additions are being made to our stock of freight cars.

☞ The Brownsville, Fort Kearney and Pacific Railroad, the connecting line of the Quincy, Missouri and Pacific Railroad at Brownsville, Neb., is progressing very rapidly, and the company have in operation forty miles of road. Some sixty miles more of road will soon be ready for the contractors, and will be completed at an early date. A fine depot is being erected for the company at Brownsville. The road, when completed, will run to Denver.

☞ The contract for the wrought iron superstructure of the Congress street bridge, Troy, N. Y., has been awarded to the Phillipsburgh Manufacturing Company, of Phillipsburgh, New Jersey, for the sum of $145,000.

☞ Work has been resumed on the New Castle and Franklin Railroad, at Mercer, Pa.

Valley (Va.) Railroad.

At a meeting of the stockholders of this company at Salem, Va., on the 25th ult., the following gentlemen were elected directors, viz: Robert Garrett, Johns Hopkins, Wm. Keyser, P. P. Pendleton, R. T. Baldwin, D. H. Miller, and R. Norris, Jr., of Baltimore; Edmund Pendleton, of Botetourt; M. G. Harman, of Staunton; Wm. Allen, of Rockbridge, and Geo. W. Hansbrough, of Roanoke. Robert Garrett was re-elected President. The report of the treasurer stated that there had been paid, cash, by Baltimore and Ohio Railroad $300,090, Staunton $54,000, and individual subscriptions $32,777, and that $93,552 17 had been expended, leaving a balance of $293,224 83. The cost of the road with iron bridges is estimated by the engineer at $5,700,000.

Riviere du Lonp Railroad.

Notwithstanding the delay in receiving a locomotive or two for the Riviere du Lonp, track-laying is progressing very favorably, five miles being now completed. There seems to be a good prospect now that the road will be open for business to the Nackawick by the 17th December. The only drawback is the want of a locomotive, and this will be supplied within the course of a few weeks. Forty or fifty men have recently gone to work on the road, in addition to those who have been at work all summer, and more are daily expected.—*Fredericton Express.*

☞ At a meeting of the Baltimore, Pittsburg and Chicago Railway, Indiana Division, at Auburn, Ind., on the 26th ult., Walter C. Quincy, of Columbus, Ohio, was elected President; Wm. Wing, Secretary; W. H. James, of Baltimore, Treasurer, and Jas. L. Randolph, Chief Engineer. The Chief Engineer was directed to advertise work for contract as soon as right of way was obtained.

☞ The St. Louis and Carondelet Railroad was formally opened on the 26th ult. This line was built for the purpose of effecting a closer union between the places on the shores of the Mississippi, in St. Clair county, Illinois, and St. Louis, and is now under the supervision of the following officers: T. B. Livingston, President; S. B. Bowman, Secretary; Th. Winstenberg, Treasurer; and T. M. Conlogne, Contractor.

☞ The Green Bay and Lake Pepin Railroad has been completed to Ogdensburg, a distance of 75 miles west of New London, in Waupaca Co., Wis., which place is the present terminus of the telegraph line on that road.

☞ The Southern Maryland Railroad, it is announced, will be finished in May next. Col. Smout is president of the company. The office of the company is to be located on Four-and-a-half St., Washington, D. C.

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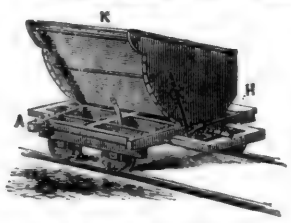
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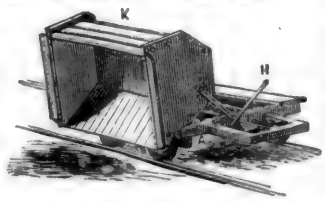


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 30, steamer RISING STAR, CAPT. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer COSTA RICA, Capt. ——, touching at Acapulco, San Pedro and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Sept. 27.

Steamer GREAT REPUBLIC will leave San Francisco, Oct. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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RAILROAD MACHINERY,
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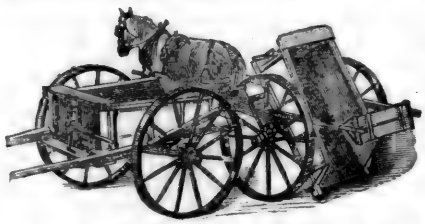
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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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MINERAL SPERM OIL.
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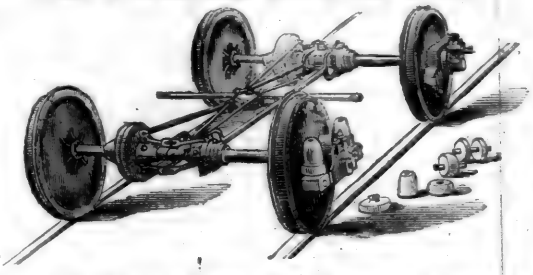
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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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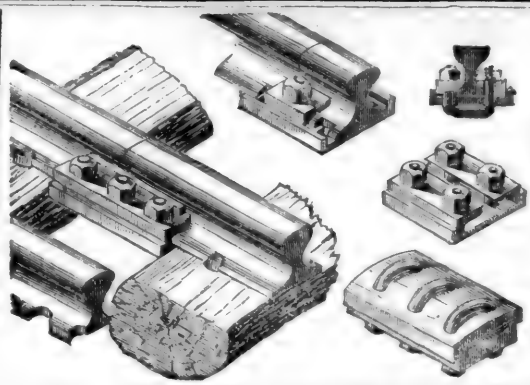
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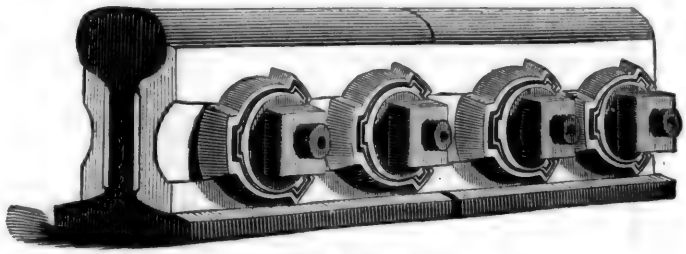
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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 41.] SATURDAY, OCTOBER 12, 1872. [WHOLE No. 1,903, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 12, 1872.

Arkansas Central Railway.

A special to the Memphis *Appeal*, from Helena, Ark., dated Sept. 27th, gives the following account of the formal opening of this road from Helena to Clarendon:

The formal opening of the first division of the Arkansas Central Railway, from Helena to Clarendon, a distance of fifty miles, took place yesterday with great eclat and a grand excursion. This is the first narrow-guage railroad ever built in Arkansas, and its construction and completion between the above cities has been watched with great interest. The road passes through one of the most fertile districts in the State, comprising prairies, pineries and excellent cotton lands. Farms in the vicinity of the railroad are already very valuable, and, since its completion numerous inquiries have been made by actual settlers, and already sites for towns have been laid out at various points on the line. The road has already been thoroughly equipped with sufficient rolling stock for the coming Fall and Winter trade, and it is fully anticipated that the road will carry ten thousand bales of cotton during the season, a great portion of which will find its way to the Memphis market.

☞ Wm. T. Thelin has been appointed auditor of the Baltimore and Ohio Railroad Company, in place of S. H. Dunan, resigned.

BANKING HOUSE OF

JAY COOKE & CO.,

No. 20 Wall St., New York.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three-tenths, Gold, equivalent to about Eight and a Quarter per cent in Currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.

New York, Philadelphia and Washington.

☞ The Philadelphia *Ledger* of 7th inst., reports the net anthracite coal tonnage for the week ending on the 28th ult., from all sources, at 439,646 tons, and for the year 14,575,550 tons, against 10,627,765 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,947,785 tons. The production of bituminous coal for the week was 53,849 tons, and for the year 1,876,848 tons, against 1,646,225 tons to the corresponding time last year—an increase of 230,623 tons. The total production of all kinds of coal for the week was 493,495 tons, and for the year 16,452,398 tons, against 12,273,990 tons to corresponding time last year, showing an increase of 4,178,408 tons.

Louisville and Nashville Railroad.

The following statistics of the Louisville and Nashville Railroad are from the president's report for the year ending June 30, 1872, presented at the recent annual meeting:

Earnings—Louisville and Nashville and branches, $3 209,944 53; Memphis, Clarksville and Louisville (12 months), $505,358 78; Memphis and Ohio Railroad, $938,576 68. Total earnings, $4,653,779 99.

Expenses—Louisville and Nashville and branches, $1,997,125 57; interest, $266,995 10; dividends, $628 541; expenses Memphis, Clarksville and Louisville (12 months), $496,840 07; interest M. C. and L. (9 months), $74 128 57; expenses Memphis and Ohio, $242,487 38. Total expenses, including interest and dividends, $4,403,926 04; showing a net profit of $249,453 95.

The bonded debt, as per last report, was $8,752,000. Total bonded debt June 30, 1872, $8,744,000. In this sum is included city of Louisville bonds, without mortgage, $849,000; making the total debt for which the road is mortgaged $7,896.000. Memphis and Ohio Railroad bonds mortgage on that road, $3,500,000. Total mortgage on all, $11,395,000.

During the year 7 per cent. cash dividend on the capital stock has been paid.

The report of the vice-president and general superintendent for the past year shows an increase of gross earnings on all the lines operated by this company of 1.49 per cent.; decrease of operating expenses of 2.52 per cent., and an increase of net earnings of 14.97 per cent.

The company took possession July 1, 1872, of the Nashville and Decatur Railroad, which will be run under lease. This will give a direct line to Montgomery (when the south and north road is opened) of 490 miles.

On and after October 1, 1872, the company will operate 920 miles of road.

Little Rock, Memphis and Norfolk.

Within two weeks or less freight and passenger trains of the Memphis and Ohio and Memphis and Little Rock roads will be interchanged across the Mississippi by transfer boats. Trackways on the shores of the river are perfected down to low-water mark, and will remain unaffected by the rise and fall of the river. Meanwhile, M. Greenlaw spends his whole time in the lowlands ballasting the road-bed between the St. Francis and Mississippi rivers. When this task is done the Little Rock road will become most profitable. Its value is greatly enhanced by the early completion of the road from Richmond, Va., to Elizabethtown, Ky. By this means Memphis and Little Rock secure the two shortest possible routes

from the valley of the Mississippi to the Atlantic, and the wealth of the west will surely follow these lines in seeking access to Europe. There is a difference, too, in the highest gradients of fifty feet to the mile in favor of this route over the more northern lines. Trade will not be diverted from the Memphis and Little Rock road to any other more northern route through St. Louis to New York or Baltimore. In fact, wealth in its movements, like population, adheres to its original parallels of latitude, and Norfolk, by the riches of this and adjacent states, will be made a magnificent commercial emporium.—*Memphis Appeal.*

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the years ending June 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$233,424 87	$260,721 09
" freights	436,637 86	524,488 34
" mails	13,222 85	13,345 08
" express	7,000 00	7,800 00
" rents	5,101 44	6,413 28
	$695,587 02	$812,767 79
Expenses, viz:		
Maintenance of road	$150,317 80	$182,784 46
Stations and buildings.	12,118 53	18,861 61
Bridges	8,391 08	9,015 45
Wood	50,227 31	56,505 21
Car and locomotive repairs	69,897 86	100,027 23
Oil and waste	6,107 73	6,893 81
Passenger expense	29,696 28	33,160 88
Freight expense	36,404 91	53,508 79
Losses and bad debts	20,120 35	5,113 64
General expense	21,070 92	21,057 11
Tools and machinery	3,070 27	3,984 95
Shop expense	2,807 33	6,170 69
Stationery and printing	1,691 45	6,381 94
	$411,921 82	$503,865 87
Net earnings	$283,665 20	$308,901 92
Add balance of income per last report		5,848 84
Total		$314,750 76
Disbursed as follows:		
Paid trustees of sinking fund		$25,990 00
Interest and coupons		72,756 50
U. S. taxes		2,058 96
Coupons on Massawippi Railroad b'ds		26,869 59
Dividends, February and August, 1872		127 287 00
Dividends on Massawippi shares		24 000 00
Interest balance		867 50
Balance of income		34,921 21
Total, as above		$314,750 76

The increase in gross earnings of the last over the previous year has been $117,180 77; with an increase in expenses of $91,544 05—making the increase in net earnings $25,636 72. The increase of sinking fund for the year is $40,066 03.

The equipment of the road consists of 22 locomotives, 15 passenger, 7 baggage, 320 platform, 10 ore, 10 horse, 55 hay, 93 rack, 170 box, 7 saloons, 20 gravel, 3 crane, 24 push, 24 wood and 38 hand cars. Number of miles run, 458,581. Number of passengers carried, 167,112; do. carried one mile, 5,595,036. Tons of merchandise carried, 171,923; do. carried one mile, 12,253,160. The increase of business on the road is about 25 per cent. on tonnage, and about 11½ per cent. on passengers as compared with the previous year. The increase in mileage has been 121,117, or about 36 per cent. 1,428 tons of new rails, and 37,781 new sleepers have been laid; and 5,720 rails taken up, repaired and relaid. The increase in construction account during the year has been $244,514 83. The report says:

The Passumpsic Road was originally started with the purpose and expectation of making a through line of railroad from Boston to Montreal, by connecting with the Shefford and Chambley Road at the Province line. When, after many years of hard toil and struggling, it reached that point, that road had failed to meet us, and the portion of it which had been constructed, had passed into hands whose interest would not dispose them to connect with the Passumpsic at that point. Being there in the woods, with no prospect of a connection, in a direct line, with Montreal, and being determined in some way to form one with the great lines of railway in Canada, surveys were caused to be made in the valley of the Massawippi Lake, which have resulted in the construction of the Massawippi Valley Railroad, connecting us with the Grand Trunk Railway at Lenoxville, and subsequently extended to Sherbrooke; thus giving us the shortest and most direct line from Boston, as well as the Connecticut Valley and New York, to Quebec and Eastern Canada, and proving of great importance to the road in the increase of both passengers and freight.

The Directors, however, have never lost sight of the original aim and intent of securing a direct line to Montreal. With that in view, they proposed, at the last annual meeting of the stockholders, the following vote, which was unanimously passed:—

"That, should the Directors deem it expedient, and for the interest of this corporation, to assist the Massisquoi and Clyde Rivers Railroad Company in the construction of their road, to connect with a railroad now being built from West Farnham, P. Q., in the direction of Newport, Vt., in order to secure an advantageous business compact with said road, they are hereby authorized to issue the notes of this corporation, to an amount not exceeding the sum of three hundred and fifty thousand dollars, payable at the Treasurer's office, in the city of Boston, in ten years from the first day of July, 1871; with coupons attached, bearing seven per cent. interest, free of United States tax, payable semi-annually on the first days of January and July, in each year; and that the Directors be authorized to dispose of the above notes, for the above purpose, and no other, on such terms as they may think for the best interests of this corporation."

A portion of the notes above authorized have been negotiated, and about $90,000 paid over, agreeable to contract, as the work has progressed.

In accordance with the above vote, negotiations have been carried on with Missisquoi and Clyde River Railroad, which have resulted in a business contract which is deemed of great importance and benefit to the Passumpsic Road, in securing a direct and continuous through line to Montreal. The Passumpsic Road agrees to loan the Missisquoi and Clyde River Road $350,000, to enable it to complete the construction of its Road from Newport to Richford, where it connects with the South-Eastern Counties Junction Railway of Canada, which is now in operation from Richford to Montreal.

By this connection we secure a continuous and direct line from Boston and New York, over the Passumpsic Road, to Montreal, equal, to say the least, to any now existing.

And when we consider the beautiful and fertile valleys of the Connecticut and Passumpsic Rivers, through which it passes, and the magnificent Lake Memphremagog, with the hotel accommodations and other attractions of Newport, we feel that we may reasonably expect a fair share of the travel, both for pleasure and business.

We also confidently expect, by the opening up of this line, a very large accession to the freight business of the road.

On the whole, we feel warranted in congratulating the Stockholders on the condition and future prospects of the road,—that after so many years of hard struggling, we are about to accomplish the end for which the road was at first started, and that we have at the same time secured a good substantial property.

BALANCES, August 22, 1872.

Construction	$3,385,435 60
Wood lots	5,368 14
Memphremagog House	57,783 30
Excise tax	156 16
Notes receivable	12,938 97
Superintendent, including stock and materials on hand	218,327 21
Massisquoi and Clyde River bonds	89,000 00
Cash	1,308 94
Interest	94 29
	$3,770,512 61
Coupons and dividends uncalled for.	$5,863 37
Lyndon lands	28,763 65
Stock issued	2,124,500 00
Partial payments on account of stock	2,773 23
Notes payable	909,000 00
Bonded debt	448,100 00
Trustees of sinking fund	97,900 00
Reserve	113,549 90
United States government	141 25
Earnings	34,921 21
Grand Trunk Railway	5,000 00
	$3,770,512 61

President.—EMMONS RAYMOND.

Vice-President.—JOSIAH STICKNEY.

Directors.—Emmons Raymond, Josiah Stickney, Elijah Cleveland, William Thomas, B. P. Cheney, Albert Knight, Henry Chase, Benjamin Pomroy, Thomas Upham, Gardner C. Brown, T. P. Redfield, F. M. Weld, Horace Fairbanks.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Superintendent.—L. W. PALMER.

Texas and Pacific Railroad.

The Dallas (Texas) *News*, in referring to the progress being made in the construction of this road, says:

The projection and completion of this great national work by Col. Thos. A. Scott, Vice President of the Pennsylvania Railway Company, a corporation controlling nearly four thousand miles of railroad in the United States, is almost overshadowing the Presidential campaign in its magnitude and importance, and is the chief topic in railway circles as well as the South. There are already some supplies, iron, &c., in Galveston, and several locomotives and some rolling stock at Corsicana. The company is bringing in corn, grain and bacon from the West, and St. Louis for the East end of the road. Corn is being bought in large quantities on the Brazos, to be brought here by the Houston and Texas Central Railway. In four weeks fifty thousand ties will be here from Calcasieu, La., and one thousand tons of hay are now being cut between here and Cedar Grove, both contracted for by Maj. Adamson, the chief of the tie and forage department here. Five hundred miles of the road, including the distance between Fort Worth, Dallas and Longview, are to be completed within fifteen months. Work is to commence from Dallas with an immense force, going East and West at the same time, on the 1st of October. There are a large number of laborers already coming in and scattering themselves along the line of the road, but there is room for many more tie cutters, laborers and teams. The company have erected a commodious office on Elm Street for the officers of the road stationed here, and the work inaugurated by that railway Titan, Colonel Scott, goes bravely on.

☞ A Pennsylvania coal company has recently purchased sixty-five acres of land at India Point, Providence, R. I., for a coal depot, and will begin work, preparing the docks, tracks, etc., immediately. It is understood that the Providence and Worcester Railroad Company will build a branch road from Valley Falls to India Point to accommodate its coal business.

Vermont Central and Vermont and Canada Railroads.

At a meeting of the stockholders of the Vermont and Canada Railroad, and the holders of the bonds and other securites of the Vermont and Canada and Vermont Central Railroads, held in Boston on the 1st inst., ex-Governor Smith presented the Report of the Managers, prefacing it with the following remarks:

GENTLEMEN: Before I read the report it may be proper for me to say that the extraordinary character of the assults which have been made upon the managers of the Vermont Central and Vermont and Canada Roads seem to demand from them as full an exposition of the affairs of the company as it was possible for them, in the limited period of time allotted to them, to make to you: and, therefore, if the report of the managers is somewhat lengthy, I have only to ask your patient indulgence while I submit to you the

REPORT OF THE TRUSTEES.

To the Security Holders of the Vermont and Canada and Vermont Central Railroads:

GENTLEMEN—In submitting their report the trustees and managers do not feel called upon to reply to the wanton attack made upon their personal character, nor to attempt any specific refutation of the charges of corrupt practices preferred against them in the public press further than a simple statement of facts and a truthful history of the administration of their trust may in themselves afford a denial of the truth of these charges.

The duties of the trustees and managers are of a higher character than a simple vindication of themselves. The charges which have been made so publicly of maladministration strike a fearful blow at parties and interests beyond and of higher importance than the personal status of the individuals who compose the board of management. They affect the values of all the securities of the road held by innocent parties. They strike at the vital energies of a great public enterprise, valuable to the State and community through which it runs, and of immense importance to all the commercial relations and interests of a great city. Wanton assaults upon it, therefore, and in such a public manner, even if the grounds for such charges were true, cannot be justified upon any principle of sound policy, and when, as in this case, these sweeping charges of corruption and personal aggrandizement are without real foundation, it becomes only the more reprehensible and inexcusable. If wrong existed in the management it was easy to reach and correct it without runing the enterprise; it was easy to reach and punish the wrongdoers without utterly prostrating all the securities held by innocent parties. It is a source of regret, therefore, to the managers that any public journal claiming a position of respectability should lend its columns and its influence to assail in so violent a manner the standing and credit of a road like this, until at least it was well assured from a proper examination of all the facts that its charges could be sustained and were, in fact, true.

A brief reference to the history of the road from the date of the first connection of a portion of the present managers with it is necessary to a proper understanding of the true position of the road and its relations to its security holders.

At the date of their entering upon the management of the property the road was deeply involved in litigation. The rent of the Vermont and Canada Road was largely in arrears and a bill in Chancery was pending to establish the right of that company under the lease to the possession of its own and of the Vermont Central Road.

The first and second mortgage bondholders, parties defendant to this bill, denied the validity of the Vermont and Canada lease and their right to the possession of the Vermont Central for the recovery of their over-due rents.

The first mortgage bondholders also had a bill in Chancery pending to foreclose their mortgage and various other suits growing out of and incidental to these were pending. In addition to this the Legislature of the State of Vermont had at its previous session passed an act imposing upon the Vermont and Canada Company, as a condition to the preservation of its charter, the necessity of constructing a branch into Burlington to connect with the Rutland and Burlington road by a circuitous and expensive route, which, according to the estimate made, would involve the Vermont and Canada Company in the expenditure of over a million of dollars.

In this condition of the affairs of the company the road had become greatly impoverished; its road-bed and track were in a sadly depreciated condition, the iron hardly safe to run over, nearly two-thirds of the Vermont Central between Windsor and Burlington at sub-grade, and nearly all the Vermont and Canada without ballast, and a portion of it on trestles, the equipment largely depreciated, the bridges badly decayed and many of them requiring immediate reconstruction. The attention of the managers was absorbed and distracted in attending to the lawsuits which were prosecuted with great bitterness, and no time left them to look after the business of the road nor to develop its resources and traffic.

At this juncture of its affairs an effort was made to compromise and settle on a satisfactory basis all the then pending litigation. After a protracted negotiation a settlement was effected establishing the validity of the Vermont and Canada lease and providing for the payment of its accruing rents and also for the rents overdue which had accumulated during the period of litigation. Provision was also made for the construction of the branch into Burlington on an improved line and at a reduced cost. The change in the route reduced the cost to less than $400,000. To accomplish this change in the route, however, the sanction of the Legislature was necessary and the consent of the Rutland and Burlington Road was required. These were obtained in the Fall of 1859, but on condition that the branch should be completed within a brief period.

Subsequently a new compromise between the bondholders of the first and second mortgages and the Vermont and Canada was made, by which the over-due rents of the Vermont and Canada Railroad were capitalized in part and the capital of that company increased from one million three hundred and forty-eight thousand five hundred dollars to two millions of dollars, and the over due coupons of the first mortgage bonds, amounting to over a million of dollars, were funded and the first mortgage increased from two millions to three millions of dollars and extended for twenty years. The trustees and managers were also required to pay to the Vermont and Canada stockholders the sum of $97,000, balance of overdue rent, in three years after date, with interest. The second mortgage was to surrender its coupons, all of which, together with the principal of the mortgage, were overdue, and the same was to be extended for twenty-five years.

The stock of the Vermont and Canada was also further increased to the extent of $250 000, to be distributed among the holders of the first mortgage bonds in payment of their coupons.

This compromise, effected by negotiations of leading representatives of the various classes of securities, was subsequently embodied in a decree of the Court of Chancery of the State. The decree of the court, however, being only professedly an aid to the parties in carrying out the compromise, could not, of course, become binding upon all so as to permanently establish the rights of the parties except in one or two ways; 1st, by the individual assent of all the holders of the securities embraced within the scope of the decree, or, 2d, by the acquiescence of the parties.

In order, therefore, to give validity to this decree and so render it obligatory upon all, the several stockholders and bondholders as they received the new shares allotted to them in the Vermont and Canada stock under the decree, and the new coupons under the two mortgages by which the time on each was extended, were invited to execute their receipt therefor, and assent to the conditions of the compromise. In this way the decree became of binding force upon all.

By the terms of this compromise it was provided that the road should be held permanently in the hands of the Court of Chancery, and the earnings, after paying the expenses of operating and maintaining the property, should be distributed among the holders of the several classes of securities according to their order of priority.

By the provisions of this last decree the status of the parties became fixed and the relations of the trustees and managers to the property and to the security holders were established, while at the same time their relations to the public as common carriers charged with the duties and incidents attaching to such a position were defined.

From the date of the settlement of the conflict among the security holders the road began to develop its business.

The fact that harmony was restored inspired confidence, the public were reassured and all the material elements of growth and prosperity began to manifest themselves along the whole line. The stimulus thus given to the business created new and constantly increasing demands for enlarged facilities, and these in their turn created the necessity for increased expenditure. The limited and depreciated equipment was soon found to be inadequate to meet the demands of the increasing business. Additional trains were required, and as these increased in number the necessity for improved track in order to secure an economical working of the road was rendered more imperative.

These improvements and enlargements required a large outlay of money, and with a road under corporate management would have been supplied by an increase of its capital account and thus the earnings of the road would have been held legitimately to be applied to the payment of dividends. But under the peculiar management incident to a road in the charge of the court, the road has no means out of which to meet these necessary expenditures but the earnings of the road itself, except as money was from time to time obtained upon the credit of the management. As these necessities forced themselves upon the managers, authority was given by the court to make, in some instances, long loans, or to convert temporary loans into funded loans, and these loans now constitute the trust liabilities of the management, and are from the very necessities of the case a first charge upon all the property in the hands of the managers.

The branch into Burlington was constructed out of the earnings of the road. The wharves at Burlington to accommodate the large lumber business were built. Then followed the purchase of the Stanstead, Shefford and Chambly Railroad, and immediately thereafter came the demand for the construction of the new road to Canada line in the town of Highgate, in compliance with the charter of the Vermont and Canada.

In 1865 the wants of the road, thus rapidly expanding by the opening of new avenues for business, demanded large increase of facilities, and for this purpose authority was given to make a loan on ten years time and the first equipment bonds were issued. This loan, as stated in the order made by the chancellor, was for the purpose of purchasing equipment and for necessary improvements.

In 1867 an additional increase of the capital stock of the Vermont and Canada Road was authorized to the extent of two hundred and fifty thousand dollars, which was to be expended first in payment of the $97,000 and interest, amounting in all to about $114,500, due that company under a former decree and which was about maturing and to pay dividends falling due 1st June, 1867, and the balance was to be sold to apply to the extinguishment of trust liabilities.

Authority was also given to issue the notes of the trustees and managers to the amount of five hundred thousand dollars, and to secure the same by a pledge of the stock and first mortgage bonds

of the Stanstead, Shefford and Chambly Railroad, in the hands of the trustees and managers and which are now held by the managers as assets for the security of these notes.

The said notes thus issued were to be delivered to the holders of the first and second mortgage bonds in payment of coupons maturing in June and December then following. Of these notes $448,800 have been issued and disposed of in accordance with the decree of the court. The balance are now in the hands of the trustees and managers as assets.

The trustees and managers were also authorized to borrow three hundred thousand dollars to extinguish the liabilities of the trustees and managers incurred in the development and improvement of the property.

In 1869 a further loan of five hundred thousand dollars was authorized, and if approved by the Committee of the First and Second Bondholders and the necessities of the road required it, an additional five hundred thousand, making in all one million of dollars.

In 1871 authority was granted the Vermont and Canada to further increase their capital stock to to the amount of five hundred thousand dollars and to deliver the same to the trustees and managers in settlement of certain expenditures made by the trustees and managers for and in behalf of the Vermont and Canada Road, and also authorized and empowered the trustees and managers to issue their notes to the amount of one million of dollars, to be endorsed and guaranteed by the Vermont and Canada Company, for the purpose of paying the liabilities incurred by the trustees and managers in supplying equipment and in other necessary improvements of the property.

All these several orders and decrees were made by the consent and with the approbation of the Vermont and Canada Company and the Committee of the First and Second Mortgage Bondholders.

The amount of all these securities may, therefore, be stated thus:

Vermont and Canada original stock ...		$1,348,500
Addition by compromise decree to pay back rents		651,500
Addition to pay bondholders		250,000
Towards building Swanton Branch		250,000
To reimburse trustees and managers for expenditures on their account		500,000
		$3,000,000
Original first mortgage	$2,000,000	
Increase to pay back coupons	1,000,000	
S. S. and C. bonds to pay coupons of first and second mortgages	500,000	
Equipment bonds	2,000,000	
Vermont and Canada guaranteed 8's	1,000,000	
		6,500,000
		$9,500,000

The interest on this debt chargeable upon the funds of the road, is as follows:

Vermont & Canada stock	$3,000,000	8 per ct.	$240,000
1st mortgage bonds.	8,000,000	7 " "	210,000
S. S. and C. bonds..	500,000	7 " "	35,000
Equipment loan....	2,000,000	8 " "	160,000
Vt. & Can. guaranteed 8 per cent...	1,000,000	8 " "	80,000
	$9,500,000		$725,000

Of this sum there is properly chargeable to the trust, as funds for which they should account, the following:

1. Issue Vermont and Canada stock towards constructing Swanton Branch. $250,000
2. Issue of Vermont and Canada stock to reimburse fund for building Burlington Branch, and other expenditures 500,000
3. Equipment loans 2,000,000
4. Vermont and Canada 8s 1,000,000

The bonds known as the Stanstead, Shefford and Chambly Bonds, although perhaps properly a Trust debt, are nevertheless secured by the bonds of the S. S. and C. Railroad, amounting to over six hundred thousand dollars, and about five hundred thousand dollars of the stock of that road.

The bonds and stock of the S. S. and C. Railroad thus held by the trustees and managers carry in fact the title to that property, and the notes of the trustees and managers issued on the strength of the pledge of these are therefore substantially the First Mortgage Bonds of the S. S. and C. Railroad, and having been issued for the specific purpose of distribution to the bondholders, ought not in fairness to be reckoned as part of the trust debt against the management.

These bonds and stocks are, however, entered properly as assets in the statement of the Treasurer given below, and it is believed that they are a good and ample security for the notes of the trustees and managers.

There should be added to the above interest account the interest on the Missisquoi Bonds, so called. The principal of these bonds is not a trust liability. The bonds are issued by the Missisquoi Railroad, and secured by a first mortgage on that road. The road is about twenty-eight miles in length, extending from St. Albans to Richford, and runs through the rich and fertile valley of the Missisquoi river, the great dairy producing portion of Franklin county. The trustees and managers have leased the road on a durable lease, agreeing to pay therefor as rental forty per cent. of the gross receipts of the road, and have guaranteed that the forty per cent. shall be equivalent to the interest on the $500,000 of the First Mortgage Bonds.

If in any year the forty per cent. of the gross receipts shall be insufficient to pay this interest, then the deficiency advanced by the trustees and managers constitutes a debt against the road, to be paid back out of the earnings.

The Road is one that can be economically operated. The country through which it passes is thickly populated and is an exceedingly rich one. Besides the dairy products there are extensive timber districts, composed principally of the finest spruce and hemlock which will thus be opened to market. There are also rich mineral deposits along the line, prominent among which are iron ore and yellow ochre, existing, it is believed, in large quantities and of the richest quality.

The towns on the line of the road contributed by way of town bonds authorized by act of the Legislature, to the extent of two hundred and twenty-four thousand dollars, the proceeds of which were expended upon the road and formed the basis of the first mortgage bonds. It is a valuable feeder and will soon be a remunerative one.

The interest on these bonds, therefore, added to the above interest to be provided for, makes the total sum annually chargeable upon the earnings of the road at the present time seven hundred and sixty thousand dollars.

It will be noticed that in this calculation the second mortgage bonds are omitted, for the reason that in the compromise above referred to it was the understanding that these bonds should not be considered until the development of the road fully justified their being taken on as an interest bearing security.

Adding these, however, and the total capital chargeable to the Vermont and Canada and Vermont Central roads proper with their extensive and valuable properties and business relations stands at $11,500,000. From this deducting the S. S. and C. bonds, which in fairness should not be reckoned as part of the Vermont Central capital, $500,000, and we have $11,000,000. From this deducting again the second mortgage bonds, and we have a capital chargeable at this present time to the road for interest and dividends, $9,500,000.

On this latter basis the average per mile of the two roads—Vermont Central and Vermont and Canada Railroads, 184 miles—is about $51,000; or, including the second mortgage at its full face value, the average per mile would be about $58,700.

The Managers submit to any candid mind whether even on the latter and fairest basis of the computation the road in its high condition, with its equipment and its valuable real estate and wharf property, does not stand at a very low average of cost.

The injustice and untruthfulness of the criticisms which have been so freely indulged in recently, is made most glaringly apparent when it is remembered how much the road has had to contend against to attain its present position of power and productive capacity.

Forced by the requirements of the charter to build two expensive branches to the main line, obliged to ballast almost the entire length of the track of both roads, to reconstruct almost the entire rolling stock and equipment and at the same time to more than double both the cars and motive power, to construct new and enlarged shops, to rebuild almost every bridge on the line, and at the same time to meet with regularity and promptness the dividends and interests on all the securities, while the only resources at the command of the Managers have been the earnings of the road and the comparatively small amount of loans which they have been enabled to make; when all these are considered the Managers do not hesitate to say that but few if any roads in the country can show a more rapid or a more satisfactory and successful development, nor do they believe that any evidence of a want of fidelity to their trust can be discovered.

The argument that because the annual reports do not show a large net over the operating expenses, that therefore it is to be accepted as proof of mismanagement, and that the road does not and cannot earn its dividends and interest, is not altogether sound.

The construction account was closed on their assuming the management, and all expenditures were charged to operating expenses. The reports have therefore, always shown the worst against the Managers.

Nevertheless the fact remains that as each half year revolved, the dividends and interest on all the securities chargeable upon the trust have been regularly paid. The additional fact also remains that each year has exhibited a steady improvement in the condition and value of the property. Each year has exhibited a growth of its business, an increase of its earnings, and a large augmentation of tonnage; while the other and not less important fact remains that the only source of supply from which to create all this was simply the earnings of the road, and the money borrowed and funded from time to time. How small a portion of the amount expended in developing this property was derived from added capital will fully appear from the report of the Treasurer herewith submitted—while on the other hand the question whether the road has legitimately earned its dividends and interest will find a ready and affirmative solution. The managers commend the statement so carefully prepared by the Treasurer to the thoughtful consideration of the security holders, as also to those who, from whatever motive, are so ready to malign and disparage the management.

In consequence of the continued and persistent assault of the enemies of the Road upon its credit, and the stringent close money market, the Trustees and Managers were compelled temporarily to pass their maturing obligations. With resources more than abundant to pay all its liabilities, but not for the moment available, with a Road never in all its history more prosperous, with business and earnings in excess of any former period, in all its appointments in the highest state of efficiency, it was nevertheless forced to yield to the combined pressure.

With the motives which have actuated those who have thus assailed the character and standing of a great and successful enterprise, the Managers have at this time and in this place nothing to do. They have here to do only with the causes which produced the result so far as they themselves are concerned in it.

The statement of the Treasurer accompanying

this will give the amount of the floating debt and the cause of it, together with the resources of the Road.

From this report it appears that on the 1st day of June the total floating debt was $2,278,164 42, and the available assets were $1,349,249 57, leaving the actual floating debt $1,528,915 85.

This debt consists in large part of the deficiencies in the earnings of the Ogdensburg and Rutland Roads to meet the expenses of the rentals.

The reasons which existed at the time for making the contract for operating the Ogdensburg and Lake Champlain Road were considered good and sufficient by all the parties to the negotiation.

The subject was well and carefully matured and the value and importance of the road to the Vermont Central and Vermont and Canada roads as well as to the interests of the whole line, were fully conceded.

Present at the negotiation and participating with the Trustees and Managers were the Committee of the Vermont and Canada Company, specially appointed by the Board of Directors for that purpose.

After the completion of the negotiations and the terms of the contract had been agreed upon and the preliminary contract had been drawn, the Directors of the Vermont and Canada Company called a special meeting of their stockholders specifying the object of the meeting to be the consideration of the question of authorizing the lease.

At this meeting the whole question was fully discussed by the stockholders, and they voted unanimously to authorize the execution of the contract.

The contract is in the name of the Vermont and Canada Company, the Trustees and Managers joining in the contract and agreeing to carry out its terms and provisions.

The rental paid for the road, while considered large at the outset, and with a full recognition of the fact that loss would ensue in all probability for the first few years, yet as the term of the period of management extended for twenty years, it was believed that the growth and development of the property during that period would fully justify the undertaking, and that all losses which might arise for the early period of the contract would be more than covered during the whole term, and a handsome profit result to the Vermont Central and Vermont and Canada Roads.

In this view the other roads in the line from White River Junction to Boston, who are also in interest in the contract, fully shared. Yet with this fact fully in view it was thought advisable to secure the control of the road, and the contract was accordingly executed by the Vermont and Canada Company by their committee appointed for that purpose, and by the Trustees and Managers.

The deficiencies, therefore, have not come unexpectedly; nor are the Trustees and Managers surprised; nor is their faith and confidence in any manner shaken in the value of the contract; nor are their views changed as to the wisdom of making it. The deficiencies are by no means altogether losses, as has been erroneously stated. On the contrary, while the deficiencies go to constitute a portion of the present debt of the Trustees and Managers, a large sum should be charged in account of assets.

Precisely to what extent this should be done can only be determined by a revaluation and appraisal of all the property embraced in the contract. Certain it is that to the extent of the new equipment added, and the large amount of wood and other materials on hand, together with the new station and other buildings added to replace old ones burned or otherwise destroyed, the improved condition of the track, expenditures on wharf and terminal property, all these, which constitute a large expenditure, enhancing the value of the property and are embraced in the current operating expenses of the road, are in fact assets, and should not in any sense be charged to the account of loss, as at the final or other sooner determination of the lease the whole property is to be revalued and appraised, and the lessees have the full benefit of the improvements and enhanced valuation.

The same remarks hold true in reference to the lease of the Rutland road. The deficiency there is larger in proportion than on the Ogdensburg and Lake Champlain Railroad. Yet large expenditures have been made which are property assets, and to some extent available to apply toward the rents to be paid.

The account of the Trustees and Managers for work done on the Addison road in order to put it in proper condition to be operated, is a clear asset, and applicable in the hands of the Trustees and Managers to the rents to become due to the Rutland road. Yet this sum is included in and constitutes a part of the operating expenses of the road, and hence swells the deficit against the Trustees and Managers, and constitutes a part of their present debt.

In addition to this a considerable outlay of money has been required to complete and protect the road where it was washed away by the terrible freshet of 1869.

Equipment has also been added, the track greatly improved, two old station houses which were burned rebuilt in substantial form—all embraced in operating expenses, yet not chargeable to loss.

Thus reduced, the actual losses on these roads will fall below the amount estimated by the trustees and managers at the time of taking the lease. The trustees and managers do not by this mean to underestimate the real losses on these roads, yet the extravagant statements made in reference to them in the public prints are not justified by the facts in the case. The large expenditures immediately demanded are, however, made, and will not probably be required again to anything near the same extent, while on the other hand both roads are improving in their earnings, and it is not unreasonable to believe that the coming year will show a large and favorable reduction of deficit. Indeed, at the present ratio of increase of earnings and such reduction of expenses as can now be safely made there is good ground for hope that the Ogdensburg at least will be self-sustaining, and that the Rutland proper, the Vermont Valley and Vermont and Massachusetts will also pay the rents out of the earnings, leaving the deficiency, if any, to fall upon the other branches.

Another item in the floating debt of the trustees and managers is the amount paid for the wood, shop stock and materials on hand on the Rutland road at the date of their taking possession of the same. This was largely in excess of what was estimated by the parties. It was taken at an appraised value and was worth what it was valued at. This amounted to $418,000.

The question of attempting to retain these leases or of abandoning them is one of too much importance to be lightly passed upon. They were assumed not by the trustees and managers alone, but as the deliberate sense of the stockholders and bondholders as under all the circumstances the wisest and best thing to be done.

Not after a proper and careful examination of all the facts, it may be the most desirable thing to negotiate with the parties for a surrender of them. But the question is of too grave importance to be disposed of rashly. Even if thought advisable under all the circumstances to seek a release, it should be done as a matter of negotiation with the parties in interest in those roads. To seek to accomplish it by a rash forfeiture under a momentary excitement would only be to expose the trust property and the Vermont and Canada Company to excessive demands for damages and seriously impair and retard their claims for reimbursement for the moneys expended in the improvements made upon both roads.

The trustees and managers have at this time no opinion to express in reference to the question of what action is wisest.

They simply acted in concert with the other parties in interest in the property which they manage in making the leases, and therefore can only signify their readiness and willingness to confer, if desired, with the same interest, in carefully considering the question of release.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 30,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO, J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax*. Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ The land sales of the Burlington and Missouri River Railroad Company for September amounted to 18,444 acres, aggregating $168,482 36. The total sales to October 1 were 446,070 acres, aggregating $4,367,053 37, and the company have a million and a half more acres for sale.

☞ Mr. T. B. Edgar, of St. Louis, has been elected President of the Pacific Railroad of Missouri, in place of Hon. Joseph Brown, resigned; and Mr. John I. Taussig, of the banking house of Taussig, Gempp & Co., Vice President.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,300	467,659	5,670.882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	546,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.843
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,344	440,457	436,192	482,987	572,331	496,062	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274.021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1866	603,053	505,266	505,465	411,605	569.250	567,679	480,626	578,253	571,348	661,971	588.219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738.530	823,901	727,810	613.329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794.325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624 744	539,617	563,598	620,228	713,102	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4.371 073
1868	343,316	304,315	326.880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,836	386,527	411,514	403,846	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	442,666	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5 683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382 823	377,571	443,132	7 0,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	488,884	662,368	658,017	481,113	506,557	815,345	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239.139	313.914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	324,044	298.027	254.896	2,916,543
1870	196,787	218,234	253,085	270,934	248,266	249,987	211,219	300,971	318.957	355.187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	248,660	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,248	298,708	271,207	3,184,282
1870	202,447	250,617	294 874	289,550	283.221	263,328	260.449	344,195	353 877	341,378	321,659	236,108	3,438,930
1871	212,065	219,604	319,765	286,416	264,782	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,400	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617.021	669,384	757,178	936,188	711.457	1,170,241	1,126.635	754.551	1,032.149	812.178	9,555.510
1865	653,053	608,305	116,215	923,283	416.341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	792 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	800,742	887,793	874,974	436.990	10.637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,164	873.153	956.658	837,351	586,779	9.256,284
1868	427,437	518,174	651.019	817,750	761 220	744.188	814,472	631,143	1,006,631	1,159,726	1,113,398	589.924	8.735.082
1869	479.236	525.490	755,433	904,834	499.463	630,680	1,232.903	1,454.026	1,294,621	1,235.866	1,476.405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,1 9.489	1,241,903	1.199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156.066	172,933	220,788	219.160	230,340	205.095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174.500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205.750	189,351	160,085	2,008,265
1870	152,393	158,788	172,214	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126,775	124,988	123,946	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3.909.353
1868	278,712	265,137	257,800	256,825	260,529	293.344	283,833	484.209	450,203	429,808	323.270	399,439	4,013,208
1869	284.193	240.395	242,705	311,833	312,530	348,891	310,800	450.246	4 0.720	422.389	323,377	434,284	4.242.343
1870	267,664	293,645	295,279	318,499	340,892	348,633	322,756	466.431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393,455	443,611	453,309	439,515	553,994	552,079	558,317	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	28,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528 529	500 139	539,238	706,603	802,586	746,450	643,058	644 051	728,521	719,698	570 168	505,053	7,654,094
1871	479.573	373,925	498,599	584,540	724,466	728,174	678,698	681,865	800,402	777,382	708,142	542,908	7,574,949
1872	578,936	534,116	565,801	699 490	690,442	655,459	748,382	739,667	.....	.....	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$3,427,466	$2,478,180
" cotton...	1,432 826	1,492,261
" silk	2 721,685	2,009,211
" flax	1,082,125	973,468
Miscellaneous dry goods..	923,189	622,092
Total entered for consump.	$9,587,291	$7,575,162

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$1,527,742	$3,251,822
" cotton ...	412,339	758,396
" silk.....	1,036 503	1,359,851
" flax	362,972	470,900
Miscellaneous dry goods..	104,818	221,063
Total withdrawn from warehouse	$3,444,374	$6,061,532
Add entered for consump.	9,587,291	7,575,162
Tot. thrown on the market.	$13,031,665	$13,636,694

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$1,181,253	$1,707,557
" cotton ...	298,300	621,012
" silk.....	649 252	884.784
" flax	369,095	588.717
Miscellaneous dry goods..	109,805	142,422
Total entered for wareh'g..	$2,607,705	$3,944,492
Add entered for consump.	9,587,291	7,575,162
Total entered at the port.	$12,194,996	$11,519,654

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$23,516,281	$19,722,255
" cotton.	16,764,793	17,132,202
" silk ...	2?,884,153	21,543.641
" flax ...	9,724,632	10,114,698
Miscellaneous dry goods	8,306,982	7,563,529
Total entered for cons'p.	$82,196,841	$76,076,325

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$10,284,903	$15,886,288
" cotton..	4,410,955	7,246,590
" silk	6,116,737	8,276,083
" flax	4,234,589	5,026,893
Miscellaneous dry goods.	1,187,394	1,654,849
Total withdrawn from warehouse	$26,234,578	$38,090,703
Add entered for consump.	82,196,841	76,076,325
Total thrown on the market....	$108,431,419	$114,167,028

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$11,038,437	$17,497,619
" cotton..	4,835,378	7,737,092
" silk	6,760,233	9,468,967
" flax	3,553,514	5,557,365
Miscellaneous dry goods.	1,487,301	2,115,550
Total entered warehouse.	$27,674,863	$42,376,593
Add entered for consump.	82,196,841	76,076,325
Total entered at the port.	$109,871,704	$118,452,918

☞ The earnings of the Central Pacific Railroad company in September, 1872, were $1,332,-220, against $995,921 in September, 1871, and $787,183 in September, 1870—an increase over 1871 of $336,299, and over 1870 of $545,037. For the first nine months of 1872 the earnings were $9,304,428, against $6,916,474 in 1871, and $5,-805,463 in 1870—an increase over 1871, of $2,-387,954, and over 1870 of $3,498, 965.

Maryland and Pennsylvania Railroad.

This company, which proposes to build a double track narrow gauge railway from Baltimore city to the Pennsylvania State line, there to connect with the "State Line and Juniata Railroad," making a through line to Philadelphia, has been making preliminary surveys in Baltimore county for some time, and ascertaining, through its agents, what material aid can be relied upon in our country. Sufficient foreign capital has already been secured to put the road under contract and to pay fully one-half the cost of it. We learn from a conversation had with a gentleman connected with the enterprise that no subscription to the capital stock is solicited from our citizens, but merely an investment in the company's seven per cent. gold interest bonds, secured by mortgage on the road. This aid is not required until the road shall have been graded and ready to receive the rails.—*Towsontown Herald.*

Statement of the Public Debt of the United States October 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$250,000 00
6 per cent. 1881 bonds, 1861..	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861..	189,321,200 00	2,839,818 00
6 per cent. 5-20 bonds, 1862..	269,?92,400 00	6,742,322 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	810,6?7 08
6 per cent. 5-20 bonds, 1864..	2,295,000 00	57,450 00
6 per cent. 5-20 bonds, 1?64..	70,981,400 00	1,774,535 00
6 per cent. 5-20 bonds, 1865..	157,078,900 00	3,926,972 50
6 per cent. consols, 1865.....	214,915,850 00	3,2 4,187 75
6 per cent. consols, 1867	319,2?3,850 00	4,888,957 75
6 per cent. consols, 1868.....	39,070,900 00	586,063 50
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest.....	$1,771,580,000 00	$28,083,070 75
Interest due and unpaid		4,629,623 47

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$5,585,000 00	$18,142 72
3 per cent. navy pension fund, 1868.....	14,000,000 00	105,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	2,260 00
Aggregate of debt bearing interest in lawful money....	$21,263,000 00	$125,402 72
Interest due and unpaid.....		1,260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,865 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	117 00
6 per cent. bounty land scrip, 1847.....	3,900 00	238 97
6 per cent. bonds, 1848.....	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	675 00
6 per cent. 5-20 bonds, called 1862	2,603,000 00	126,635 50
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,600 00	1,486 48
5 per cent. 1 year notes, 1863.	96,725 00	4,848 35
5 per cent. 2 year notes, 1863.	63,400 00	4,578 58
6 per cent. compound interest notes, 1863-64.....	555,310 00	110,266 19
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	316,450 00	29,679 18
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	1,400,000 00	8,382 22
Aggregate of debt on which interest has ceased since maturity	$5,486,540 26	$373,710 06

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$86,152 50	
Legal tender notes, 1862-63...	356,000,000 00	
Certificates of deposit.....	15,630,000 00	
Fractional currency, 1862-3-4.	40,480,437 30	
Coin certificates, 1863.....	25,792,760 00	
Unclaimed interest.....		8,834 84
Aggregate of debt bearing no interest.....	$437,959,349 80	$8,834 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,357,013,000 00	
Bonds at 5 per cent.....	414.567,300 00	
	$1,771,580,300 00	$32,712,694 22
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund,3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	6,585.000 00	
	$21,263,000 00	126,662 72
Debt on which interest has ceased since maturity.....	5,4?6,540 26	373,710 06
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	356,086,152 50	
Certificates of deposit.....	15,630,000 00	
Fractional currency.....	40,480,437 30	
Coin Certificates.....	25,792,760 00	
	$437,989,349 80	
Unclaimed interest.....		8,834 84
	$2,236,319,190 06	$33,221,901 84
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,269,541,091 90

AMOUNT IN TREASURY.

Coin	$78,417,220 91
Currency.....	8,499,193 53
Special deposit held for redemption of certificates of deposit as provided by law...	15,630,000 00
	$102,546,414 44
Debt, less amount in Treasury, Oct. 1, 1872..	$2,166,994,677 46
Debt, less amount in Treasury, on the 1st ult.	2,177,322 020 55
Decrease of debt during the past month...	$10,327,343 09
Decrease of debt since March 1, 1872	58,818,820 52
Decrease from March 1, '69 to March 1, '72.	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303.000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	24,000 00
Western Pacific bonds,1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64.....	1,62?,320 00	24,424 80
Totals.....	$64,623,512 00	$969,352 68

Interest paid by United States, $16,570.575 54; interest repaid by transportation of mails, &c., $3,828,026 51; balance of interest paid by United States, $12,742.547 03.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Sep. 30, 1872.

WILLIAM. A. RICHARDSON,
Acting Secretary of the Treasury.

☞ The earnings of Union Pacific Railroad in August, 1872, were $789,767 56; and the expenses, $358,525 52—leaving net earnings $431,-042 04. In August, 1871, the earnings were $681,865 83, the expenses $299,624 74, and the net earnings, $382,241 09—showing an increase in earnings of $107,701 73, in expenses of $58,-900 78, and in net earnings of $48,800 95. From January 1 to August 31, 1872, the earnings were $5,374,566 80; and the expenses, $3,102,509 10—leaving net, $2,271,057 70. For the corresponding time in 1871 the earnings were $4,765,-843 53, the expenses $2,304,814 40, and the net earnings, $2,461.029 13—showing an increase in earnings of $608,723 27, with an increase in expenses of $798 694 70—making the decrease in net earnings $189,971 43.

☞ The sales of the Land Department of the Union Pacific Railroad Company for the month of September, 1872, were 14,086 acres, amounting to $71,207, at an average of $5 05 per acre. The total sales from July 28, 1869, to the present date, are 628,394 acres, amounting to $2 664,431, at an average of $4,24 per acre. Number of purchasers in September, 1872, is 155; average to each, 91 acres.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	July '72 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	521,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,444,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Oct. '72 0
Bloosburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N.	May '72 5
Buffalo, N. Y. and Erie*.100	960,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,83 400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,300	J A J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,57	J & D.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,1 9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,11	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June'72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.*... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,840	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	3,944,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,087,599	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	1,,80,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,96	F. & A	Aug.'72 5
Concord 100	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv...1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Riv 0	1,7 0,00	J. & J.	July '72 5
Cooperstown and Susq..100	307,.83	— & —	.....
Cumberland Valley..... 0	1,325,000	A & O.	Oct. '72 4
Danbury and Norwalk . 5	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 0	18,808,850	J. A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 5	452,000	— & —	.....
" " pref. 50	2,099,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,300,200	J. & J.	July '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	3,000,00	F. & A.	Feb.'66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,000,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,.40,000	J. & J.	July '72 4
Georgia 100	1,186,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct '72 3
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)... 50	110,350	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J. A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,24	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami*.....50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,868	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 2
Michigan Central 100	14,685,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3.051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	432,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5s
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,985,150	J. & J.	July '72 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass 100	2,300,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,208.000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800.000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,00	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 5
Broadw. & 7th Av. (N Y)100	2,100,00	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,900	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,00	M. & N.	Nov. '71 7
Coney Island & Brookl.*100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,00 000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,400	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75.000	M. & N.	May '72 3
South Boston 100	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000 000	F. & A.	Aug.'72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,026,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,408,207	F. & A.	Feb'72 75c
" " (pref.). 50	2 888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal.....25	1,500,000	M. & S.	Mar.'72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec.'71 4
Cumberland Coal & Iron.100	800,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1879.					
Loan of June 14, 1858 ....registered	96,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,737,000	6	Jan. & July.	1880	114½
.. ..coupon	4,678,000	6	" "	1880	116
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 5, 1861.....registered	125,352,350	6	Jan. & July	1881	114½
.. ..coupon	63,968,850	6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s).....registered	32,840,250	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon	236,852,650	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,434,650	6	Jan. & July.	1881	114½
.. ..coupon	21,565,350	6	" "	1881	116
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	34,017,300	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	36,964,100	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	37,085,000	6	May & Nov.	1885	114½
.. .. .. (5-20s).....coupon	119,993,900	6	" "	1885	116
.. .. .. 2d series (5-20s).....registered	59,997,400	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	154,948,450	6	" "	1885	114½
.. .. .. 3d series (5-20s).....registered	91,792,250	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	227,471,600	6	" "	1887	114½
.. .. .. 4th series (5-20s).....registered	13,706,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,364,400	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	138,918,150	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	56,649,150	5	" "	1904	108
Consols of July 14, '70 & Jan. 20, '71.registered	127,251,050	5	F. M. A. & N.	1881	110½
.. .. coupon	72,748,950	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	111½
U. S. Notes and Fractional Currency.....	412,196,590	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")...	712,800	5	" "	1886	...
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1890	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	1894	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	100
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	.....	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1853 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	289,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	" "	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	102
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'76	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	100
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	99½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'96	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400.000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'78-'83	....
.. —War and Bounty Loan Bonds.....	478.000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	436,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	92
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'78-'87	90½
Nebraska—(No Debt).....	.....	.....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	84-'85	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	107
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	106
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	32½
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	20
.. — .. .. (new).	1,709,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	April & Oct.	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14
.. — .. (").....	1,800,000	6	" "	1876	101
.. — .. (").....	4,095,399	6	" "	1881	101½
.. — .. (").....	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	96
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	104½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	106½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	6	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	99½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	55
.. —Blue Ridge R. R. bonds of '84	970,000	6	" "	74-'75	....
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'96	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	87-'9	....
.. —Conversion Bonds of 1869....	1,265,300	6	J. A. J. & O.	1888	24
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	72½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	.....	.....	.....	71½
Vermont—War Loan Bonds	1,025,000	6	June & Dec	71-'72	....
.. — .. Certificates	201,000	6	" "	71-'72	99
Virginia—State Stock .....registered	21,617,576	6	Jan. & July	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	6	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,300	6	Jan. & July	77-'84	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	810 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1883	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	96½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R. assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	300 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41 ½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	97½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	506,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	167,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	95½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	136,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,540,000	7	F. M. A. & N.	" "	1915	94
Equipm't(Eng & Cars,$2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	000,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	968,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	328,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,098,000	6	Jan. & July.	" "	1892	83
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds (Del. Lack. & W.).	3,400,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $6,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150.867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,500,000	7	.....	"	1883	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500.000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1909	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1889	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,460,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
James'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	600,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	210,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,270,359	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)	1852. 123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1 65.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb.(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.& Ph.	1890	....
2d Mort. gold tax free and conv.	3,0,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	92
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct. 1, '61 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1856 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Att. & Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1868 (J. & Frank.)	500,000	7	" "	" "	war	....
2d Mort. Jan. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Read.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'82	....
Consol. Mor. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1 00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1845	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	97½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	109¼
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	83
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,628	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	501,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Frkln)	680,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	486,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,009	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")stg.	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	6	Jan. & July.	New York.	'79-'85	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300, 00	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1850	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102½
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	76-'77	....
Consolidated Mortgage	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	61½
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
June 1, 1871.	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Con-ol. Mortgage for $10,000,000.		5,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub & Ind.) conv.		3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		409,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	....
Construct'on bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	75-'90	79½
Rich., Fredericksburg & Potomac:							
Sterling Loan		67,777	6*	Jan. & July.	London.	1876	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	83
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1st4 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 18 8 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f d endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., akland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold. endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.old gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1859	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferr d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, lan grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1579	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16 000 p. m.	.....	8	.....	.....	....	....
Superi r and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $.00,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	...
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 1	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund	94.000	8	Jan. & July	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Water.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	660,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st Mort.(Gt.W.R.R.W.D.181m)	2,500,000	7	Feb. & Aug.	" "	1888	93¼
1st M. (Gt. W.Rwy of '59, 181m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Quincy & Tol 34 m)..	300,000	7	Feb. & Aug.	" "	1882	....
1st Mort. (Ill. & So. Iowa 42 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (Tol. & Wabash 75 m.)	1,500,000	7	" "	" "	1871	94¾
2d Mort. (T.Wab. & Wt. 167 m.)	2,500,000	7	" "	" "	1893	89
2d M. (Gt. W.Rwy of '59, 181m.)	600,000	7	" "	" "	1883	86
Equipment (Tol. & Wab. 75m.)	2,700,000	7	F. M. A. & N.	" "	1907	88½
Consol. Mortgage (500 m.)	2,700,000	7	" "	" "	1900	88½
1st M. (Dec. & East St. L 109m.)						
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	7
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" ")	450,000	6	" "	" "	1883	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	52
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Shefl.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,000,000	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	95½
2d Mort. " "	30 ,0 0	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis.	723,000	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,365,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
gage re- 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
gistered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1884	96½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95
Convertible Loan, gold	922,000	6*	March & Sept.	"	1884	92
Convertible Bonds	1,496,879	6	June & Dec.	"	1847	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,966	7	" "	"	1885	91½
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	75
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,664	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	....
Boat and Car Loan	628,10	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends. Year.	Value of Shares. Market.
	M.	M.	M.	M.						$		$		$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$ p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103.000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100 ....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500.000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100 ....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3.600.000	*	.....	.....	2,000 000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100 ....
Sept. 30, 1871	142.0	—	86.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,668	*	.....	.....	3,280,000	4,399.000	83,440	—	164.0	587,211	367,061	283.874	1,069,996	267,487	7	100 92
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....		.....	.....	.....	980,000	.....	—	—	(Under construction—No part in use.)					—	100 ....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256.350	7,461,000	502.437	.....	132.0	.....	578.084	1,008,798	1,731,012	784,151	—	50 ....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567.544	—	579,081	—	—	(Under construction—No part in use.)					—	50 ....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5	(No returns furnished.)					—	50 ....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100 ....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100 ....
Dec. 31, 1871	185 0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	78.867	87,671	446,933	151,629	—	100 ....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100 ....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200.129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100 ....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100 ....
Dec. 31, 1871	387.3	88.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	566.8	(No accessible returns since June 30, 1871.)					—	100 ....
Dec. 31, 1871	237.0	110.0	164.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,288	*	460,243	174,262	4,532,176	2,974.200	632,319	85,084	347.0	638,161	102,800	.....	1,044,6 8	358,988	—	100 ....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	802,382	489,800	1,925,428	637,137	—	100 ....
May 31, 18 1	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100 ....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196.500	.....	.....	328.2	.....	86.699	.....	1,106,883	460,878	—	100 ....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483.848	175,341	—	—	(Leased by Grand Trunk.)					4	100 ....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	... .	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100 ....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242.504	*	.....	... .	219,250	20,000	.....	—	19.1	20,932	41,790	4,501	31,470	4,864	—	100 ....
Nov.30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050.000	—	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50 ....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913 390	4,006 503	8	100 155½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—		472,700	1.650,000	20.000	—	452,700	30.0	449.975	.....	.....	427,579	264 168	10	100 ....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100 10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100 ....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	660,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36.000	—	50 ....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	50	Bellefonte and Snow Shoe...Pennsylvania.	442.059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100 ....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784.387	*	.....	.....	995,800	2,244,500	1,212 625	—	67.0	.....	.....	.....	837,537	229,524	1½	100 ....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Bloseburg and Corning.....New York.	582.376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100 ....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	288.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100 151
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100 ....
Sept. 30 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100 ....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850.000	*	267,192	218 888	1,800.000	1,050,000	10.167	475,913	134.3	.....	134.282	75,050	572,495	126,000	—	100 ....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	*	21 373,900	.....	25,000,000	21,200,000	7,349,194	—	112.5	517,592	1,760 942	294.177	691,852	135,334	—	100 8½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667 699	1.767.952	548,762	1,208.108	252,264	8	100 139
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,056	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994 689	571,117	8	100 136
Sept 30, 1871	44.0	14 5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844.114	*	590.372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642.903	562,565	1,415.481	430,441	10	100 152
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88 957	107,277	260,999	113,301	—	100 ....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980.000	.....	—	172 0	(In hands of Receiver.)					—	100 ....
Dec. 31, 1871	2 .0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	.....	.....	2,286,000	583.500	.....	—	26.0	(Leased to Erie.)					—	100 ....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100 ....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500 ....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100 ....
Apr. 30, 1872	2.9.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100 ....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031.434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.661	349.6	1,609,941	249,386	320.574	2,406,840	1,111,881	10	100 112½
Jan'y 1, 1872	100 0	—	3.0	16.0	5	1	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100 ....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100 ....
Dec. 31, 1871	—	—	—	210.0	...	...	...	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100 ....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	.....	—	(Leased to Pennsylvania.)					10	100 125
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767.075	359,752	39,254	55,899	1,131,719	1,071,655	174,386	—	60.0	.....	386.818	66.443	364,500	125,721	—	50 62
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100 ....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(91 m.	28,540	.....	32,411	7 352	—	100 ....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171.754	265,934	59.298	308,928	76,970	8½	100 ....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*			350,000	200,000			17.5	(Opened January 1, 1872.)					—	100 ....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*			376.594	150,000			—	(Completed 18 miles Jan. 1, 1872.)					—	100 ....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*			426,000				24.0	64 660	22,430	321.661	128,032	55,521	6	25 ....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	586	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50 40
Sept. 30, 1871	14 7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538.000	—			294,469	250.000	11,780	—	—	(Recently opened—No report.)					—	100 ....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113.552	—	100 ....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100 ....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100 ....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,604	6 0.5	.....	.....	.....	3,689,654	1,454,857	10	100 ....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—			6.000.000	4,000,000			180 0	.....	44,377	92 860	310,573	132,131	—	100 ....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3 702 373	3,944,103	990,591	6,841,379	3,035,235	10	100 103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500.000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974.994	235.133	5½	100 34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*†..California.	120.432.717	5,784,303	.....	.....	54,283,190	82,208.000	.....	—	1,009 6	.....	.....	.....	8,9 2.554	5.021.251	—	100 ....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta... S.Car.	5.911.920	*	206,804	65,182	2,578.000	2,100,000	250.000	—	194.6	.....	.....	.....	594.473	405,471	—	100 ....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1 095.839	*			635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50 ....
Sept. 30, 1871	329.0	—	32.9	96.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	—	233.1	451 522	133,427	99,596	764,265	290,008	—	100 ....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*		304,930	84,463	2,153,300	834,262		90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....			
Dec. 31, 187	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900					871,900	500,000	955,000		21.5	(Leased	to Phila. a	nd Reading.)			50	....			
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,000	*		864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,987	715,662	1,501,496	5,278,910	1,810,051	10	100	110			
Apr. 30, 18	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*				18,649,910	5,524 957			754.0				7,569,009	2,619,177	10	100	134			
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*				2,000,000	1,500.00			—	(Traffic	guar. &	oper. by C. B. & Q.)				100	....			
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*				2,100,000	1,482,000			—	(Opened	d during	1870–'71.)				100	...			
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*				1,500 000	1,000.000			73.0		(No retur	ns furnished.)				100	....			
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000			2,000,000	2,925.000			—	(Opened	d in Dece	mber, 1871.)				100	....			
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*				1 280,000	2,200,000			—		(Recently	opened.)				100	....			
Jun 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000					3,916,300	810,000			—	(Leased	o C. & N.	W.)	371,319	371,319	10	100	....			
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*				752,000	4.200,000			—	(New	road—No	returns.)				100	....			
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*				35.878,644	20,474,000	724,299	1,465,694	1,271.0		2,224,705	11,402,161	11,402,161	4,592,135		100	72½			
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919			1.500,000	1,340,000				(New roa	d—No rep	ort.)				100	....			
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*				1,400,000	700,000			—	(Under	construct	on—length	160 m.)			100	....			
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*				17.000,000	8,702,140	70,862	3,717,630	679.0			5,900,797	5,900,797	2,950,534	8	100	108½			
Mar. 31 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761.3 6	*	387,136	2,340 990		3,078 000	3,078,000			—	(Under	r construc	tion—ope	n 19 miles.)			100	....			
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern	Illinois.	4,878,000	*				7,000,000	5,000,000			—	(Leased	to Chic R.	I. & Pac.)				100	....			
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*				365,000	500,000			36.5	(Leased	to St. L.,	K. City a	nd North	ern.)		100	....			
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000					500,000	274,000			7.0	(Leased	to Marietta	and Cin	cinnati.)		8	100	....			
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000					4,000,000	1,500,000			60.0	588,286	700,110	325,238	1,807,595	548,926	8	100	....			
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,647		3,500,000	2,032,000	444,602	705,201	123.0							100	....			
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*				3,027,450	2,033,000	1,061,798		38.0	(Leased	to Ind., Cin. and Lafayette.)				6	100	....			
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000					400,000	400,000			182.1	199,442	115,971	96,322	325,238	40,054	—	100	....			
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*				4,000,000	1,500,000			42.0				211,854	42,782	—	100	....			
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813		382,600	585,000	86,298		—	(Leased	to Gr. Rap	ids & Indiana.)				100	....			
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000					3,000,000	1,800,000			191.0	648,835		239,205	800,702	304,706	—	100	19½			
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060		3,409,956	2,419,421	93,855	149,119	—	(Under	construct	ion.)				100	....			
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—					17.000,000	8,702,140	70,862	3,717,630	679.0			5,900,797	5,900,797	2,950,534	8	100	108½			
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*	1,629 225	1,386,437		12,791,350	3.008,000	197,355	698,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	89			
Dec. 31, 1871	67.8	12.4	8.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934		421,616			2,056,950	1,512,600			—	(Leased	to Atl. & G	t. Wtn.)		274.272	7	50	....			
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,611.501	*				1,165,000	1,500,000			76.3	127,000	129,770	135,090	245.804	90,323	—	100	....			
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2 054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719				7,867,950	3,859,500			225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	89½			
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,674	*				13,000,000	23,230,174			586.7	3,952,726			4,170,338	1,040,232	—	100	38½			
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*				347,800	225,000	282,126		18.0	34,500	17,404	12,811	58,537	5,219	—	100	....			
Dec. 31, 1871	723	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158		898,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....			
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000					1,000,000	1,000,000			—	(Leased	to Cin., San. & Cleveland.)				—	100	....			
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Concord	New Hampshire	1,500,000	*	63,041	106,631		1,500,000	134,863	34,819		119.5				925,000	153,088	10	50	....			
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord and Portsmouth	N. Hampshire.	1,108,859					350,000				41.0	(Leased	to Concor	d.)			6	100	....			
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Connecticut and Passump. Riv	Vermont.	3,145,386	*	60,329	175,744		2,126,778	1,015,229	127,699	111,747	143.7	337.464	150,026	128,555	696,587	283,665	6	100	92			
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv	Vermont.	3,146,999	*	232,712	227,897		1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	137			
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	2,500,000	*				1,500,000	1,000,000			41.6	(R	ecently op	ened—no	returns.)			100	....			
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000					1,497,223	2,008,500			68.0		Recently	opened.)				100	....			
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*				1,278,300	1,000,600			6.8	(Leased	to Phila.	and Trenton.)			6	50	....			
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	*				308,405	100,000	28,580		16.0	20,992	39,579	19,611	45,208	22.275	—	100	....			
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*				1,328,650	352,300	67,856	448,865	140.4	258,462	302,804	297,367	557,639	241,239	8	50	....			
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798		584,235	1,400,000	154,000		45.0	46,816	8,483	28,316	28,530	16,513	—	100	....			
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000			600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	44,679	176,822	84,631	9	100	....			
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,509	13 ,783	74.882	52,838		3,317,497	3,430,000	265,178		202.0				1,101,612	371,876	4	100	....			
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95 ,575	765,256	373,725	1,851		82,350	527,445	12,906		31.8	104,600	69,285	73,390	118,585	22,997	—	100	....			
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*				309,276	701,000			—		(Leased	to Little	Miami.)			100	....			
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio	1,011,276					1,230,941	873,250			99.3				441.421	114,769	6	100	....			
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*				15,000,000	10,000.000			62.0		95,781	1,532,549	72,715		10	100	....			
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694			10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,563,568	3,351,484	1,549,693	10a	100	97½			
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5 132,109			2,500,000	2,500,000			121.0		19,795	43,863	371,903	196,597	—	100	....			
Dec. 31, 1871	106.0	15.0	5 1	—	6	4	2	64	*Denver Pacific*	Colorado.	2,500,000					1,216,000	1,216,000			—		(Opened	in May 18	72.)			100	....			
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000						uis, Keok	uk and	Dakota	R. R.)					772,962	235,001	—	100	....			
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be	re-organi	zed as t	he St. Lo		1,000.000	1,500,000			—	(R	ecently op	ened—no	returns.)			100	....			
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*				343,150	1,470,000			65.0	(R	ecently op	ened—no	returns.)			100	....			
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*				2,517,140	7,150,388	280,979	333,699	189.0	763,135	440,2.9	377,769	1,507,217	565,633	—	100	....			
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9.673,528	*	351,673	218,005		8,000,000	3,275,000			164.0		(A new li	ne—no ret	urns.)			100	....			
Jun. 30, 1872	14.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*				122,000	175,000			14.0	(Leased	to Maine	Central.)		18,000	3	100	....			
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000									33.5			11,404	5,161	21,480	6,985	6	100	....			
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No info	rmation	furnishe	d.)		480,000				28.6	(Leased	to Boston	nd Maine.)		29,000	6	100	....			
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000									—	(Leased	to Illinois	Central.)			4	100	....			
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	—	4 999,200	894,000	—	15 901	—	—	—	—	—	—	—	100	....	—	—	—
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,077		1,174,977	560,000	14,247	63,075	64.7	71,136	38,449	51,445	161,458	72,488	—	100	....			
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*				1,075,500	1,190,000	55,000		—		(Opened	August 20,	1871.)			100	....			
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*		771 393		1,475,538	1,500,000	562,326		58.0	131,635	154,702	73 443	133,242	40,250	—	100	....			
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407			40,185		350,000			716	17.5	5,897	28,136	813	8,627	716	—	100	....			
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800					89,800	175,000	2,000		—	(Leased	to Pennsy	lvania.)			6	50	....			
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200					1,500,200	495,900			—	(Leased	to Phila.	and Readi	ng.)			100	....			
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia	Tenn. & Ga.	9.165.895	*	188 971	222.368		1,969,624	3,581,400	244,991	3,731,197	285.5		185,834	1,287.323	383,377		100	....			
Sept. 30 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218.809	1,384,751	270,491		4,262,600	2,987,400	1,832,081	194,325	115.2	1,162,426	4,610 277	365,965	1,971,637	655,398	8	100	105½			
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No info	rmation	furnishe	d.)						28.0	37,507	14.409	26,857	87,888	42,653	—	100	....			
Dec. 31, 1871	40.0	—	1.7	—	2	—	—	—	Eastern Shore ¶	Maryland.	875,000	*				295,000	580,000			40.0		(No	statement	furnished.)			100	....			
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,312	*	826,099	48,207		3,107,060	2.982.000	374,475				(Completed	in 1871 a	nd 1872.)			100	....			
Sept. 30, 1871	40.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000					600,000				64.2	240,660	212 388	796 854	409,592	361,524	5	100	....			
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000					1,000.000	1,620,000			78.0	504,154	108 714	360,870	541,247		5	50	....			
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842.740	*				86,538,910	26,398,800			914.0	10,579.766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	48½			
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	168,854	*				134,000		40,000		—						—	100	....			
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*				3.500,000	3,880,000			37.0						—	100	....			
Dec. 31, 1871	83.7	8.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*				2 000,000	3,177,000			101.7	713,767	250,727	1,211,798	1,220,642	686.082	7	100	....			
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,483,964	*				522,300	3.098,800	1,802,982		114.0		184,702	97 942	280.014	93,338	—	100	....			
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683		1,544,254	1 164,000	61,999	582,400	132.0	345,732	156,795	180,000	538,173	170,157	—	100	....			
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*				2,000,000	1,000.000			98.0		(No returns	furnished.)				100	....			
Dec. 31, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*				750,000	750,000			—		(Recently	completed.)				100	....			
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	350,798					150,000	200,000	272,607		5.8	11,154	82,136	—	33,137	9,866	—	100	....			
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000					107,400				12.7	(Leased	to Pitg. and	Connellsville.)			7½	50	....			
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002			817.680	177,000	98,824	41,740	93.3	666,667	1,793,222		1,327,341	316,738	8	100	131½			
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095					150,000	—	244,095		12.06	Leased	to Belv. D	elaware.)		17,358	loss.	—	100	....			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	*	$	$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	*Flint and Pere Marquette*.....Michigan.	1 9.	—	20.3	51.4	23	22	8	368	4,300,398	*	2,939,022	155,189	1,069,100	4.241.500	1,947,184	92,855	218.1	537.460	311,240	282,139	674,685	277,874	—	100	...
Sept. 30, 1871	Flushing and North Side .....New York.	11.8	—	1.7	—	5	20	—	11	989.941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	Fonda, Johnstown and Gloversville..N. Y.	10.0	—	0.9	—	2	2	1	6	461 409	*	.....	.....	300,000	300.000	27,226		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	100.0	—	5.0	—	8	6	2	183	3,000,000	273,000	90,000	—	1.056,000	1.871.000	.....		100.0	200.152	100.989	59,511	.....	.....	—	100	...
Dec. 31, 1871	Ft. Wayne, Muncie and Cin.....Indiana.	109 0	—	2.7	—	—	—	—	—	3,300 000	.....	.....	.....	1.000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	..
Dec. 31, 1871	Framingham and Lowell.....Mass.	26.0	—	1.0	—	6	—	—	—	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	..
Sept. 30, 1871	Freehold and Jamesburg.....N. Jersey.	17.0	—	2.0	—	2	3	1	20	383,011	*	.....	.....	283,74:		99,267		22.0	70,617	124 254	39,375	57.588	177,607	—	100	65
Oct. 31, 1871	Galv., Harrisburg & San Antonio..Texas.	85.0	—	9.0	200.0	9	6	4	133	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,65	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1871	Galveston, Houston & Henderson.Texas.	51.0	—	7.0	—	15	7	5	216	2,239,000	387.800	83,286	11,285	1,000,000	1,500 000	272,609	11 381	51.0	51,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	Georgia.....Georgia.	171.0	61.0	24.7	—	563	26	14	594	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658 533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	Gilman, Clinton & Springfield.....Illinois.	111.0	—	5.6	—	7	4	4	160	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	Goshen and Deckertown .....New York.	11.6	—	0.3	3.2	—	—	—	—	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18 532	13.009	42,198	19,807	—	100	....
Dec. 31, 1871	*Grand Rapids and Indiana*.....Indiana.	239.0	—	11.9	113.0	—	—	—	—	.....	—	.....	—	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	Grand River Valley.....Michigan.	94.0	—	4.7	—	—	—	—	—	1,992,000	—	—	—	492 000	1,500,000	—		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	Grand Trunk †.....Canada.	711.0	247.0	300.0	—	336	233	89	3,968	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608 620	.....	.....	1,377.0	6,116.082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	Great Western †.....Canada.	229.0	101.5	70.0	—	140	142	40	2,104	26,528,943	*	2,523 038	3,562,716	20,245.333	10,922,297	675,088	571,998	443.7	2,314,182	814,653	992,889	4,395.765	1,788,413	5†	100	....
Sept. 30, 1871	Greene.....New York.	8.0	—	0 6	—	—	—	—	—	320,386	—	.....	.....	200,000	—	120,: 86		8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	Green Bay and Lake Pepin....Wisconsin.	40.0	—	2.0	161.0	3	2	—	130	800,000	*	—	—	400,000	640,000	—		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	Greenwich and Johnsonville...New York.	14.0	—	0 5	—	—	—	—	—	273,893	—	—	—	130,090	130,000	—		14.0	17 528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	Gulf Western, Texas and Pacific....Texas	38.0	—	2.0	190.0	5	2	1	69	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	Gulf Western, Texas and Pacific....Texas	4.9	—	0.2	—	2	9	3	6																	
Dec. 31, 1871	Hackensack.....New Jersey.	28.0	—	2.8	—	—	—	—	—	191,246	*	—	—	99,700	62,000	—		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	Hackensack Extension.....New Jersey.	70.0	—	6.2	—	—	—	—	—	859,600	—	—	—	560,000	319,600	—		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	Hannibal and Central Missouri.Missouri	46.0	6.0	2.3	—	—	—	—	—	2,000,000	—	—	—	1,000,000	1,000,000	—		70.0	(Leased to Tol. Wab. & Western.)					—	100	....
Aug. 31, 1871	*Hannibal and St. Joseph* †.....Missouri.	207.0	70.0	27.7	—	79	41	21	1,442	1,425,000	—	—	—	750,000	675,000	—		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Sept. 30, 1871	Hannover Branch.....Mass.	7.8	—	1.0	—	2	5	—	12	18,272.284	2,948,434	486,236	111,264	9,254,924	9,508,000	2.679,80	375,497	277.0	2,066,880	358,894	416,791	3,104.969	1,089,035	—	100	32½
Oct. 30, 1871	Hanover Branch.....Penn.	12.2	—	0.7	—	6	5	2	14	174,389	37,050	.....	.....	1 3 300	50,000	—	38,139	7 8	19.200	75,124	13.019	62.662	21.242	—	100	....
Sept. 30, 1871	Harlem Extension .....New York.	114.0	2.0	5.8	—	—	5	1	146	200,000	56,100	15.384	30,000	116,850	—	222.180		12.2	41,942	31.903	84 714	76,386	17,582	10	100	....
Oct. 31, 1871	Harrisburg and Lancaster..Pennsylvania.	36.0	18.0	17.6	—	—	—	—	—	8,039,500	*	—	1,009	4,000.000	4,000,000	40,509		116.0	164 414	109.915	64,494	207,113	32,298	—	100	....
Sept. 30, 1871	Hartford and New Haven....Connecticut.	62.0	16.0	85.0	—	34	33	18	610	1,882,550	—	—	—	1,182,550	700.000	—		—	(Leased to Pennsylvania.)					7	50	....
Dec. 31, 1871	Hartford, Prov. and Fishkill†.Conn & R.I.	122.4	0.8	16.9	78.0	25	32	16	338	4,565,783	800,000	799,965	502,234	5,000.000	754,900	—	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597.232	12	100	....
Aug. 31, 1871	*Hastings and Dakota*.....Minn.	47.6	—	2.4	152.4	—	—	—	—	4,704 866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263 447	939,344	191.062	—	100	....
Sept. 30, 1871	Hibernia Mine.....New Jersey.	5.5	—	0.2	—	2	—	—	100	710,000	—	—	—	703 000	—	7,000		47.6	.....	.....	.....	17,774	12.780	—	100	....
Dec. 31, 1871	Holly, Wayne and Monroe .....Mass.	63.3	—	2.0	—	—	—	—	—	648.38	*	.....	.....	180,000	—	—		5.5	.....	.....	83,892	45,628	15,006	—	100	....
Sept. 30, 1871	Holyoke and Westfield.....Mass.	10 3	—	—	—	—	—	—	—	2,000,000	—	—	—	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Dec. 31, 1871	Housatonic .....Connecticut.	74.0	45.8	11.3	—	16	24	—	330	450 000	—	—	—	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	Houston and Great Northern.....Texas.	88.0	57.0	5.0	205.0	10	8	2	275	2,105,558	—	261,603	306,847	2,000.000	391,000	67,899		119.8	321.600	.....	.....	780,281	92,384	—	100	....
May 31, 1871	Houston and Texas Central †.....Texas.	211.0	115.0	16.3	145.0	45	25	14	916	1,439,841	287,081	162.601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	....
Oct. 31, 1871	Huntingdon and Broad Top Mt.....Penn.	44.0	14.7	12.5	—	15	6	2	73	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	*Illinois Central*.....Illinois.	707.4	—	124 4	—	193	108	45	4,358	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	59.246	453,182	878,689	87,686	—	50	....
Dec. 31, 1871	Illinois Grand Trunk.....Ill no's.	66.5	—	3.3	—	—	—	—	—	33 610.185	*	.....	1 212 539	25,280,510	5,764,500	16,370		1,110.9	5.710,554	1 286.584	1.831.944	8.401,142	2,732,847	10	100	128½
Mar. 31, 1871	Indiana and Illinois Central....Ind. & Ill.	—	—	—	151.5	—	—	—	—	2,000,000	—	—	—	1,000,000	1,000,000	—		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Apl. 30, 1872	Ind., Bloomington & Western..Ind. & Ill.	202.5	—	20.5	—	26	14	8	900	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Oct. 31, 1871	Indianapolis, Cin. and Lafayette.Indiana.	179.0	—	17.9	—	52	43	15	1,0 3	11,200.000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133 863	.....	—	100	....
Dec. 31, 1871	Indianapolis, Peru and Chicago..Indiana.	75.0	—	4.7	—	12	10	6	257	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217 0	.....	.....	.....	1,827,524	622,313	—	100	....
Dec. 31, 1871	Indianapolis and St. Louis.....Indiana.	72.0	—	8.0	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....		75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	Indianapolis and Vincennes.....Indiana.	117.0	—	4.9	—	5	5	3	182	3,829,175	*	589.143	222,168	600.000	3.338.000	702.486		72 0	.....	.....	.....	671,857	286.415	—	100	....
Dec. 31, 1871	*Iowa Falls and Sioux City*.....Iowa.	183.7	—	6.1	—	—	—	—	—	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	Iowa Midland.....Iowa.	73.0	—	3.6	277.0	—	—	—	—	7,585.000	—	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	Iron .....Ohio.	13.0	—	2.1	—	3	2	1	122	2,628,000	—	.....	.....	1.314.000	1.314.000	.....		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	Ironton.....Pennsylvania.	11.0	—	2.0	22.0	2	—	—	—	275,668	47,000	15.300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28 882	120.501	92.878	23,198	—	100	....
Aug. 31, 1871	*Jackson, Lansing and Saginaw*..Michigan.	121.0	—	6.0	65.0	15	10	5	150	218,000	*	282,000	.....	400.000	100,000	.....		11.0	11.380	.....	82,617	34,292	4,558	—	50	....
Dec. 31, 1871	Jefferson (Erie).....Pennsylvania.	36.5	38.5	12.5	—	—	—	—	—	4,395,700	—	—	—	2.045,700	2,350,000	—		121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	Jeffersonville, Madison and Ind..Indiana.	155 0	6.0	22.6	—	41	38	12	838	6,316,079	*	593,088	506.342	2,000.000	4,905,000	395,884	114,643	226.0	919,288	(Leased to Erie.)					—	100	....
Dec. 31, 1871	Joliet and Chicago (C. & A.).....Illinois.	37.7	—	4.2	—	—	—	—	—	2,000,000	—	—	—	1,500 000	500,000	—		—	(Leased to Chicago & Alton.)			515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	Joliet and Northern Indiana...Ill. & Ind.	44.5	—	4.5	—	—	—	—	—	1,100,000	—	—	—	300,000	800,000	—		—	(Leased to Michigan Central.)					7	100	....
Dec. 31, 1871	Junction (Phila.).....Pennsylvania.	4.6	—	0.1	—	—	—	—	—	898.320	—	.....	.....	185,'50	800,000	.....		—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	Junction and Breakwater.....Delaware.	42 0	—	2.0	—	2	2	1	29	706,000	*	.....	.....	305,000	400,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	Kalamazoo, Allegan & G'd Rapids..Mich.	58.0	—	2.8	—	—	—	—	—	1,450,000	—	.....	.....	610,000	840,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	Kalamazoo and South Haven.....Mich.	32.0	—	1.6	—	—	—	—	—	590,000	—	—	—	250.000	340,000	—		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Mar. 31, 1871	Kansas City, St. Joseph & Co. Bluffs. Mich.	200.2	60.0	15.3	—	21	17	9	271	8,626,158	*	40,000	270.594	2,789.414	5,776,500	332,715	44,123	32 0	(Leased to Michigan Central.)					—	100	....
Feb. 28, 1872	Kansas City (3 feet gauge) .....Kansas.	35.0	—	....	515.5	3	3	—	40	620,000	*	370,000	—	990,000	—	—		260.2	627,275	168,158	207,497	1,221,938	448.077	—	100	....
Dec. 31, 1871	Kansas City (3 feet gauge) .....Kansas.	31.9	—	1.8	—	—	—	—	—	1,440,000	—	—	—	720,000	720,000	—		35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	Kansas Pacific.....Kansas & Col.	638.6	34.0	13.7	—	88	47	19	1,022	33,409,606	*	2,030.840	1,220,3 9	8,972,500	26,116,350	1,610,905		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Aug. 31, 1871	Knox and Lincoln .....Maine.	49.0	—	2.5	—	5	5	4	50	1,871,841	*	513,826	190,333	361,097	2 020.000	6.730		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Dec. 31, 1871	Lackawanna and Bloomsburg.....Penn.	80.0	—	28.5	—	24	3	4	842	3.334,678	625,000	.....	.....	1,335,000	2,225,000	202.271		....	(Recently opened.)					—	100	....
Dec. 31, 1871	Lafayette, Bloomington & Miss...Illinois.	80.0	—	4.0	—	—	—	—	—	2,300.000	—	—	—	1,000.000	1,300,000	—		80 0	969.043	297.828	1.628.906	874,410	379,977	—	50	....
Dec. 31, 1871	Lafayette, Muncie & Bloomington ...Ind.	36.0	—	1.8	79.9	—	—	—	—	783,073	—	—	—	117,073	666,000	—		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	Lake Ontario Shore Line.....New York.	—	—	—	—	—	—	—	—	54,309	—	—	138,261	192,510	—	—		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	5 0.0	538.9	363.5	148.8	346	161	64	6,996	48,311,208	10,430,333	6,065,663	4,616,527	37.537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3.725.425	14,797,975	4,884,369	8	100	89½
Aug. 31, 1872	Lake Shore and Tuscarawas Valley..Ohio.	92.0	—	5.1	—	10	....	....	800	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—	—	(Recently opened.)				—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.														M.	M.	Number.	Tons.			pc.		p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	2 9,110	—	—	—	135,300	—	74.700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174 036	2,313,950	903,946	10	100	143
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,083,500	265,733	—	262.0	408,252	475,215	137,161	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887.400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,748	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	—	—	500,000	500,600	127,420	—	35 0	.....	42,948	274.628	154.259	73,121	—	100	....
May 31, 1871	228.0	—	9.0	—	25	23	18	314	North Carolina	North Carolina.	4,947,746	*	326.372	354,566	4,000,000	553.413	294,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainable.)					72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179.200	530,541	—	80	100
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	8	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311.667	857,520	—	97.5	645,593	178.610	307,968	777.499	177,704	—	100	....
Mar. 21, 1872	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central	Md. and Penn.	11,484 745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995.437	257.0	962,397	1,091,356	4,164.400	4,266.899	979.133	6	50	78
Dec. 31, 1871	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160.570	252,916	3.068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722.774	187,741	8	100	116
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	—	1.000.000	400,000	—	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	—	—	278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	123
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	3 6	Nova Scotia	Nova Scotia.	6,942,765	*	—	—	(Govern	ment bon	ds and c	ash.)	146.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,086	Ogdensburg and Lake Champlain	N. Y.	4,157.796	1,550,422	.....	.....	5,077,900	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027.699	347,857	6	100	78
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,377	Ohio and Mississippi	Ohio, Ind. & Ill.	30,463,793	*	.....	.....	24,030,000	6,5 4 8 0	298,943	—	393.0	2,428,696	384,514	664,676	3.147,153	798,212	—	100	464
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486.956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	113
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	—	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,268	195.356	37,874	—	100	....
Sept. 30, 1871	280.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	12 ,911	939,680	369,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	370,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	288,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & O. de	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,389,324	*	—	—	1,141,400	183,000	—	—	35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky	(U der	construc	tion.)		1,500,000	1,500,000	—	—	21.0		(Opened	April 17,	1871.)		—	100	....
Feb. 29, 1872	83.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	869,200	.....	3,597,299	947,801	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	—	—	250,000	—	—	—	—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993'177	—	—	47.5		(No | returns.)			—	100	144
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	3 0.000	—	—	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342.150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774.000	*	.....	.....	1,995,000	2,779.000	.....	.....	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418.205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	117
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,868	.....	.....	20	50	.....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061.700	3,000,000	415,008	—	142.7	.....	187.119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	261,382	80.722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	91.0		(Turned o	ver to Co.	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	108	Petersburg	Virginia.	1,719,113	*	—	63,753	1,342,200	258 500	50,305	31,860	82	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1.500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	33.0	405,605	2,806.120	572,728	700,465	303,186	10	50	175
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	298.6	2,430,206	684.854	1,828,491	3,542.264	842,596	—	50	54
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	1144
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,269,100	—	—	286,850	30.8	.....	1,276.762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,889	105.1	1,065.517	1,608.038	348,216	2,678,865	1,069,943	8	50	109
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pitg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,0 0,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540.576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	—	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	80	24	9	180	Pittsburg and Connellsville	Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964.949	178,099	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714.288	13,663,000	.....	.....	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased	to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,336	551,000	218,333	—	41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	8 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007.847	800,000	.....	—	.....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	—	—	250,000	218,500	—	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105.285	31,200	85.570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	....
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....	.....	26.0	.....	.....	.....	97,204	33,511	—	100	98
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	.....	40,208	53,052	6.110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,6	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State and Railroads are distinguished by a "S."

Years ending.	Railroad. Main Line.	Branch Lines.	Sidings.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.							$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	54.5	1	1	—	3		N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	—	New York and Mahopac	New York.	2,9,110	—	—	—	135,300	—	74,700	—	7.0	(Recently opened—No returns.)					—	100	....
Mar. 31, 1871	62.5	—	73.5	—	56	87	54	426		New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,666	1,057,013	76.7	824,968	2,551,656	174,036	2,513,950	907,946	10	100	143
Sept. 30, 1871	202.0	*	26.2	104.0	35	21	19	486		New York and Oswego Midland	N.Y.	10,309,729	1,058,927	.....	.....	5,326,775	6,063,500	265,755	—	262.0	408,252	475,215	137,161	441,741	74,512	—	100	.....
Aug. 31, 1871	62.5	—	6.5	—	18	19	7	189		N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,977	820,746	392,477	8	100	.....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—		Niagara Bridge and Canandaigua	N. York.	3,210,616	—	.....	.....	1,000,000	—	.....	.....	—	(Leased to New York Cent. & Hudson R.)					—	100	.....
Jun. 30, 1871	55.0	—	5.5	18.0	...	...	...	...		Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	75,121	—	100	....
May 31, 1871	225.0	—	9.0	—	25	25	18	314		North Carolina	North Carolina.	4,947,546	*	326,372	354,566	4,000,000	555,413	29,020	786,241	223.0	.....	90,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	15	15	5	141		North-Eastern	South Carolina.	2,148,131	*	24,990	42,518	1,069,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	521,551	90,804	—	100	.....
Dec. 31, 1871	72.0	—	3.6	118.0	...	...	...	...		North Louisiana and Texas	La.	(No accounts obtainable.)								7.0	(No accounts.)					—	100	.....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684		North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	520,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60		Northern, of Canada	Canada.	5,465,409	*	48,191	650,317	2,985,700	2,511,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	151	68	38	4,28 8		Northern Central	Md. and Penn.	11,484,745	3,049,049	301,144	486,381	5,601,700	8,582,000	1,006,850	995,437	257.0	962,397	1,091,356	4,164,400	4,266,809	979,133	6	50	78½
Mar. 21, 1872	66.2	15.4	16.5	—	26	15	5	536		Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	116½
Dec. 31, 1871	21.3	—	4.6	—	6	12	6	32		Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	(Leased to Erie Company.)					8	100	....
Dec. 31, 1871	278.0	—	....	1,70	1.0	...	...	...		Northern Pacific	Minn., Dak. &c.	(In progress.)				100,000,000	50,000 p.m.	.....	.....	278.0	(No accessible returns.)					—	100	....
Sept. 30, 1871	5.4	7.0	12.5	—	20	14	5	642		Norwich and Worcester	Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	123
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	3 6		Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.6	336,349	234,305	211,000	314,257	34,384	—	100	....
Sept. 30 1871	118.0	4.0	24.0	—	33	19	6	1,085		Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,900	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	73½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98		Ogden Mine	New Jersey.	452,904	*	.....	34,259	450,000	.....	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	57.0	19.7	—	87	43	24	1,37		Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,5 4 8 0	298,943	—	39.3	2,428,696	384,514	664,676	3,147,153	798,212	—	100	46½
Oct. 31, 1871	95.0	3.5	45.0	—	32	19	5	314		Oil Creek and Allegheny River	Penn.	7,356,3 6	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	815,502	1,675,008	651,502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274		Old Colony and Newport	Massachusetts	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486.9 6	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...		Orange and Newark	New Jersey.	808,022	59,000	.....	.....	282,750	542,200	66,000	—	9.0	.....	.....	2,640,258	195,556	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346		Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,699,731	12,504	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	12,901	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—		Osage Valley and Southern Kansas	Mo.	600,000	—	.....	.....	37,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—		Oswego and Rome	New York.	950,953	—	.....	.....	268,000	612,100	27	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213		Oswego and Syracuse	New York.	1,209,324	*	.....	.....	1,141,300	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15		Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....	—	21.0	(Opened April 17, 1871.)					—	100	....
Feb. 29, 1872	83.5	—	45.0	—	97	50	25	1,221		*Pacific* of Missouri	Missouri.	747,670	3,704,078	.....	.....	3,835,750	11,200,000	.....	—	471.3	.....	669,200	.....	3,597,299	947,801	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	45		Padu ah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	—	63.5	(No returns furnished.)					—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10		Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417		Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993 177	.....	—	47.5	(No returns.)					—	100	144
Apr. 30, 1872	34.0	—	1.7	41.0	—	—	—	—		Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200.000	.....	—	34.0	(Construction in progress.)			245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—		Paterson and Hudson	New Jersey.	330,000	—	.....	.....	3 0.000	.....	.....	—	14.5	(Leased to Erie.)					—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—		Paterson and Newark	New Jersey.	1,000,000	—	.....	.....	500,000	500,000	.....	—	12.0	(Leased to Erie at 35 p. c.)			53,410		—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—		Paterson and Ramapo	New Jersey.	350,000	—	.....	.....	248.000	80,000	.....	—	15.1	(Leased to Erie.)					—	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—		Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	.....	—	67.3	(Leased to Tol. Wab. and Western.)			29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—		Pemberton and Hightstown	N. Jersey.	538,692	—	.....	.....	342,150	140,000	36,542	—	22.0	(Leased to United Companies.)				6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—		Pemberton and New York	New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	—	18.0	(Leased to New Jersey Southern.)					—	100	....
Dec 31, 1871	118.0	—	10.0	87.0	5	4	2	47		Peninsular	Mich. Ind. & Ill.	4,774 000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988		Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418 205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,337	6,896,404	10	50	117
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435		Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,957,500	.....	4,000,000	542,500	425,000	—	47.0	.....	941,863	.....	.....	.....	20	50	.....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—		Pennsylvania and Delaware	Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—	(To be completed in 1872.)					—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089		Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000.000	415,008	—	142.7	.....	187,119	862,085	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—		Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	46.0	(Leased to Chicago R. I. & Pacific.)			125,000	8	100	....
Dec. 31, 1871	83 0	—	10.1	—	12	8	4	16		Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,402	.....	—	50	.....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180		Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	(Turned over to Co. Dec. 1, 1871.)					—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—		Perth Amboy and Woodbridge	N. Jersey.	214,581	—	.....	.....	57.200	100,000	57,381	—	6.5	(Operated by Camden and Amboy.)					—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106		Petersburg	Virginia.	1,719,113	*	.....	63,755	1,342,200	558 500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88		Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,006	1,500.000	90,089	—	58.1	167,474	254,944	109,959	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517		Philadelphia and Erie	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000.000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	54
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192		Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836		Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	.....	286,850	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,008,940	10	50	114½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—		Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10 997.900	1,745,000	284,988	496,889	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1.555		Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330.300	112,715	—	105.1	1.665,517	1,668,033	348,216	2,678,865	1,069,943	8	50	109½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—		Pig, Cin. & St. Louis	Pa. & W. Va. Ohio.	18.0	0,444	*	3,637,30	150,476	5,424.350	10,004,140	6,389,738	11.3	(Leased to Philad. and Reading.)					—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619		Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	201.0	2,747,565	540,576	1,236,803	3,316,975	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22		Pittsburg and Connellsville	Penn.	5,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	7.0	9,000	8 629	.....	14 159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180		Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,594,515	*	.....	.....	19,714,286	13,663,000	.....	.....	120.0	932,848	700,423	717,299	964,989	178,099	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912		Pittsfield and North Adams	Mass.	443,678	—	.....	.....	450,000	—	.....	.....	389.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,044	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—		Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551.000	218,333	—	—	(Leased to Boston and Albany.)					6	100	....
Oct. 31, 1871	66.0	—	2.4	24 0	7	6	3	315		Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	41.0	.....	41,988	55,020	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92		Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	.....	(Not in running order.)					—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22		Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631.712	934,000	70,458	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89		Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500.000	—	.....	.....	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167		Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	....
May 31, 1872	50.0	—	....	60.0	2	...	...	...		Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....	.....	—	(Not in operation at date.)					—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56		Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,484	380,300	226,830	.....	26.0	.....	.....	.....	97,204	33,511	—	100	98
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25		Providence, Warren and Bristol.	R. I. & M.	642,009	63.6	2,236	4,981	437,917	50,000	63,611	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11												13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna	Penn.	1,288,539	*				1,269,150	97,000	118,988	—	—	54.0	202,470			207,264	172,103		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke	Va. & N. Carolina	1,811,865	*	186,213	105,220		1,151,400	210,000				80.0				470,325	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf	Alabama.	1,640,000	*				1,000,000	640,000				40.0	(Under	construction.)					100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis	Ala. Miss. & T.	1,600,000	*					800,000				50.0	(Under	construction.)					100	
Dec. 31, 1870	81.3	—	6.3	—	15	8	2	100	Selma and Meridian	Alabama.						969,965	796,830				—	(Recen	by sold un	der foreclo	sure. No	returns.)		100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*	Ala. & Georgia.							8,000,000	11,000,000			—	(In a bad	ondition	No return	s.)				100	
Dec. 31, 1870	28.0	—	4.5	—				—	Shamokin Valley and Pottsville	Penn.	1,569,450						869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac	Wisconsin.	2,000,694	*					1,243,000	750,000			45.5				77,924	11,459		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny	Penn.	625,500	79,945					157,857	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—				—	Shore Line	Connecticut.	1,195,800						995,800	200,000			—	(Leas. &	oper. by N.	York & N.	Haven.)	100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*	Neb. & Iowa.	4,644 000	*					1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.5	—	0.6	—	—	—	—	—	South Branch	New Jersey	439.684						438,300				—	(Leas. &	oper. by C	entral of N	ew Jer.)		6	100	
Dec. 31, 1870	157.0	106.0	10.7	—	43	47	*	464	South Carolina ¶	South Carolina.	9,500,000	*	1,241,900	315,900		5,819,278	4,434,249	452,030	353,009		243.6	840,910			1,485,158	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama	Ala							4,926,000				—	(Only	partially in	operati'n.)				100	
Sept. 30, 1870	71.5	—	2.0	—	3	12	2	15	South Shore	Massachusetts.	462,167	36,420	2,419	1,642		259,685	150,000	24,867	71,162		11.5	50,907	1,463,091	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.)	New York.	2,617,181	*					1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	754
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central	New York.	4,500,000	*					3,000,000	1,500,000			....	61,766	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids	Iowa.							2,500,000	1,500,000			—	(Under	construction.)					100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota	Minnesota.	32,426 pro	1, ...						9,000 pro			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific	California.											....	(Under	construct	on.)				100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	45	Southern Pacific	Texas.	1,400 000	*				686,100	222,000	209,270			49.0				284,142	166,971		100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania	Penn.	810,000		2,000,000			577,408	651,500	95,000			—	(Under	construction.)					100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern	Georgia.	4,081,048	376,720	139,598			3,959,000	699,500				257.5	Leased	by Cen. of	Georgia.)		1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶	South Carolina.	1,340,882	*				751,296	198,370	125,000			68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	—	—	—	—	Springfield & Ill. So. Eastern	Illinois							15,000 pro				—	(Under	ons. to be	finished by	Dec. 1,			100	
Sept. 30, 1870	13.0	—	0.3	—	3	0	—	6	Staten Island	New York.	376,380	*	569,614			700,000	200,000	40,000			15.0	54,834	2,695,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield	Mass.	448,700					448,700	448,700				—	(Leased	& oper. by	Housat'c.)		31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook	New Hamp.	267,38						267,300		654		—	(Leased	& oper. by	Nash. & Lo	well.)		8	100	
Mar. 31, 1871	26.0	—	2.0	—	—	—	—	—	Sullivan	New Hamp.	1,250,000						500,000	750,000			—	(Leased	& oper. by	Ver. Cen.)				100	
Dec. 31, 1870	1.0	—	—	13.0	—	—	—	—	Sullivan and Erie	Pennsylvania.							1,200 000	1,000,000			—	(Under	construction.)					100	
Dec. 31, 1870	24.0	—	1.1	—	4	2	2	79	Sussex	New Jersey.	517,850	*					317,850	200,000	3,874		—				95,256	34,251	5	100	
Dec. 31, 1870	8.5	—	—	—	—	—	—	—	Swedesboro'	New Jersey.	288,200						92,925	17 ,000	20,284		—	(Leased	& oper. by	W. N. Jer.)			6	100	
Sept. 30, 1870	71.0	10.0	16.3	—	14	13	3	357	Syracuse, Binghamton and N. York	N. Y.	3,707,084	*				1,670,130	1,695,825	15,578			81.0	429.18	5,815,304	32,216,419	744,022	309,952		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	108	Taunton Branch	Massachusetts.	392,971	*	24.194	52,255		400 000		23,555	45,846		11.7	65,340		(10 mos.	102,172	28,561	8	100	114
Dec. 31, 1870	3.5	—	—	157.0	....	....	....	....	Tennessee and Pacific ¶	Tennessee.	1,117 617	*	1,267,259	944		635,070	1,185,000	557,988	7,74		—	(Under	cons ruct	on.)				5	
Nov. 30, 1870	8	1.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis	Indiana.	2,950,783	*	1,465,286	42,464		1,988,150	800,000	284,849	1,096,52		72.0	578,258	9,988,392	35,490,358	1,087,52	1	465	12	100	
Dec. 31, 1870	30.0	—	6.7	—	12	6	1	367	Tioga	Pennsylvania.	849,1	381,640				580,900	243,000				34.6	190,39			42		905		100	
Dec. 31, 1870	28.0	—	2.0	—	4	2	2	79	Toledo, Peoria and Warsaw	Illinois.	10,806,000	*				5,700,000	5,106,000				228.0							100	25
Dec. 31, 1870	434.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western	O. I. & Ill.	33,590,000	*	1,094,85	572,619		16,900,000	18,387,000	81 710	858,744		631.0	3,473,96						100	704
Sept. 30, 1870	34.9	—	8.9	—	13	15	6	222	Troy and Boston	New York.	2,507,907	*				998,051	1,898,000	347,000			55.5	174,320	4,031,950	4,521,68	4			100	
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush	New York.	294,908					274,400					—	Leased	& oper. by	N.Y. Cen	& H. Riv.)		6	100	427
Dec. 31, 1870	37.5	8.0	10 1	—				—	Tyrone and Clearfield	Pennsylvania.	1,000,000					510,000		404,069			—	(Leased	& oper. by	Pennsylvania.				100	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*	Nebraska, &c.	110,812 512	*				36,745,000	74,067,512			1,038.7			74,917,355	71,779,100	7,6	2827	2,047,852		100	384
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)	Kansas.	3,723 000	*				1,000,000	3,200,000				100.0				185,85			100	
Dec. 31, 1870	25.0	—	1.0	—	....	....	....	....	Union and Titusville	Penn.	1,500,000	*				500,000	1,000,000				—	(Recen	y opened	for traffic.)				100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River	New York.	1,835,31	*				1,666,990	150,000				59.0	85,360	3,102,075	1,403,923	28,425	120,5	6	100	
Sept. 30, 1870	46.5	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley	N. Y.	2,153,905	*				1,900,900					....	99,975	3,391,815	978,119	28,353	85,8	90	100	
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley	New York.	769,287					750 000					11.4	40,586	33,487	6,69	92	144,140	115,0	7	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—				—	Vermont and Canada	Vermont.	2.500,000						2,500,000				—	(Leased	& oper. by	Ver. Cen.					8	100	641
May 31, 1870	168.0	27.0	38.0	—	77	46	17	1,6.0	Vermont Central	Vermont.	13,000,000	*	(Incl. Vt.	& Can.)		5,000,000	9,500,000				185.0	1,144,375	18,301,351	65,732,3	2,034,884			100	
Sept. 30, 1870	60.3	10.8	9.0	—	16	17	10	2.8	Vermont and Massachusetts	Mass. & Vt.	3,465,943	*	296,250	96,354		2,860,000	750 000	199,627	48,906		110.1	229,166		(10 mos	4,0			100	84
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley	Vermont.	1,221,886	*				516,164	793,200				—	(Leased	& oper. by	Ver. Cen.				100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland	New Jersey.	1,750,000	*				1,000,000	750,000				—	(Recen	y complet	e.)				100	
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley	New York.	695,405					499,800	350,000				18.5	15,794	100,51		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199.161					225,000	85,000				10.2	19,820	299,10		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	5	55	Washington and Ohio	Virginia.	1,483,012	119,963				1,467,670	86,896				44.0	88,396			97,045	38,712		100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia	Penn.	1,320,024	175,583	216,037			684,046	957,500	107,000			35.5	204,500			288,569	101,693		100	
Sept. 30, 1870	200.0	49.7	289.0	—	165	118	40	3,045	Western	Mass & New York.	21,9 8 629	*	2,154,639	1,701,178		29,405,200	1,764,520	492,780	4 13 , 7		268.9	2,877,540		(10 mos	5,788,987	1,870,314	10	100	
Dec. 30, 1870	138.0	—	16.2	—	52	15	10	573	Western and Atlantic	Georgia.	5,000,000	*									—	(Leas fo	20 y rs a	825,000 m	ually.)				100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶	Maryland.	3,000,000	*				650,000	1,400,000				46.0	67,811	1,79 ,187		137,028	30,133		50	
Aug. 31, 1870	105.0	—	5.9	37.0	5	6	2	24	Western North Carolina	North Carolina.		*				6,500,000	1,400,000				105.0				112,625	1,200		50	
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,671,000					1,022,450	1,800,000				—	(Leased	& oper. by	Pennsylvania.)				100	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey	New Jersey.	2,204,404	*	1,356 074	116 207		1,209,000	2,379 088	20,000	48,746		126.1	207,750	18,382,324	3,639,91	663,61	25,42	10	100	
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River	New York	624,464					526,700	676,300	7,427			—	(Co	N	wing to	Litigat'n				80	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin	Wisconsin.	5,000,000	*				4,000,000	4,000,000				—	(Co	op	ed to M	ilwaukee.)				100	
Dec. 31, 1870	52.5	—	0.5	—	—	—	—	—	Williamston and Tarboro	North Car.	850,000					500,000	350,000				—	(Op	by Wil. & W	.)				100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford	N.C.	5,200,000	*				1,200,000	4,000,000				168.0				230,20	121,457		100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	5	111	Wilm. Colum. and Augusta	N. C. & S. C.	Lare Wilming, &	Manch.)				5,000,000					171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	79	16	15	294	Wilmington and Weldon ¶	N. Carolina.	3,983,066	*	35,154	114,711		1,463,775	1,484,665	130,021	154,57		181.5	45			94,222	26,725		100	
Dec. 31, 1870	32.0	—	1.8	—				—	Winchester and Potomac	Virginia.	600,000					180,000	144,400	102,400			—	Leased	& oper. by	Balt. & O			27,00	8	100	
Dec. 31, 1870	158.0	4.0	3.4	—	14	6	—	333	Winona and St. Peter	Minnesota.	4,764,83	427,10					4,750 000				142.5		2		131,880	5	4,668	109,400		100	
May 31, 1871	—	—	—	—	—	—	—	—	Worcester	Maryland						100,000	300,000				—	(Co	ec	eam line	on.)				100	
Sept. 30, 1870	45.5	—	15.6	—	13	11	5	292	Worcester and Nashua	N. Hampshire	1,806,128	*	93,171	58,845		1,400,555		3,801	553,777		45.7	260,726	8,701,816	7,193,226	452,847	166,860	10	100	127
									CANALS, &c.																							
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967		2,031,988	2,039,150	1,825	—		12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	—	—	—		8,229,594	—	—	—		184.5	—	—	—	—	—		25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	—	—	—		1,633,350	800,000	—	—		—	Leased	& oper. by	Lehigh N	—	—	8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N. Y.	7,066,899	—	13,245,880	—		15,000,000	5,000,000	—	—		108.0	—	—	—	107,947	—	10	100	117
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,735,53	—	—	—		5,847,400	—	—	—		65.5	—	—	—	888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal	Pennsylvania.	1,562,000	—	—	—		64,000	835,750	689,446	—		161.0	Leased	1870 by P	ennsylvani	67,252	lo s.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	1,115,45	—	—	—		1,003 500	110 000	—	—		83.0	—	—	—	220,216	130,187	10	100	77
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	4,455,000	—	19,947,77	—		8,739,800	15,662,979	—	—		108.0	—	—	—	344,308	181,042		100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,391,214	—	—	110,57		2,2 0,000	1,021,965	197,815	82,206		103.0	—	—	—	391,550	185,076		100	52
Dec. 31, 1870	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	6,569,950	—	—	—		4,337,950	2,232,000	—	—		360.0	—	—	—	609,552	142,888		50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,850,153	2335,710	284,140	—		4,797,186	7,678,387	1,042,143	117,800		—	Leased	to Phila. &	Read. Co.)	—	655,000		50	51
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susquehanna Tide Water Canal	Penn. & Md.	4,837.278	—	—	—		2,002,746	2,634 367	284,873	—		45.0	—	—	—	135,162	61,602		50	14
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,807,850	—	—	—		2,807,850	3,000,000	20,000	—		87.6	—	—	—	59,953	4,203		50	1
Dec. 31, 1870	123.3	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,911 300	—	—	—		1,100,000	748,300	63,000	—		....	(Leased	by Pennsylvaia.)		—	—		50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds last.	Div'ds paid.	Market Prices.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	80½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	[illegible]	7	....	76
Catawissa,* pref. and guar....	2,200,000	7	7	11
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	38
Chemung, guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	76
Chicago and Alton, pref....	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	87½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	....	3½	....
Cochecho, preferred....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	9
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70½
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref....	5,078,224	....	....	50
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	....	....
Leeds and Farmington,* guar....	....	....	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	25
" " 2d pref	4,051,744	6	....	13
Manchester and Lawrence*	1,000,000	....	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	75
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	....	2	....
New York and Harlem, pref....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	98½
Ohio and Mississippi, pref....	3,500,000	7	7	75½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	204,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	....	7	....
Rutland, preferred....	....	....	7	52½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	45
Sandusky and Cincinnati, pref....	445,548	6	6	48
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref....	1,700,000	7	....	....
" " 2d pref....	1,300,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref....	2,888,997	6	6	29
Union, preferred	....	6	....	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	....	6	....	....
Mariposa Mining, pref....	$1,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 20; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 30 per cent. ad val.

Pig, Scotch- Coltness.....per ton	60	@	61
Garsherrie....	57	@	58
Glengarnock....	54	@	55
Eglinton	52 50	@	53
Pig, American, No. 1....	56	@	57
Pig, American, No. 2....	53	@	54
Pig, American, Forge....	48	@	49
Bar, Refined, English and American....	115	@	120
Bar, Swedes, assorted sizes.....(gold).	120	@	130

STORE PRICES.

Bar, Swedes, 1½ x ½ & 1¼ x ½ to ½ & ½ sq. 1½ to 5/8 to ¾ & ½ to 2 sq. 6 to 12 x ½ & ½.....	145	@	155
Bar, Refined, ½ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in....	120	@	—
Bar, Refined, 1½ to 6 by ½ & 5-16 in....	125	@	—
Bar, Refined, 1 & 1¼ by ½ & 5-16....	127 50	@	—
Large Rounds, 2½ to 2¾ to 3¼ to 4 in....	127 50	@	140
Scroll....	140	@	170
Ovals and Half-round....	140	@	160
Band, 1 to 6 in. by 3-16 to No. 12....	—	@	135
Horse Shoe....	130	@	140
Rods, ½@3-16 inch....	125	@	165
Hoop, ½ by No. 22 to 1 & 1¼ by 13 & 14....	145	@	190
Nail Rod .... per lb.	—	@	9
Sheet, Russia, as to assortment.....(gold)	17½	@	17½
Sheet, Single D. and T. Common	7½	@	8
Sheet, Doubles and Trebles, Charcoal....	8½	@	9
Sheet, Galvanized .... List. 15 per ct. disc.			
Rails, English.....(gold).....per ton.	74	@	75
Rails, American, at Works in Penns...c'y.	85	@	90
Anvils, (Eagle).....per lb currency.	9	@	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.	16½	@	20
English Spring (2d and 1st quality)....	9½	@	10½
English Blister (2d and 1st quality)....	11½	@	16
English Machinery	11½	@	13½
English German (2d and 1st quality)....	11½	@	12
American Blister....	—	@	11½
American, Cast, Tool....	—	@	17
American, Spring....	—	@	11
American Machinery	—	@	11½
American German....	9	@	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common.....per keg.	—	@	6
8d. and 9d. "	—	@	6 25
6d. and 7d. "	—	@	6 50
4d. and 5d. "	—	@	6 75
3d. "	—	@	7 50
Cut, 2d and 3d. Fine....	—	@	8 25
4d. and 4½d. Sugar Box....	—	@	7 —
Cut Spikes, all sizes....	—	@	6 25
Horse Shoe, Forged (No. 10 to 5)...per lb.	21	@	33
Copper	—	@	45
Yellow Metal Sheathing and Slating....	27	@	30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold).per lb.	39	@	40
Straits .....(gold).	33½	@	33½
English.....(gold).	33½	@	33½

Plates—Fair to good brands. —Gold.—			—Currency.—		
I. C. Charcoal....per box.	12 75	@13 —	15 —	@	15 25
I. C. Coke....	11 75	@ —	13 75	@	14 —
Coke Terne....	10 —	@11 —	11 75	@	12 50
Charcoal Terne....	11 50	@11 75	13 —	@	13 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)....	13½	@	14
Crude, 40 @ 47 gravity (in shipping order)	18½	@	19
Refined, Standard White (in ship'g order).	26½	@	26½
Refined, S. W. (in jobbing lots)....	27	@	—
Refined, S. W. (in tin)	30	@	31
Naptha, Refined, (65 @ 73 gravity)....	18½	@	20
Residuum.....per bbl.	12	@	—

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	43
Copper, Bolts....	—	@	45
Copper, Braziers' (over 16 oz.)	—	@	45
Copper, Nails	—	@	45
Copper, Old Sheathing, &c., mixed lots....	26	@	28
Copper, English Pig....	32½	@	32½
Copper, American Ingot....	—	@	30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish.....(gold) per 100 lb.	—	@	6 62½
German.....(gold)	—	@	6 62½
English .....(gold)	6 62½	@	7 —
Bar	—	@	9 25
Sheet....	—	@	11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb.	nominal.		
Liverpool Gas Cannel....	15 —	@	16 —
Liverpool House Cannel....	20 —	@	22 —
Anthracite (by cargo) ....per ton of 2,000 lb.	4 75	@	6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9,

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Canton Co....	93	....	....	....	....	93½
Central Pacific 6s.....	99½	99½	99½	99½	99	99½
Central of N. Jersey....	99½	98	99½	100	103½	103½
Chicago & Alton....	109	110	....	110	....	....
" pref....	....	....	....	....	....	....
" 1 M....	106	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Inc. bds....	....	....	....	....	....	....
Chicago, Burl. & Q....	....	133½	....	134	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	66½	68½	71	71	71	72½
" pref....	86	85½	86½	86½	86½	87½
" 1st M....	....	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac..	109½	109½	105½x	106½	106½	108½
Chi., R. I. & Pa. 7s, 1896.	101	....	....	101½	101½	101½
Clev., Col., C. and Ind..	89	88	....	88	88	89
Clev. & Pittsburg guar..	87½	87½	87½	88	88½	89½
" 2 M....	98	....	....	....	....	....
" 3 M....	....	....	....	....	....	....
" 4 M....	....	....	....	....	....	83
Clev. and Toledo....	....	....	....	100	....	....
" S. F. 7s....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	33½	33½	34	34½	34½	35½
" 1 M.....	87	86½	86½	86	86	86½
" 2 M....	....	....	....	73	73	....
Del. & Hudson Canal	117	117½	117	....	117½	....
Del. Lack. & Western..	94½	96½	94½	94½	96	97½
" 1 M. 7s.....	....	....	100	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City.....	....	....	....	....	....	....
Erie Railway.....	47½	48½	48½	48½	48½	48½
" pref....	....	70½	....	70½	....	....
" 1 M.7s. 1897....	....	....	....	....	....	....
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	....	....	94	....	....	....
" 4 M. 7s, 1880....	....	....	....	....	....	....
" 5 M. 7s, 1888....	....	....	....	....	....	....
Great Western 2d mort. 89	....	....	....	....	....	....
Hannibal & St. Joseph,.....	32	32	....	31½	32½	
" pref....	....	....	....	....	....	....
" 8s, conv.....	....	86	....	87	86½	
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875....	....	....	....	....	....	....
Illinois Central	128½	....	....	128½	....	
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th. 86½	86½	87½	88½	88½	89½	
Lake Shore Div. bonds. 92	....	....	....	....	....	....
Marietta & Cin. 1st pref....	....	....	26	....	....	....
" 2d pref....	....	....	....	....	....	....
Michigan Central.....115	115	....	....	....	....	....
" S.F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	....	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	2½	2½	2½	3	3½	
Milw. and St. Paul.....	54½	53½	54	54½	54½	55½
" pref.....	74	74½	74½	74½	74½	75
" 1st mort....	92½	92½	92½	92½	92½	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con..	94½	....	....	....	....	....
" 7s, gold....	97	....	....	97	....	....
Missouri 6s.....	....	92½	....	....	92½	92
" H. & St. J. 8s	....	90½	....	90½	....	....
Morris and Essex.....	....	90½	90	91	90	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	97½	....	97½	....	....
New York Central.....	....	....	....	....	....	....
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	92	....	....	....	92
" 6s, S.F. 1887 92	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	93	93½	93½	94½
N. York and Harlem....111½	110	....	110½	....	112½	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. Carolina 6s. old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	42½	42½	43	43½	44½	45½
" pref.....	....	....	....	74½	....	75½
" 1st M.....	....	....	....	....	....	....
Pacific Mail S. S. Co....	75½	74½	75½	78½	81½	83
Panama 141	141	143	143	145	144	
Phila. and Reading.....	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.....	....	....	....	....	....	93
" 1 M.....104½	....	....	....	104	....	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	43	43	43½	44	....	
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds. 83	....	....	....	....	....	....
Tennessee 6s, old.....	....	72½	72½	72½	....	72½
" new..... 73	72½	....	72½	....	71½	
Tol., Wab. & Western.....	68½	69	69	69	70½	
" pref.....	....	....	....	....	....	....
" 1 M.....	94½	....	....	....	....	95
" 2 M.....	....	....	94½	....	....	....
" Equipment....	....	....	....	....	....	....
" St. Lou. Div. 85½	88½	....	88½	....	....	....
Union Pacific.....	37½	37½	38½	38½	38½	
" 1st mort... 87½	87½	86½	87	87½	87½	
" L. Gt. 7s.... 76	75	75½	75	....	76	
" Inc. 10s.... 79	78	78	78½	78½	78½	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol..... 50	....	....	....	....	....	50½
" def. cert..... 15	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108¼	.. ..	108	....	....	....
U. S. 5s, 10-40s, coup	108¼	....	107¾	108	....	....
U. S. 5s, 1881, reg	....	110¼	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	114¼	....	....	114	114¼	....
U. S. 6s, 1881, coup	115⅛	115⅜	....	116¼	116	....
U. S. 6s, 5-20s reg. '62	112¼	112	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	..	112	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115⅜	....	....	115⅜	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	115¼	....	....	116	....
U. S. 6s, 5-20s, r. n. '65	112¼	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114	114¼	....	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '67	....	....	....	....	114¼	....
U. S. 6s, 5-20s, c. 1867	114¼	114¼	114¼	114¼	114¼	114¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	....	....	114¼	....	....
U. S. 6s, Pac. R.R. issue	111¼	111¼	111	111¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa preferred	45	46¼	48¼	48	56	55¼
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92¼	....	....	....	....	....
.. 6s, 1889	....	92¼	....	....	....	....
.. mort. 6s, '89	98	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	....	37¼	37¼	38	38¼
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	92¼	92¼	92¼	92	....	....
.. R. R. L	....	....	....	....	....	....
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	....	58¼	....	58¼	58¼	58
.. 6s new coup	....	....	97¼	....	....	....
.. 6s new reg	....	....	....	97¼	....	98
Little Schuylkill R.R	....	46¼	....	....	46¼	46¼
.. 7s	....	....	....	....	....	....
Minehill	....	52¼	....	....	52¼	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	....	120	....
North Pennsylvania	....	....	49¼	50	....	....
.. 6s, 1880	100¼	....	....	....	....	....
.. 7s	....	....	....	96¼	....	97
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34¼	35	34¼	34¼	34	34
.. 7s	....	....	....	....	79¼	79¼
Pennsylvania R. R	57¼	57	56¾	57¼	57¼	58¼
.. 1st M	....	....	....	....	....	....
.. 2d M	97	....	....	....	....	97¼
.. Gen. mort	93	....	....	....	93¼	....
.. .. reg.	93¼	....	....	....	93¼	....
Penn. State, 6s. 1st series	....	....	101¼	....	....	101¼
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	98¾
.. new	101¼	101¼	101¼	101¼	102	102
Philad., Germ. & Nor	87	....	87¼	87¼	....	....
Phila. & Reading	56¼	56¼	55¾	56	56¾	56¾
Philadelphia and Erie	....	....	....	....	26	26¼
.. 6s	....	91	....	....	....	....
.. 7s	....	....	....	91	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	14¼
.. 6s, 1882	....	77¼	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	82	....	....
United Co. of N. Jersey	123¼	123	123	123	123	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	49	....	....	....
2d and 3d streets	....	....	60	....	60	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	99¼	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	97¼	97¼	97	96¼	97	97½
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	98
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	97¼
.. .. 1880	96¼	....	....	....	....	....
.. .. 1885	94	....	....	....	95¾	94
Marietta & Cin. 1st M	98	....	....	....	97¾	97¾
.. 2d M	....	90¼	....	....	90¼	....
.. 3d M. 8s	82¼	....	83	....	....	83
Northern Central	39	....	....	....	39¼	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	87
Pittsb. & Connellsv. 7s	92¼	....	92¼	....	92¼	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50¼	50¼	....	50¼	....	....
.. Defer. Certif.	15¾	....	....	....	....	15
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	150	150	151	....	150½	151
Boston and Lowell	....	....	....	139¼	....	139
Boston and Maine	134	....	....	136	....	136
Boston and Providence	....	....	152	....	....	152
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	40¼	40	39⅝	40½	40	41¼
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	134	134	134	....	135	135
Concord	....	....	....	....	....	....
Connecticut River	....	....	136¼	....	....	137
Eastern	108	107	....	....	105¾	105¾
Fitchburg	133	....	....	133	132½	131¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	115¼	115¼	115½	....	115¼
Northern, N. H	116¼	....	....	....	....	....
Ogdens. & Lake Champ	75	74¼	....	74	73	73¼
.. pref.	....	....	....	....	....	98¼
Old Colony & Newport	113¼	113½	113¾	....	113	113
Ph., Wil. & Baltimore	54¼	54¼	54¼	54¼	....	54½
Portl'd, Saco & Porte	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	86	....	....	....	....	....
" Land Grant 7s	....	....	75¾	....	....	76
" Income 10s	....	....	....	....	....	78
Vermont & Canada	61½	....	....	65½	....	64¾
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	103	....	....	103¼
Metropolitan	....	....	63¾	....	64	64½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	10¼	....	10¼	....	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	9¼	....	....	....	....	....
Quincy	44¼	....	....	....	43½	44¼

London Stock Exchange.

	Closing Prices. Sept. 20.	Sept. 27.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	66 — 78
Do. 2d mort., $1,000	53 — 56	52 — 56
Do. Con. mort. B'nds Bisch's Cert.	31 — 33	30 — 32
Do. Reorg. Scrip	91 — 93	91 — 93
Do. Leas. Lines, Rental Bonds	82 — 84	82 — 84
Detroit & Milwaukee 1st mort. Bonds	75 — 78	73 — 76
Do. 2d do.	75 — 78	73 — 76
Erie shares 100 dol. all paid	39 — 39½	38 — 38½
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	92 — 93	91 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	103 —105	104 —106
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— —	— —
Panama General mort.	93 — 95	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95½— 96½	95 — 96
Do. $50 shares	46 — 48	46 — 48
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, October 12, 1872.

Stock Exchange and Money Market.

Through the earlier part of the week Money was very close and dear to most of the borrowing classes, chiefly through speculative manipulations of the supply, though the city banks did their utmost to aid their customers to work through the pressure with the least possible inconvenience. On Monday, Secretary Boutwell announced the prompt sale of five millions of Gold, and the purchase of five millions of bonds, on Government account, outside of the previously published October programme, with the view of relieving the Gold pinch, and the Money stringency. The Treasurer, it was said, in making the extra sales of Gold, decided to leave the proceeds with the National Banks to the credit of the United States Treasurer, and in making the extra purchases of United States 5-20s (within the usual limit as to price,) for the Sinking Fund, to pay therefor in Greenbacks out of the hoard in the Treasury. The bids for the Gold in the aggregate reached the large sum of $17,679,000, at prices ranging from 111 to 113.01. The offers of bonds were $6,930,200 in the aggregate at 112.74 to 115. These operations were discussed with much spirit in financial and commercial circles. The demand in each instance reached the specified amount of five millions. On Tuesday and Wednesday, Money was in much better supply in the open market, and call loans were more easily negotiated, the closing figures having been equal to the legal rate of 7 per cent. though with exceptions under this quotation. Mercantile credits were also in freer currency at from 9@12 per cent. per annum for the best paper. The City banks, last week, had all their averages reduced materally, though closing the week with a tendency toward renewed accumulation, especially of currency. The Sub-Treasury cut down its currency balances a quarter of a million, and enlarged its coin reserves about ¾ths of a million.

Under the Treasury programme for October, Government proposes to sell, Gold, as follows: Thursday Oct. 17th, $1,000,000; Thursday Oct 24th, $1,000,000; Thursday, Oct. 31st, $1 000,000. And to buy in, Five Twenties, as follows: Wednesday, Oct. 16th, $1,000 000; Wednesday, Oct. 23nd $1,000,000; Wednesday, Oct. 30th, $1,000,000.

The U. S. Sub-Treasury office last week received $7,952,401 of currency, and $3,767,378 of gold, the latter including $2,950,000 from customs; and disbursed $8,230,429 of currency and $3,052.159 of gold, the latter embracing $290,480 of coin interest. The city banks reduced their loan and discount average nearly 2½ millions during the week, and contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $17,154,052, and a coin reserve of $56,230,013.

The city banks, in their latest return, show a falling off of $3.067,100 of legal tender notes with a further reduction of $2,019,600 of specie and $9.229,800 of deposits, also a contraction of $2,483,500 in their loan and discount averages, and of $130,900 in their item of circulation. The city bank exchanges, last week, averaged 129½, and thus far, this week, about 133½ millions daily. The banks now hold $1,596,500 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $9,943.900, against $10,276,100 same time last year. The city bank deposits are now $186,150,200 against $222,583,100, week ending Oct. 7, 1871. The legal tender reserve amounts to $41,915.700, against $54,596 100 same time last year. The circulation now stands at $27,604,200 against $30,260 100 same time last year. The loans are now $269,810 300 against $298,156,200 at this date last year.

The coin reserve of the city banks is now about 9⅞ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 41⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 186½ millions, against 247½ millions on the 20th of July.

A moderate yield has been reported in the line of customs and excises, since our last. The excises yielded within the week about 2¾ millions and thus far in the current fiscal year beginning with July 1, 1872, $37,359,085. The customs at the port of New York last week were $2,182,-

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding	Dividends Last.	Dividends Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	[illegible]	7	...	76
Catawissa,* pref. and guar.	2,200,000	7	7	11
Cayuga and Susquehanna,* guar.	588,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung, guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	76
Chicago and Alton, pref.	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	87½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	9
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	350,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	50
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25
" " 2d pref.	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred	9,744,268	7	...	75
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,544,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	98½
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,500	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	...	7	7	52½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,516	6	6	48
Schuylkill Valley,* guar.	576,650	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	...
CANAL STOCKS:				
Delaware Division,* guar.	1,623,350	8	8	...
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	29
Union, preferred	...	...	6	14
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	....
Mariposa Mining, pref.	$ 774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Hand, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¾; Scrap Cast, $6; Scrap Wrought, $3 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 30 per cent. ad val.

Pig, Scotch—Coltness	per ton 60 —	@ 61 —
Gartsherrie	57 —	@ 58 —
Glengarnock	54 —	@ 55 —
Glinton	52 50	@ 53 —
Pig, American, No. 1	56 —	@ 57 —
Pig, American, No. 2	53 —	@ 54 —
Pig, American, Forge	48 —	@ 49 —
Bar, Refined, English and American	115—	@120 —
Bar, Swedes, assorted sizes	(gold).120—	@130 —
	—STORE PRICES.—	
Bar, Swedes, 1¼ x⅜ & 1¼ x ⅝ to 5/8 & ¾ sq. 1¼ to 5/8 to ⅞ & ¾ to 2 sq. 6 to 12 x ⅜ & ½	145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅝ to 1 in.	120 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.	125 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16	127 50	@ — —
Large Rounds, 2⅛ to 2⅞ to 3¼ to 4 in.	127 50	@140 —
Scroll	140 —	@170 —
Ovals and Half-round	140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12	— —	@135 —
Horse Shoe	130 —	@140 —
Rods, ⅜@3-16 Inch	125 —	@165 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14	145 —	@190 —
Nail Rod	per lb. — —	@ — 9
Sheet, Russia, as to assortment	(gold) — 17½	@ 17½ —
Sheet, Single D. and T. Common	— 7½	@ — 8
Sheet, Galvanized	— 8½	@ — 9
Sheet, Doubles and Trebles, Charcoal	List. 15 per ct. disc.	
Rails, English	(gold) per ton. 74 —	@ 75 —
Rails, American, at Works in Pennsylv'a.	85 —	@ 90 —
Anvils, (Eagle)	per lb currency. — 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb. — 16½	@ — 20
English Spring (2d and 1st quality)	— 9½	@ — 10½
English Blister (2d and 1st quality)	— 11½	@ — 16
English Machinery	— 11½	@ — 13½
English German (2d and 1st quality)	— 11½	@ — 12
American Blister	— —	@ — 11½
American, Cast, Tool	— —	@ — 17
American, Spring	— —	@ — 11
American Machinery	— —	@ — 11½
American German	— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg — —	@ 6 —
8d. and 9d. "	— —	@ 6 25
6d. and 7d. "	— —	@ 6 50
4d. and 5d. "	— —	@ 6 75
3d. "	— —	@ 7 50
Cut, 2d and 3d. Fine	— —	@ 8 25
4d. and 4½d. Sugar Box	— —	@ 7 —
Cut Spikes, all sizes	— —	@ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21	@ — 33
Copper	— —	@ — 45
Yellow Metal Sheathing and Slating	— 27	@ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb. — 39	@ — 40
Straits	(gold). — 33½	@ — 33¾
English	(gold). — 33½	@ — 33¾

Plates—Fair to good brands. —Gold.—	—Currency.—
I. C. Charcoal per box. 12 75 @13 —	15 — @ 15 25
I. C. Coke 11 75 @ — —	13 75 @ 14 —
Coke Terne 10 — @11 —	11 75 @ 12 50
Charcoal Terne 11 50 @11 75	13 — @ 13 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½ @ — 14
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @ — 19
Refined, Standard White (in ship'g order)	— 26½ @ — 26½
Refined, S. W. (in jobbing lots)	— 27 @ — —
Refined, S. W. (in tin)	— 30 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 18½ @ — 20
Residuum	per bbl. — 12 @ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— @ — 43
Copper, Bolts	— @ — 45
Copper, Braziers' (over 16 oz.)	— @ — 45
Copper, Nails	— @ — 45
Copper, Old Sheathing, &c., mixed lots	— 26 @ — 28
Copper, English Pig	— 32½ @ — 32¾
Copper, American Ingot	— @ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb. — @ 6 62½
German	(gold) — @ 6 62½
English	(gold) 6 62½ @ 7 —
Bar	— @ 9 25
Sheet	— @ 11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb. nominal.
Liverpool Gas Cannel	15 — @16 —
Liverpool House Cannel	20 — @22 —
Anthracite (by cargo)	per ton of 2,000 lb. 4 75 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th 3.	F 4.	Sat. 5.	M. 7.	Tu. 8.	W. 9
Canton Co.	93	....	....	....	....	93½
Central Pacific 6s.	99½	99½	99¼	99⅝	99	99⅜
Central of N. Jersey.	99½	98	99⅝	100	103½	103½
Chicago & Alton.	109	110	....	110	....	....
" pref.	....	....	....	....	....	....
" 1 M.	106	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	133⅞	....	134	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern.	66⅞	68⅝	71	71	71	72½
" pref.	86	85½	86½	86½	86⅞	87½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	109⅞	109⅝	105⅞x	106½	106⅞	108½
Chi., R. I. & Pa. 7s, 1896.	101	....	....	101½	101½	101½
Clev., Col., C. and Ind.	89	88	....	88	88	89
Clev. & Pittsburg guar.	87½	87½	87½	88	88½	89½
" 2 M.	....	98	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	83
Clev. and Toledo.	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	33½	33½	34	34½	34⅝	35½
" 1 M.	87	86½	86⅝	86⅝	86	86½
" 2 M.	....	....	....	....	73	73
Del. & Hudson Canal.	....	117	117½	117	....	117½
Del. Lack. & Western.	94½	96½	94½	94⅝	96	97½
" 1 M. 7s.	....	....	....	100	....	....
" 2 M 7s.	....	....	....	....	....	....
Dubuque & Sioux City.	....	....	....	....	....	....
Erie Railway.	47½	48⅜	48⅜	48½	48¼	48⅜
" pref.	....	....	70½	....	70½	....
" 1 M. 7s, 1897.	....	....	....	....	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	94	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	89	....	....	....	....	....
Hannibal & St. Joseph.	32	32	....	31½	32½	....
" pref.	....	....	....	....	....	....
" 8s, conv.	....	86	....	87	86⅞	....
Hudson River.	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central.	128½	....	....	....	128⅝	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	86½	86½	87⅜	88⅛	88¼	89½
Lake Shore Div. bonds.	92s	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	25	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central.	115	115	....	....	....	....
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	2⅜	2⅜	3	3	3⅜
Milw. and St. Paul.	54⅛	53⅞	54	54⅜	54½	55⅛
" pref.	74	74½	74½	74⅞	74⅝	75
" 1st mort.	92½	92½	92⅜	92⅜	92½	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	94⅜	....	....	....	....	....
" 7s, gold.	97	....	97	....	....	....
Missouri 6s.	....	92½	....	....	92½	92
" H. & St. J. bds.	....	90½	....	90½	....	....
Morris and Essex.	....	90⅛	90	91	90	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	97½	....	97⅛	....	....
New York Central.	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	....	92	....	....	....	92
" 6s, S.F. 1887 92	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92⅜	92⅜	93	93⅛	93⅜	94⅛
N. York and Harlem.	111½	110	....	110½	....	112½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	42⅜	42½	43	43⅜	44¼	45⅛
" pref.	....	....	....	74½	....	75½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	75½	74⅝	75⅛	78⅛	81⅛	83
Panama	141	141	143	143	145	144
Phila and Reading.	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	93
" 1 M.	104½	....	....	....	104	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	43	43	43⅛	44	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	83	....	....	....	....	....
Tennessee 6s, old.	....	72⅛	72⅛	72⅜	....	72⅜
" new.	73	72⅛	....	72⅜	....	71⅞
Tol., Wab. & Western.	....	68¼	69	69	69	70½
" pref.	....	....	....	....	....	....
" 1 M.	....	94½	....	....	....	95
" 2 M.	....	....	....	94⅞	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	88½	....	....	88½	....	....
Union Pacific.	37⅝	37⅜	37⅝	38⅜	38⅝	38½
" 1st mort.	87⅛	87⅜	86⅞	87	87⅛	87⅜
" L. Gt. 7s.	76	75	75½	75	....	76
" Inc. 10s.	79	78	78	78½	78⅝	78½
Virginia 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	50	....	....	....	....	50½
" def. cert.	15	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	108½	.. ..	108	....	....	....
U. S. 5s, 10-40s, coup.	108½	....	107¾	108	....	....
U. S. 5s, 1881, reg.	....	110⅛	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	114¼	....	....	114	114½	....
U. S. 6s, 1881, coup.	11⅝	115⅛	....	116¼	116	....
U. S. 6s, 5-20s reg. '62	112⅛	112	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	112	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115⅜	....	115⅜	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115½	....	....	116	....	....
U. S. 6s, 5-20s, r. n. '65	112½	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114¼	....	114½	114½	114⅝	....
U. S. 6s, 5-20s, reg. '67	....	....	....	114⅜	....	....
U. S. 6s, 5-20s, c. 1867	114¼	114½	114⅝	114½	114½	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114½	....	....	114⅜	....	....
U. S. 6s, Pac. R.R. issue	111¼	111⅜	111	111½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa preferred	45	46⅜	48¾	48	56	55½
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92¼	....	....	....	....	....
.. 6s, 1889	92½	....	....	....	....	....
.. mort. 6s, '89	98	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	....	37⅜	37¾	38	38¼
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	92⅛	92¾	92½	92	....	....
.. R. R. L.	....	....	....	....	....	....
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	58⅜	....	58½	58½	58	....
.. 6s new coup.	....	97¼	....	....	....	....
.. 6s new reg.	....	....	97⅛	....	98	....
Little Schuylkill R.R.	46½	....	....	46⅜	46⅜	....
.. 7s	....	....	....	....	....	....
Minehill	52½	....	....	52½	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	120	....	....
North Pennsylvania	....	49¼	50	....	....	....
.. 6s, 1880	100⅛	....	....	....	....	....
.. 7s	....	96⅛	....	96⅛	....	97
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34⅜	35	34¼	34¼	34	34
.. 7s	....	....	....	....	79½	79½
Pennsylvania R. R.	57⅛	57	56⅝	57⅛	57⅛	58¼
.. 1st M.	....	....	....	....	....	....
.. 2d M.	97x	....	....	....	....	97½
.. Gen. mort.	93	....	....	....	93½	....
.. .. reg.	93⅛	....	....	....	93¼	....
Penn. State. 6s. 1st series	....	....	101¼	....	....	101½
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	98½
.. new	101⅛	101⅜	101¼	101½	102	102
Philad., Germ. & Nor.	87	....	87⅛	87⅛	....	....
Phila. & Reading	56½	56⅜	55⅝	56	56⅝	56⅞
Philadelphia and Erie	....	....	....	....	26	26½
.. 6s	91	....	....	....	....	....
.. 7s	....	....	....	91	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	....	....	....	....	....	14¼
.. 6s, 1882	....	77⅛	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	82	....	....
United Co. of N. Jersey	123½	123	123	123	123	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	49	....	....	....
2d and 3d streets ..	....	....	60	....	60	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	W.2.	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	99¾	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	97⅛	97⅛	97	96½	97	97¼
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	98
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	97¼
.. .. 1880.	96⅛	....	....	....	....	....
.. .. 1885.	94x	....	....	....	95¾	94
Marietta & Cin. 1st M.	98	....	....	....	97¾	97¾
.. 2d M.	....	90⅛	....	....	90⅝	....
.. 3d M. 8s.	82½	....	83	....	....	83
Northern Central	39	....	....	....	39¼	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	87
Pittsb. & Connellsv. 7s	92½	....	92½	....	92⅝	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	..	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	50¼	50½	....	50¼	....
.. Defer. Certif.	15⅝	....	....	....	....	15
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	150	150	151	....	150½	151
Boston and Lowell	....	....	....	139⅛	....	139
Boston and Maine	134	....	....	136	....	136
Boston and Providence	....	....	152	....	....	152
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	40¼	40	39⅝	40¼	40	41¼
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	134	134	134	....	135	135
Concord	....	....	....	....	....	....
Connecticut River	....	....	136½	....	....	137
Eastern	108	107	....	....	105½	105½
Fitchburg	133	....	....	133	132½	131½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	115½	115½	115½	....	115½
Northern, N. H.	116½	....	....	....	....	....
Ogdens. & Lake Champ	75	74½	....	74	73	73
.. pref.	....	....	....	....	....	80
Old Colony & Newport	113¼	113½	113¾	....	113	113
Ph., Wil. & Baltimore	54½	54⅜	54½	54⅜	....	54
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	86	....	....	....	....	....
" Land Grant 7s	....	....	75½	....	....	76
" Income 10s	....	....	....	....	....	78
Vermont & Canada	61½	....	....	65½	....	64½
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	103	....	....	103¾
Metropolitan ..	....	....	63¾	....	64	64½
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	10½	....	10½	....	....	....
Franklin ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	9½	....	....	....	....	....
Quincy ..	44½	....	....	....	43½	44½

London Stock Exchange.

	—Closing Prices.— Sept. 20.	Sept. 27.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	66 — 68
Do. 2d mort., $1,000	53 — 56	52 — 56
Do. Con. mort. Bnds Bisch's Cert.	31 — 33	30 — 32
Do. Reorg. Scrip	91 — 93	91 — 93
Do. Leas. Lines, Rental Bonds	82 — 84	82 — 84
Detroit & Milwaukee 1st mort. Bonds	75 — 78	73 — 76
Do. 2d do.	75 — 78	73 — 76
Erie shares 100 dol. all paid	39 — 39⅛	38 — 38½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	92 — 93	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	103 —105	104 —106
Do. Redemption mort. bonds 6 p.c	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	93 — 95	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95⅛ — 96½	95 — 96
Do. $50 shares	46 — 48	46 — 48
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal

Saturday, October 12, 1872.

Stock Exchange and Money Market.

Through the earlier part of the week Money was very close and dear to most of the borrowing classes, chiefly through speculative manipulations of the supply, though the city banks did their utmost to aid their customers to work through the pressure with the least possible inconvenience. On Monday, Secretary Boutwell announced the prompt sale of five millions of Gold, and the purchase of five millions of bonds, on Government account, outside of the previously published October programme, with the view of relieving the Gold pinch, and the Money stringency. The Treasurer, it was said, in making the extra sales of Gold, decided to leave the proceeds with the National Banks to the credit of the United States Treasurer, and in making the extra purchases of United States 5-20s (within the usual limit as to price,) for the Sinking Fund, to pay therefor in Greenbacks out of the hoard in the Treasury. The bids for the Gold in the aggregate reached the large sum of $17,679,000, at prices ranging from 111 to 113.01. The offers of bonds were $6,930,200 in the aggregate at 112.74 to 115. These operations were discussed with much spirit in financial and commercial circles. The demand in each instance reached the specified amount of five millions. On Tuesday and Wednesday, Money was in much better supply in the open market, and call loans were more easily negotiated, the closing figures having been equal to the legal rate of 7 per cent. though with exceptions under this quotation. Mercantile credits were also in freer currency at from 9 @12 per cent. per annum for the best paper. The City banks last week, had all their averages reduced materially, though closing the week with a tendency toward renewed accumulation, especially of currency. The Sub-Treasury cut down its currency balances a quarter of a million, and enlarged its coin reserves about ¾ths of a million.

Under the Treasury programme for October, Government proposes to sell, Gold, as follows: Thursday Oct. 17th, $1,000,000; Thursday Oct 24th, $1,000,000; Thursday, Oct. 31st, $1,000,000. And to buy in, Five Twenties, as follows: Wednesday, Oct. 16th, $1,000,000; Wednesday, Oct. 23nd $1,000,000; Wednesday, Oct. 30th, $1,000,000.

The U. S. Sub-Treasury office last week received $7,952,401 of currency, and $3,767,378 of gold, the latter including $2,950,000 from customs; and disbursed $8,230,429 of currency and $3,052,159 of gold, the latter embracing $290,480 of coin interest. The city banks reduced their loan and discount average nearl 2½ millions during the week, and contracted their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $17,154,052, and a coin reserve of $56,230,013.

The city banks, in their latest return, show a falling off of $3,067,100 of legal tender notes with a further reduction of $2,019,600 of specie and $9,229,800 of deposits, also a contraction of $2,483,500 in their loan and discount averages, and of $430,900 in their item of circulation. The city bank exchanges, last week averaged 129½, and thus far, this week, about 133½ millions daily. The banks now hold $1,596,500 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $9,943,900, against $10,276,100 same time last year. The city bank deposits are now $186,150,200 against $222,583,100, week ending Oct. 7, 1871. The legal tender reserve amounts to $41,915,700, against $54,596,100 same time last year. The circulation now stands at $27,604,200 against $30,260,100 same time last year. The loans are now $269,810,300 against $298,156,200 at this date last year.

The coin reserve of the city banks is now about 9⅞ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 41⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 186⅛ millions, against 247⅛ millions on the 20th of July.

A moderate yield has been reported in the line of customs and excises, since our last. The excises yielded within the week about 2¾ millions and thus far in the current fiscal year beginning with July 1, 1872, $37,359,085. The customs at the port of New York last week were $2,182,-

419; and at the outports, equal to about $750,000, all in coin or coin certificates.

Gold fluctuated widely through the week, on an enlarged volume of dealings, mainly of course, speculative. The customs call was moderate, and the direct export drain, light. The Government sale of five millions on Monday added materially to the available supply in the open market, and seriously depressed the price. The later transactions showed decidedly less buoyancy in the speculative movement.

The range of the price during the week has been from 112¼@115¼, and the closing quotation on Wednesday was 112⅛ against 114¼ the preceding Wednesday. The specie outflow last week, was $2,101,404 (including $1,992,898 of Mexican silver in transit). The Gold Exchange Bank clearances have averaged about 77 millions per day during the week.

The customs demand for Gold last week, averaged $492 000 a day; thus far, this week, it has averaged $495,000 a day, or equal to a weekly aggregate of $2,970.000. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,012,721 and since Jan. 1, 1872 were $4,978,600 against $8,256,415 same time in 1871. The total customs revenue of the Government, in coin, at this port since January 1, has been $119,529 941 against $125,752,279 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $59,361,321, against $65,754,791 during the same time in 1871.

The export drain of specie was $2,101,404 last week, against $500,127 same week preceding year. The shipments since January 1, 1872, have been $60,076,209 against $56,202,229 during the same portion of 1871.

Foreign Exchange has been in more demand and decidedly stronger in price, closing buoyantly. Bankers' sixty day bills on London closed on Wednesday at 108⅛@108⅜; sight bills on London, 109¼@109⅜.

The week's exports hence of domestic produce have been to the currency value of $6,225,767.

There has been a livelier business reported in Government securities at firmer and more buoyant prices, on much lighter offerings of the favorite issues.

On Wednesday, Government bought in none of the offered Five-Twenties as none of the offerings were within the Treasury limit. The aggregate offering was only $1,222,300 at from 112 87@112 90.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 115¾@116; U. S. Five-Twenties of 1862, 115@115¼; U. S. Five-Twenties of 1864 at 115@115¼; U. S. Five-Twenties of 1865, 115@115¼; U. S. Five-Twenties of 1865 consolidated, 114@114⅛; U. S. Five-Twenties of 1867, 114@114¼; U. S. Five-Twenties of 1868, 114@114¼; U. S. Ten-forties at 107¾@108 U. S. Fives of 1881 (Funding Loan) 110¼@111¾; Six per cent. currency bonds, 111⅞@112.

The aggregate exchanges at the City Bank Clearing House during the year ending with Sept. 30, were as follows: Currency exchanges, $32,636,997,403; Gold exchanges $1,207,872,164; Currency balances, $1,213,293,827; Gold balances $215,288,880. The total transactions since the organization of the Clearing House—October 11, 1853—amount to $350,652,243,177 84.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 25.	Oct. 2.	Oct. 9.
Consols	92⅜	92⅝	92⅛
U. S. 5-20s, 1865	93⅛	93⅜	93⅞
" 1867	91⅞	92	92¾
" 10-40s	87⅝	87¾	88
New Fives of 1881	89¼	89¼	89⅛
Erie	39¼	38½	38⅞

State bonds have been in rather more demand at firmer but irregular prices.

Railway and Miscellaneous share property has been decidedly brisker, and toward the close much stronger in price, influenced by the renewed ease in Money. The chief dealings have been in Western Railway shares, and Pacific Mail, and Western Union Telegraph, especially the latter two properties.

Railway Mortgage Loans have been in more general demand on investment account at firm prices, in the instances of the leading lines. Central Pacific Sixes have been in fair request closing firmly at 99¼@99½.

In the Metal line, trade has been light. Ingot Copper has been quiet at yielding prices; sales, 250,000 lbs. at 32½c., cash, 33c. for forward delivery. Scotch Pig-iron has been quoted firm on a moderate business; sales, 150 tons Glengarnock on private terms, quoted at $54 50@55; 100 tons Eglinton at $53 50; 100 tons Gartsherrie at $57; 250 tons Summerlee at $56@57. American Pig-iron less active but quoted steady. Of Wrought Scrap-iron 145 tons sold at $45. Lead dull on the basis of $6 45, for ordinary foreign. Spelter quiet with Siberian quoted at 6¼c.@7⅛c., gold. All kinds of Tin dull, with Straits quoted at 33½c.@33¾c., gold. Sales, 250 boxes Charcoal Plates sold on private terms, with $12 75@$13, gold, given as the current quotation. Zinc inactive at old figures.

General business has been rather less active, in the leading kinds of domestic produce, Cotton, Flour, Wheat, Corn, Rice and Whisky closed cheaper. Pork, Lard, Bacon, Cheese, Hops, Petroleum and Coal firmer. Middling upland cotton closed heavily on Wednesday at 19¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 279,219 bales, against 154 539 bales same time in the preceding year; exports 46,100 bales against 50,500 bales in the previous year; stock at the ports at latest dates, 171,969 bales against 118,773 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand at 7@14¼ cts.; Veals at 6@10½ cts.; Sheep at 4½@7⅛ cts.; Lambs, 6¼@9 cts.; Swine, at 5@5¼ cts. per lb., all live weight. The week's receipt were 9,099 Beeves, 2,352 Veal Calves, 25,791 Sheep and Lambs, and 49,098 Swine.

Foreign merchandise has been in fair request at generally firm prices. The week's imports of foreign goods reached the amount of $8,644,238 including $2,108,985 of dry goods.

Ocean freights have been fairly active, particularly for Grain, Cotton and Petroleum, at a further improvement in rates, though closing tamely.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. 1st mort., 94; Cedar Falls and Minnesota 1st mort., 82; Burlington, Cedar Rapids and Minnesota 1st mort., 91⅜; Toledo, Wabash and Western consols, 88½; Lake Shore and Michigan Southern consols, reg., 100; Albany and Susquehanna 2d mort., 95; Galena and Chicago 1st mort., 100; Central of New Jersey 1st mort., 102⅜; St. Louis, Jacksonville and Chicago 1st mort., 91; Gt. Western 1st mort. 1888, 93½; Pacific R. R. of Mo. 2d mort., 88; Louisville and Nashville 1st mort., 91; Milwaukee and St. Paul 1st mort., Iowa div., 88; Ohio and Miss. 2d mort., 84; Boston, Hartford and Erie R. R., 8¼; do. 1st mort., 41⅛; Missouri, Kansas and Texas R. R., 42; Toledo, Peoria and Warsaw R. R., 25; do. 1st mort., E. D. 91; do. W. D., 88; New Jersey Southern R. R., 20; New York, New Haven and Hartford R. R., 143; New Jersey R. R., 124; Atlantic Mail S. S. Co., 21⅛; Brunswick City Land, 5½; Western Union Tel., 74¼; Quicksilver pref., 54¾; Maryland Coal, 19; Consol. Coal of Md., 41; Spring Mt. Coal, 55; Wells-Fargo Exp., 87; U. S. Exp., 80; Am. Mer. Union Exp., 70¼; Adams Express, 92; South Carolina 6s, new, Jan. and July, 24; do. Apl. and Oct., 24½; North Carolina 6s, special tax, 14; do. Fund Act, 1866, 20; New York State 7s, B. L., coup., 107; do. reg, 108; Brooklyn 7s, Park Loan, 103.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 81; Philadelphia and Reading Gen'l mort. 7s, coupon, 101⅝; do. reg., 103½; do. 6s, 1844 '80, 95; do. privilege bonds, 100⅜; Westchester and Philadelphia R. R. 7s, 100; Susquehanna Canal 6s, 75; Pennsylvania and New York Canal 7s, 97; Morris Canal 1st mort, 91½; Allegheny Valley 7 3-10s, 94; Lehigh Valley 7s, new, 103⅛; West Jersey R. R. 7s, 100; Catawissa R. R. 20; do. 7s, new, 96¾; Philadelphia and Trenton R. R, 123; Camden and Atlantic R. R., pref., 38; Tenth and Eleventh sts. R. R., 83; Nesquehoning R. R., 54½; Pittsburg 5s, 75; Allegheny Co. 5s, 77½; Fulton Coal, 5½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101⅞@102; Pennsylvania State 6s, 1st series, 101¼@102; do. 2d series, 104½@105; do. 3d series, 106¾@107; Philadelphia and Reading, 57⅛@57¼; do. Gen'l mort. 7s, 101⅛@101¾; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 123@123¼; Camden and Amboy mort. 6s, 1889, 98@98; do. 1883, 92@93; do. 1889, 92@92½; Pennsylvania R. R., 58⅛@58⅛; do. 1st mort., 100¾@101; do. 2d mort., 97@98; do. General mort. coupon, 93½@94¼; do. reg., 93@93¾; Little Schuylkill R. R., 46¼@46¾; Morris Canal, 48@49; do. pref., 119@120; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 75@80; Schuylkill Nav., 7@7⅛; do. pref., 14@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@43; do. 7s, 1873, 93½@95; do. 5s, 57@—; Lehigh Coal and Navigation, 38@38¼; do. 6s, 1884, 88@89⅛; do. R. R. Loan, 96@96; do. Gold Loan, 92@92¼; North Pennsylvania, 49@50; do. 6s, 101@101; do., 7s, 96½@97; do. Chattle 10s, 104½@—; Philadelphia and Erie, 26@26¾; do. 6s, 91@—; Minehill, 52@52½; Catawissa, 20@20¼; do. pref., 54½@55½; Lehigh Valley, 58@58¾; do. 6s, new coupon, 98@98¼; do. reg., 98@98¼;

do. 7s, —@—; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 57@60; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 33@34; Green and Coates, 45½@46; Chestnut and Walnut, 57@60; Hestonville, 18@18½; Union, —@73; Germantown, 34@—.

Boston.—Vermont Central 1st mort., 52; do. 8s, 1891, guar., 79; Eastern R. R. 7s, 1882, 102; Boston and Albany 7s, 1890, 106½; Boston, Clinton and Fitchburg 8s, 1881, 95; Monadnock R. R. 8s, 90; Mansfield and Framingham 1st mort. 7s, 1889, 89½; Vermont Central and Vermont and Canada 8s, 1889, 74¾; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 80; Omaha and Southwestern R. R. 8s, 87½; Chicago, Dubuque and Minnesota 8s, 80; Chicago, Clinton and Dubuque 8s, 80; Burlington and Missouri River R. R. 8s, in Nebraska, 97¾; Rutland R. R., scrip, 68; Chicago and Iowa R. R. 8s, 95; Missouri River Ft. Scott and Gulf 1st mort. 10s, 83; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 80; Norwich and Worcester R. R., 123; Summit Branch, 43; Connecticut and Passumpsic River R. R., 92; Portsmouth, Gt. Falls and Conway R. R., 98; Boston Water Power Co., 48¼; Waverly Land, 4⅝; Cary Imp., 10; New Hampshire 6s, 1873, 98⅝; do. 1878, 98½; Maine 6s, 1883, 100; Massachusetts 5s, 1894, Bounty Loan, 99¾; Boston 6s, 1874, currency, 99¾; Salem 6s, 1891, 96¾; Portland 6s, 1877, 94; Chicago 7s, 1884, 98; Lowell 6s, 1890 96¼; Roxbury 6s, 1884, 99¼; Chelsea 5½s, 1883, 90; St. Louis County 7s, 1877, 97½; Allouez Mining Co., 5; Calumet and Hecla, 150; International Silver, 2; Petherick, 2¼; St. Clair, 2¼; Shuniah Silver, 2¼; Victoria, 2⅞.

Baltimore.—Orange, Alex. and Manassas 7s, 81½; Orange and Alexandria 2d mort. 6s, 86; do. 3d mort. 8s, 93⅞; Northern Central 6s, 1900, gold, 93⅜; Virginia and Tennessee 2d mort. 6s, 78⅞; do. 3d mort. 8s, 91; Richmond and Danville 1st mort., 79¾; Western Maryland R. R. 1st mort., guar., 95¼; Central Ohio R. R. 34½; Parkersburg R. R. 10; Virginia consol. 6s, reg., 45½; Maryland Defense 6s, 102; Baltimore 5s, 80; do. 6s, 1902, 97½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92¾@93; Baltimore and Ohio, 154@157½; do., 6s, 1875, 97¾@98⅞; do., 1880, 96@97; do., 1885, 93½@94; Parkersburg Branch, 10@15; Northern Central 39@39¼; do. 6s, 1885, 93@94; do., 1900, 87@87¼; do., 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 100@101; do., 2d mort., 99@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 97½@98; do., 2d mort., 7s, 91@91; do., 3d mort., 8s, 83@83⅛; Central Ohio, 34½@35; do., pref., 38@40; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 95@98; do., 2d mort. guar., 96½@—; do. 3d mort., guar., 95@96; do. 2d mort pref., 75@85; do., 2d mort. guar. by Washington Co., 89@89; Richmond and Danville 1st mort., 79@80; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 85⅞@87; do., 3d mort. 8s, 92@93½; do., 4th mort. 8s, 83⅝@84; Orange, Alex. and Manassas 7s, 81¼@81¾; Virginia and Tennessee 1st mort. 6s, 94@100; do., 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90½@92; Baltimore 6s, 1875, 99½@100; do., 1884, 97@98; do. 1886, 98@98½; do., 1890, 97⅛@97½; do., 1893, exempt, 98¾@100; do., 1900, exempt, 97@98; do. 1900, new, 97¾@98¼; do. 1902, 97¼@98½; Memphis City 6s, 53@54; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 101¾@102; Virginia 6s, old, 38@38½; do. consol. 6s, 50¼@50¾; do. reg., 45@46; do, Peelers, 45@45½; West Virginia, 15⅜@15½; City Passenger R. R., 22¾@23½; George's Creek Coal, 96@100; Atlantic Coal, 1.50@1.95.

BANKING AND FINANCIAL.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU ST.
NEW YORK, Sept. 18, 1872.

DEPOSITS received, on which we allow interest at the rate of four per cent. per annum. Special arrangements made with Savings Banks and others depositing large amounts.

We issue CERTIFICATES OF DEPOSIT available in all parts of the country, and bearing interest in case of special deposit.

We make COLLECTIONS for merchants and others in all parts of the country.

Orders for INVESTMENT STOCKS and BONDS executed at the Stock Exchange, on commission, for cash.

We deal in GOVERNMENT and other FIRST CLASS SECURITIES, such as CENTRAL PACIFIC and CHESAPEAKE and OHIO Bonds.

The Chesapeake and Ohio Loan having been withdrawn from the market by the Company, the small amount remaining on hand will be disposed of at private sale, giving investors an opportunity to purchase this favorite security upon terms which should insure an advance upon the completion of the road and their introduction at the Stock Exchange.

FISK & HATCH.

☞ The Cincinnati Railroad *Record*, of October 3, says that a mortgage and a deed of trust from the Kentucky and Great Eastern Railway Company to the Farmers' Loan and Trust Company of New York, was left for record on Wednesday, in the County Clerk's office of this county. The mortgage, which is to secure the payment of the railroad company's bonds to the amount of $2,190,000, covers the entire line of the Kentucky and Great Eastern Railroad, right of way, and all the real and personal property of the company. The instrument requires revenue stamps to the amount of about $2,100.

☞ The tracklayers on the Chesapeake and Ohio Railroad are now some 50 miles west of the White Sulphur Springs, and advancing down the new River Valley at the average rate of a mile per working day. The gap remaining between the eastern and western portions of the road is less than fifty miles and will be closed by the last of November or soon thereafter. The Western Division of the road from Huntington to Gauley is doing a very active coal traffic; all the present supply of rolling stock can accommodate.

☞ We see it stated that Col. Thomas A. Scott has completed contracts in this city for transporting supplies, provisions and laborers, and 25,000 tons of iron to be used in building the Transcontinental Railroad, which begins at the end of the Missouri, Kansas and Texas Railroad.

ELEVEN PER CENT
INVESTMENT.
FIRST-CLASS SECURITY.
State Loan of Arkansas,
7 per cent Thirty-Year Bonds.
A LIMITED NUMBER OFFERED
AT 70 CENTS
AND ACCRUED INTEREST.

In these Bonds "the faith and credit of the State are solemnly and irrevocably pledged for the payment and redemption of the principal and interest on each and every bond.

THE
Arkansas Central Railway,
BY
Special Mortgage Indorsement,

pledge their splendid endowment of Lands, Railroad Rolling Stock, Station Houses and all other property for the faithful payment of interest and principal, making this a

Double and Undoubted Security.

Interest payable April and October, at the Union Trust Company New York.

Maps, circulars, pamphlets, giving full particulars of the loan, to be had by addressing the undersigned, who unhesitatingly recommend these Bonds.

WILLIAMS & BOSWICK,
Bankers, 49 Wall-st.,
NEW YORK.

Arkansas Central Railway.

The Arkansas *Gazette*, published at Little Rock, Ark., in noticing the formal opening on the 27th ult. of the first division (50 miles) of this road, says:

The Central is among the pioneer narrow gauge enterprises of the United States, and marks a new era in the history of Arkansas. We have frequently remarked that the narrow gauge railway is by far the best means for a general and quick development of our resources, for the reasons assigned by the recent convention of narrow-gauge railroad advocates at St. Louis, viz:

First—Costing only about one-half as much as the broad gauge, it is within the means of all sections to build them; hence will enable them to avail themselves of railway facilities where otherwise they will be compelled to dispense with them.

Second—From their small cost, light operating expenses and small interest account, they will prove to be paying investments.

Third—They will supply the great want of the age—cheap transportation.

Fourth—Cheapening transportation, they will develop dormant interests more rapidly than our present costly structures with their high rates can possibly do.

Fifth—Their adoption in sections without railway facilities will enhance the value of property largely in excess of their cost.

Sixth—Penetrating those sections, and rapidly developing their resources by low rates, they will bring a large new business to the broad gauge roads, enabling them to reduce their rates and thereby stimulate and develop new interests.

Seventh—A failure to adopt the narrow gauge in the sections referred to will necessarily defer the construction of railways until such time as their means will admit of the more costly broad gauge, with its consequent high rates.

☞ The estimated earnings of the Erie Railway for the week ending September 30, 1872, were $335,749; against $345,072 in 1871—a decrease of $9,323. From April 1, to September 30, 1872, the earnings were $9,508,503 against $9,505,817 for the corresponding period of 1871, an increase of $2,686.

Journal of Railroad Law.

RAILROAD COMPANIES —INJURY TO ANIMALS—COMPLAINT MUST AVER NEGLIGENCE.

The facts in the late case of The Toledo, Wabash and Western Railway Company *vs.* Wea ver, (34 Ind., 298,) are fully and clearly stated in the following opinion by—

BUSKIRK J.—The appellee filed before a justice of the peace of Tippecanoe County a complaint against the appellant, in the following words:

"Bulah W. Weaver complains of the Toledo, Wabash and Western Railway Company, and says that on the 27th day of June, 1868, the No. Four express train running east did run over and kill one work ox, of the value of forty-five dollars, and, at the same time and place, cripple one two-year old heifer to the damage of fifteen dollars; wherein the plaintiff claims judgment for sixty dollars, and damages for loss and use of said work ox at fifty cents per day, one hundred and nine days, $54 50.

(Signed) BULAH W. WEAVER."

The appellant did not appear before the justice of the peace. There was a default and assessment of the damages.

The appellant appealed to the circuit court. The circuit court on motion of appellant, struck out of the complaint all that relates to the loss and use of the work ox, and refused to dismiss the action.

There was a trial by the court, a finding for appellee, motion for a new trial made and overruled, to which ruling an exception was taken. There was a motion in arrest of judgment, which was overruled, and to this ruling an exception was taken. The evidence is in the record. The motion in arrest of judgment presents for our consideration the sufficiency of the complaint. The complaint is fatally defective. It is not good at common law, because there is no allegation of negligence on the part of those in charge of the train. In a common law action of this character, it is essential under any system of pleading that so material a fact as the negligence and carelessness of the defendant should be expressly averred. Indianapolis, &c., R. R. Co. *vs.* Clarke, 21 Ind., 150. Indianapolis, &c., R. R. Co. *vs.* Brucey, 21 Ind., 215. Thayer *vs.* The St. Louis, &c., R. R. Co., 22 Ind., 26. The Toledo, &c., R. R. Co. *vs.* Reed, 23 Ind., 101.

The complaint is not a good cause of action under the statute, because it does not aver that the road was not fenced. The Toledo, &c., R. R. Co. *vs.* Reed, *supra*. The Toledo, &c., R. R. Co. *vs.* Lurch, 23 Ind., 10.

The complaint is also bad because it does not allege that the train which it was alleged ran over and killed the cattle belonged to the appellant, or was being run over its road.

The motion in arrest should have been sustained.

Judgment reversed, with costs, and cause remanded, with directions to sustain the motion in arrest of judgment.

☞ Articles of association of the Indianapolis, Delphi and Chicago Railroad company have been filed at Indianapolis. The company is formed to construct and operate the unfinished and abandoned road known as the Indianapolis, Delphi and Chicago R. R. The capital stock is $1,500,000 divided into 30,000 shares at $50 each.

The Rise in Freight.

During the last sixty days there has been a general advance in the rate of freight all over the country, and the effect is crushing upon those who produce the low priced varieties of grain. This advance has not affected the wheat growers, because there is comparatively little of that cereal going forward. The cost of moving corn from a point one hundred miles distant from Chicago, for instance, by the way of the lakes and Erie canal, including the intermediate charges, to New York or Boston, is 41¼ cents. The price of corn in the eastern markets is seventy cents. Allowing four cents per bushel to cover profits and expenses, there is left to the producers about twenty five cents per bushel for his corn. In oats the case is worse, the producer realizing six to ten cents per bushel. The present freight rates are nearly double the average rates of last year, and the advance in freight is of necessity taken from the price of the grain in the hands of the producer. If freights advance still higher, is is possible that the producer will have to send some money along with his corn to pay the freight on the latter. One bushel of corn now no longer pays the freight of another. In this connection, the scarcity of navigable waters in the Western and Southern rivers has overtasked the railroads, every available car being used to transport the heavy Fall and Winter stocks of merchandise passing from the East to the consumers of the West and Southwest.—*Boston Globe.*

Flour and Grain Trade.

The eastward movement of flour and grain from the West through Buffalo from January 1 to September 30, inclusive, this year as compared with the corresponding period last year, shows a decrease of 428,340 barrels in the receipts of flour, and a decrease of 4,728,934 bushels of grain, estimating flour as wheat.

The following shows the imports of flour and grain into Buffalo by lake and Grand Trunk Railway, from January 1 to October 1, 1872, as compared with previous years:

	Flour, Bbls.	Grain, Bush.	Grain, incl'g Flour, bush.
1872	477,025	40,296 046	42 681,171
1871	900,365	42 908,280	47,410,105
1870	907,455	25,045,968	29,583,243
1869	945,942	27,063,266	31,692 976
1868	859 786	30 023 290	34,322,220
1862	1,835,786	40,809,840	42,898,770

RAILWAY RECEIPTS.

The following shows the receipts of flour and grain by the Lake Shore Railway, from January 1 to October 1, 1871 and 1872:

	1871.	1872.
Flour, bbls	1,018,821	812,505
Wheat, bush	1,186,400	721,400
Corn, bush	8,098,100	12,099 060
Oats, bush	4,678,850	4,922,700
Barley, bush	175,004	141,070
Rye, bush	84,607	23,400
Total	14,222,961	17,908,630

RAILWAY EXPORTS.

The following shows the shipments of grain by rail, including the through shipments and city shipments, from January 1 to October 1, 1872.

	Through Shipments. Bush.	City Shipments. Bush.	Total Bush.
Wheat	714,000	1,595,238	2,219,238
Corn	11,093,200	2 747,425	14,640.625
Oats	4,890,800	1,240.794	6,131,594
Barley	111,400	146,342	257,742
Rye	23,000	1,250	24,250
Totals	17,632,400	5,641,049	23,273,449
Same time last year	18,781,560	6,704,872	20,486,432

CANAL EXPORTS.

The following exhibit shows the amount of flour and grain shipped from Buffalo by canal from the opening of navigation to October 1, for the years:

	1870.	1871.	1872.
Flour, bbls	45,678	14,379	4,635
Wheat, bush	9,912,061	11,836 144	5,422 820
Corn, bush	4,605.298	16,482 442	23,988,824
Oats, bush	3,868,651	3,538,661	3 816.928
Barley, bush	440,986	610,045	365 919
Rye, bush	182,483	513,591	129,149
Total bush	19,009,608	32,980,884	33,723,640

CANAL TOLLS.

The annexed statement shows the aggregate receipts of canal tolls at Buffalo from the opening of the canal, May 1 to October 1, from 1860 to 1866, inclusive: May 6 to October 1, 1867; May 4 to October 1, 1868; May 10 to October 1, 1869 and 1870; April 24, to October 1, 1871, and May 13 to October 1, 1872:

1872	$1,019,401 19
1871	1,001.685 08
1870	763,237 75
1869	1,230,004 49
1868	1,428.598 12
1862	2,203,068 61

NUMBER OF BOATS CLEARED SINCE OPENING.

1872	6 269
1871	6,300
1870	4,780
1869	5,600
1868	5,479

Knox and Lincoln Railroad.

The annual meeting of the stockholders of this company was held in Bath, Me., on the 7th inst. The directors report that the whole amount received up to August 31, 1872, is: On capital stock $361,492 50; on city and town bonds $2,395,000; earnings of the road $107,610 57. There has been expended $2,725,798 45; cash and bonds on hand $88,804 62; difference between bills payable and collaterals on same at par, $49,500. For the last ten months the net earnings have been $35,972 08. The connection with tide water at Rockland will be made in time for the business of next season, and will, it is believed, largely increase the earnings of the road. The extension to tide water was put under contract in June, and is now substantially completed to sub-grade, and the iron will be laid in a few weeks. Satisfactory progress has been made in the construction of the wharf at Rockland, and it will be completed this fall or early next spring, in time for the business of 1873. The land damages are mostly settled and paid, and the company now owns the best water front in the city of Rockland. The wharf is a crib wharf, 615 feet along and 50 feet wide, with a head 90 feet by 50 feet. The whole when completed will be a very valuable property, and it is believed the cost will be within the estimate. It is hoped that during the coming year a second connection per day with Boston will be made. It will be perceived that the earnings have paid the operating expenses and a very considerable amount in construction, and judging by the history of other roads it may be confidently expected that a greater amount will be earned during the coming year than in the past. The directors during the past year have been in frequent communication with the directors of the Penobscot Bay and River Railroad Company, and have held themselves in readiness to afford all the encouragement in their power in aid of the construction of the road from Rockland to Bangor. They are happy to say that there is now a new movement for the construction of that road, giving much promise of success. By its construction and its

connection with the European and North American and the Bangor and Piscataquis railroads at Bangor, and with their road at Rockland "the great lumber-producing country of the east" will be opened to "the ship building and lumber-consuming" portion of the State, and a valuable freighting traffic as well as a large passenger business may be expected to result from that connection.

☞ The Amherst *Gazette* says of the Intercolonial Railway that but twelve miles of rails are yet to be constructed to make the connection, and about twenty miles of ballasting to be done. The rails are on hand, and it is expected the gap will be filled during the month, at which time it is stated the bridges will also be ready. A train may be run over the first week in October, and the line will probably be opened for traffic by the 15th.

☞ The Milwaukee *Wisconsin* says that the engineers are at work locating a north and south line of railroad through Green Lake County. The road is to run from Weyauwega through Berlin, Dartford, Markesan, Beaver Dam, and make connections at Jefferson with a new Road to Chicago. It is to be built by the Wisconsin Central Railroad Co., as a southern outlet to their present road.

☞ The grading on the Lake Erie and Louisville Railroad is now finished to a point several miles south of Lima, and track laying is in progress. Iron has been purchased and is now on the ground in sufficient quantity for the track to Lima.

☞ The Elkhorn (Wis.) *Independent* says tha the question is now definitely settled that the Chicago and Lake Superior Air Line Railroad is to be built at once. The contractors are on hand and have commenced work between Elkhorn and Geneva, and want 300 laborers immediately.

☞ The contract for the connecting link betwixt Menasha and the present terminus of the Manitowoc, Appleton and New London (Wis.) Railroad, has been let to Messrs. Reed & Scott of Menasha.

☞ Regular passengers trains have commenced running on the Poughkeepsie and Eastern Railroad to the eastern terminus at Boston Corners and the State line. The road will be finished west to the Hudson River early this month.

☞ The sales of Northern Pacific Railroad lands in Minnesota during September amounted to 5,197 acres, at an average price of $5 97 per acre.

☞ Work will be commenced on the road from Princeton to Montello, in Marquette Co., Wis., on or before the 15th of October.

☞ The Toronto, Grey and Bruce Railway is now graded and ballasted to Mount Forest.

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SEVEN LOCOMOTIVE ENGINES FOR SALE, built for Peruvian Railways—all for Standard gauge of 4 feet 8½ inches. Five built at Rogers Locomotive Works, and two at Danforth Works; all of the very best materials, designs and finish. Six have cylinders of 17 inches x 22 inches, with six driving wheels of 49 inches diameter, and one pair truck wheels—One a tank engine, cylinders 10½ inches x 18 inches. Driving wheels four, 34 inches diameter. These engines sold on account of the construction of the railway they were intended for being suspended for a time. For further particulars apply to
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4 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 48½ inches diameter.
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Furnace, steel.
Flues, 1⅝ iron, 10 feet 8 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank, to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded 71,500 pounds.
Price, $18,500.

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2 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 49 inches diameter.
2 Truck wheels, 30 inches diameter.
Furnace, Steel.
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded, 71,500 pounds.
Price, $17,500.

ROGERS ENGINE, PACASMAYO RY.

1 Tank engine—
Gauge, 4 feet 8½ inches.
Cylinders, 10½ inches x 18 inches.
4 Driving wheels, 34 inches diameter.
No truck wheels.
Steel Furnace.
Flues, 65 iron, 9 feet 10 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tank, 400 gallons.
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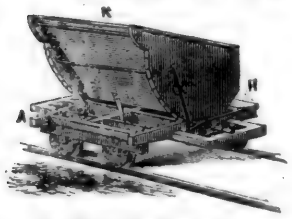
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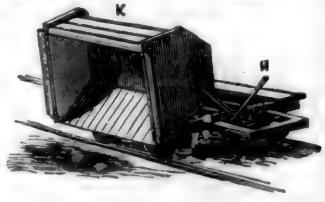


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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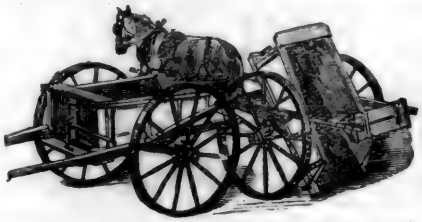
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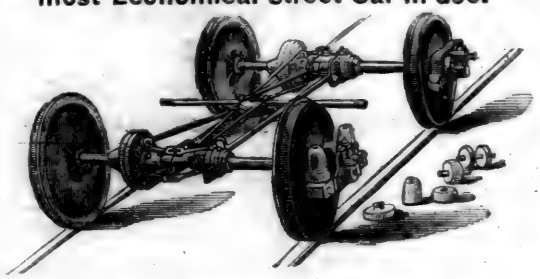
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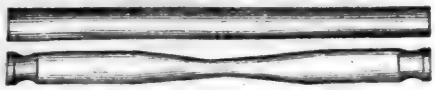
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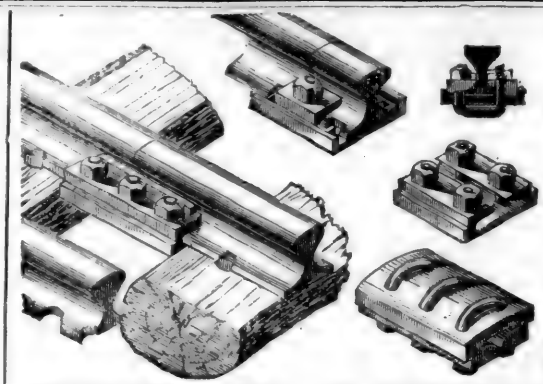
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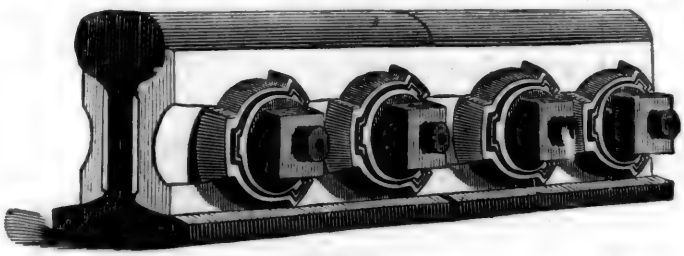
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TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
71 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS, LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.
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Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, October 19, 1872.

Northern Pacific Railroad Survey.

The War Department has just received an official report of the military expedition which recently accompanied the surveying party of the Northern Pacific Railroad from the point in Dakota where that road crosses the Missouri river to the crossing of the Yellowstone river in Montana, near the mouth of the Powder river. No serious trouble was occasioned by the Indians, and the engineers were enabled to make careful surveys and effect a final location of the railroad line across the section of country referred to, being a distance of 235 miles. A practicable and excellent route was found without difficulty, and without any serious divergences from a straight line. The river valleys along which the line mainly runs were found to be uniformly fertile, and no "bad lands" are traversed by the route selected. Grass was abundant all the way from the Missouri to the Yellowstone, and good water was found at convenient intervals during the entire march. Extensive beds of ignite and semi bituminous coal were found at frequent intervals for a distance of one hundred and fifty miles. Timber exists in considerable quantities, especially in the river valleys, and consists mainly of oak, ash and cottonwood.

INVESTING MONEY.

The Northern Pacific Railroad Company, through its Financial Agents, offers for sale its First Mortgage 7-30 Gold Bonds. They fall due in 30 years, bear 7-30 per cent. gold interest, payable semi-annually, are exempt from United States tax to the holder, and are secured by first and only mortgage on

1. The Railroad, its Right of Way, Franchise, Rolling Stock, and other property.

2. Its Traffic or Net Earnings.

3. A Government Grant of Land averaging on completion of the Road about 23,000 acres per mile of track.

The Road follows what is known as the Valley Route to the Pacific, flanked most of the way by an excellent country, and is assured in advance of a vast and profitable traffic which already awaits its completion. The work of construction is steadily and satisfactorily progressing; the settlement of the adjacent country and the building of towns keep pace with the advance of the road; a large body of the Company's lands is already in market, and the proceeds of sales will constitute a Sinking Fund for the redemption of the Company's Bonds, which are convertible at 110 into the Company's Lands at market prices.

Believing that these bonds, both in point of safety and profitableness, constitute such a security as judicious investors can approve, we recommend them to the public. Government bonds and all marketable securities are received in exchange at current quotations, without cost to the investor.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FINANCIAL AGENTS NORTHERN PACIFIC RAILROAD COMPANY.

The Highest Bridge in the World.

The Baltimore Bridge Company, the President of which, Col. C. SHALER SMITH, so well known to all our citizens, has just obtained a crowning triumph—the bridging of a mighty chasm in the heart of the Andes Mountains.

The Verrugas Viaduct is on the Lima and Oroya railroad, in the Andes of Peru. The structure is remarkable for being the highest of the kind in the world, and for surpassing all others of the same class in its perfect system of bracing and connections. The viaduct crosses a mountain torrent called the Agua de Verrugas, in a wild and picturesque locality 12,000 feet above the level of the sea. The structure consists of four deck spans of the Fink type of truss, three of which are 110 feet long, and one, the central span, 125 feet long. The spans rest on piers built of wrought iron columns. The piers are fifty feet long by fifteen feet wide on top. There being three piers, the total length of the viaduct is 575 feet. The piers are the principal feature of interest, and are respectively 145 feet 252 feet, and 187 feet high. Each pier consists of twelve legs, which in plan form a rectangle. The legs are composed of a series of wrought iron six segment columns, in lengths of twenty five feet, connections being made by cast iron joint-boxes having tenons on each end running into the column. The tenons and the face of casting against which the column bears are machine-dressed, so as to obtain an accurate fit and perfect bearing surface. The columns have an exterior diameter of twelve inches, and a diameter, including flanges, of sixteen inches. Compared with other works of a similar type, such as the Cromlin viaduct, which has hitherto borne off the palm, it is far ahead, both in magnitude and perfection of details.—*St. Charles (Mo.) Cosmos.*

Virginia Valley Railroad.

The Lexington (Va.) *Gazette*, referring to the action of the late stockholders' meeting of the Valley railroad, adopting the Central line through Rockbridge county, as a practicable one on which to construct the road and carry it to its terminus at Salem, on the Virginia and Tennessee road, says:

At last, after many difficulties and dangers, this great improvement may be considered as resting on a firm basis. All difficulties have been adjusted, and the early completion of the road rendered certain.

When the surveys were completed, and it was found that the "central route" was not more costly than the others, but only had the high grade to its disadvantage, we learn that Mr. J. W. Garrett at once declared that this route should be adopted, as he considered the question of grade settled by his concession at the meeting last

March. In this matter Mr. Garrett has shown that scrupulous regard for his promises for which he is distinguished and which has given him so honorable a position among the great railroad kings of the day.

The stockholders invested their directors with power to make financial arrangements adequate to the construction of the entire work in the best manner, and the energetic young president has already completed the preliminary negotiations for selling the bonds of the company on the most favorable terms.

The city of Baltimore has been called upon for 30 per cent. of her stock, and as soon as this is paid, which will be no doubt in a week or two, contracts will be let upon the whole line and the work pushed forward. The county subscriptions will then be called for. The bonds for this, and we believe of the other counties and corporations, are already prepared and ready for delivery. We suppose that the company will soon begin to arrange the land damages in the county, and we bespeak fair and liberal treatment for them from our people.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$194 572 83	$197,436 79
" freight	361,084 62	419 088 86
" mails	10,198 48	9,865 81
" express	6,000 00	7,250 00
" miscellaneous	639 36	1,254 25
	$572,495 29	$634,895 71
Expenditures, viz:		
Maintenance of way	$182.750 42	$197,929 44
" motive power	108,845 09	120,083 97
Cost of working road	115.505 32	141,562 31
" management	12 059 24	13,032 26
Miscellaneous	27,335 22	28,035 50
	$446,495 29	$500,643 48
Net balance	$126,000 00	$134,252 23
Balance, March 31, 1871		175,632 85
Interest received during the year		10,372 28
Wood, oil and stock on hand less than last year		130 87
Total		$320,387 73
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc		$67,668 79
Paid preferred stock dividends		44,358 00
In hands of superintendent more than last year		3,365 80
Engineer department, on hand, over last year		8,755 60
Paid trustees of sinking fund		12,500 00
Paid sundry expenses		4,441 92
Bonds and cash on hand		179,297 62
Total, as above		$320,387 73

Compared with the previous year, the gross earnings show an increase of $62,400 42; with an increase in expenses of $54,148 19—making the increase in the net earnings of $8,252 23. The report says:

The above statement includes the earnings of the extension from Littleton to Lancaster, as well as the White Mountains, N. H., Railroad, and we have charged to the running expenses $20,000 as a part of the interest on the cost of building the same.

We have laid 83,323 sleepers, put in 1,100 tons of new 56-lb. iron, taken out 325 tons of 50-lb. iron, mended and put the same into the Branch Road from Wing Road station to Pierce's Mills, which is included in the cost of the branch.

We have made extensive repairs upon our bridges, built new abutments (that were damaged by the freshet in 1869) and bank walls, and built and relaid culverts, so that the roadway, superstructure and bridges, are all in a better condition than at any former time.

The motive power and equipment have been increased by one first class passenger engine, and one first-class freight engine, one monitor-top passenger car, one baggage car, and sixty-one freight cars; and we have made full and ample repairs upon all engines and cars, so that the equipment will compare favorably with that of any road in the State.

We have built a new passenger depot and freight house at East Concord, a car house at Lake Village, engine house at Littleton, four wood sheds, and made general repairs upon all buildings.

We have built forty-five miles of fence this year, and shall continue to build until the whole line of road is re-fenced.

The directors have thought it more for the interest of the corporation to make the road as perfect as they could, and in so doing have looked to that more than to a show of earnings.

The two dividends for the year on the preferred stock have been paid and charged in the accounts.

The annual payment to the sinking fund, of $12,500, was regularly made, and the fund with its accumulations now amounts to $310,590.

The directors, under the authority given them at the last annual meeting, made a contract to build the branch from the Wing Road to Pierce's Mills in Bethlehem, and the same was completed so as to be used on the first of January last, and it has been run as a freight road since, doing a fair business. In the summer season this will be used for passenger travel to and from the White Mountains. The directors think it for the interest of the corporation to continue this road to the Fabyan Place. The cost, so far, has been about $65,000, which is not included in the accounts.

The directors last September made a contract with Messrs. Thompson & Lindsey, to do the grading for the extension from Lancaster to Northumberland, to connect with the Grand Trunk Railway, to be done by June 1st. The severe winter and late spring have put the work back very much, but we believe that it will be completed in season for summer business.

When this part is completed it will make a connection with the Grand Trunk Railway and the West, which, we believe, will be greatly to the advantage of this road. The cost of the extension, to this time, is about $520,000, which, as stated in our last report, is not included in the accounts, but when completed is to be arranged by stock and bonds.

At the last session of the legislature, a renewal of the charter of the Conway and Meredith Railroad was obtained under the name of the Meredith and Conway Railroad, with authority to lease to this road. We think that it will be for the interest and benefit of the corporation to have this road built, at least as far as Ossipee, where it will connect with a proposed road to Portland, provided the towns on the line of it and roads below Concord make liberal subscriptions towards it.

We respectfully ask authority to aid in such manner as may be thought best.

On the 11th of April, we had the misfortune to have our bridge over the Merrimac River, at Concord, together with the town bridge, carried away by the ice. This was a serious loss, and a great derangement of the business of the road. The superintendent immediately made arrangements to build a temporary one for the summer, and had the satisfaction to have it completed so as to run over in a little over a week's time. It is a good and substantial bridge, and will answer until we can have time to build new piers abutments, and suitable bridge.

The report of the committee relative to a consolidation of the capital stock of this corporation, together with a communication from us on the same subject, have been printed in a circular for distribution among the stockholders. These will show the unanimous views of the committee, and also of the directors on that point. We, therefore, now have only to add that those views are confirmed by further consideration and hope that they will meet with your favorable regard and action.

If this arrangement is carried out, and a union made with the White Mountains, N. H., Railroad, and the road extended to Colebrook, and above, it will be the most important, most beneficial to the people of this State of all the railroads within its limits, and its stock and bonds will be a desirable investment.

The total number of passengers carried during the year was 151,207; equal to 9,072,420 carried one mile. Total number of tons of freight, 94,688; equal to 5.681,220 tons carried one mile.

TRIAL BALANCE, March 31, 1872.

Construction		$2,850,000 60
Wood, oil, etc., on hand		27,137 22
Stock, etc., on hand for repairs		55,379 92
1870 bonds on hand		800 00
Trustees of sinking fund		189,000 00
Pemigewasset House		16,000 00
Joseph A. Dodge, supt		26,620 62
Cash on hand for coupons unpaid		926 00
" dividends unpaid		9,609 00
Bonds and cash on hand		188,762 62
		$3,364,235 38
Stock (old dividends, etc.)		$459,600 00
" preferred		800,000 00
" new		540,400 00
		$1,800,000 00
Bonds due in 1865	$76,000 00	
" 1870	350,000 00	
" 1889	624,000 00	
		1,050,000 00
Coupons due and unpaid		926 00
Dividends due and unpaid		1,448 89
Dividends due and unpaid, since May 20, 1867		9,609 00
Profit and loss		502,251 49
		$3,364,235 38

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J P. Pitman, Peter Butler, John L. Rix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Northern Pacific Land Products.

The Elmira *Advertiser* thus speaks of the display of Northern Pacific Land Products at the State Fair recently held at that place:

Probably the most remarkable display of agricultural products on the ground is that made by the Land Department of the Northern Pacific Railroad Company. In variety and extent it certainly had no equal. It was not entered for premium but simply exhibited. Among the products shown were vegetables, fruits, grains and minerals. The lands that grow such monstrous specimens must certainly be of the best quality. The productions are from Minnesota, Dakota, Montana, Idaho, Washington Territory and Oregon. Some of the rye exhibited as grown in Montana is marvelous in size, and the Spring wheat is equal if not superior to the best Winter wheat grown in the Genesee Valley. There are some plums from Oregon, five of which make a pound, and Bartlett pears from Washington Territory weighing fifteen ounces each. The barley is equal to the wheat and as well the oats. This exhibition attracted a great deal of attention and comment from the practical farmers of this vicinity, and the millers looked at the specimens of wheat with eyes of wonder. A larger space should have been allotted to this collection than it had, as it looked cramped and confined. We were present when one of the largest farmers in this region was carefully examining it, and he repeatedly and emphatically pronounced it as exceling anything he had ever seen. This exhibition was a clear demonstration to the minds of the many that looked upon it that the climate of the country through which the Northern Pacific Railroad passes is mild enough and the season long enough to raise the finest cereals.

Vermont Central and Vermont and Canada Railroads.

(Continued from page 1293.)

Having thus briefly, and yet as fully as the limited time at their command and the pressing nature of their engagements would permit, alluded to the immediate causes which have produced the present state of affairs on the road, the Trustees and Managers come to the specific charges brought against them in the public prints of mismanagement.

The first and indeed the most prominent is the existence of the car companies, known as the National Dispatch and Vermont Iron and Car Company, whose cars run upon and over the Vermont Central Road.

The history of these is very brief and simple.

First—The National Car Company. This company was organized in 1868. Up to this date the Vermont Central line as it was denominated was composed of the Boston and Lowell, Concord, Northern New Hamshire, Vermont Central and Vermont and Canada, and Ogdensburgh roads. Its connection for its western business to and from points west of Ogdensburg was by means of the propellers on the upper lakes, and formed during the season of navigation a good and efficient line.

The business accommodated by the line was what is known and termed the interior New England business, consisting of the supply of Western products to the great manufacturing districts and other points in New England.

This traffic formed the most remunerative business of the line. In addition to this during the season of navigation through freights to and from Boston and the West found a convenient and natural route by this line. The Propeller line at that time consisted of thirteen boats, making a semi-weekly line between Chicago and Boston. Thus during the season of navigation this line did a fair business, but on the closing of navigation it could only be operated as a line for local business between Ogdensburg and Boston.

The organization of the car companies known as the "colored lines," under various names of Red, Blue, White, Merchants' Dispatch and the like, was admitted upon the competing roads leading from Boston to Western points, and being enable to transport freights by all rail to all points West without breaking bulk and on time contracts, and having the advantage of continuous lines all the year round, offered great inducements to the patrons of the Vermont Central line to withdraw from it and send their business over those lines, offering as additional inducement contracts for the entire year at uniform rates.

Many strong patrons of the Vermont Central line were thus induced to withdraw, and the business of the line was seriously threatened. The "colored cars" from other lines were reaching far into the interior points of New England, and were drawing away a business which fairly belonged to this line, and which it could, properly equipped, better and more naturally supply then any other. A conference with the other roads now forming the line over which the National Car Company run their cars was had, and it was agreed that an effort should be made to hold this business. The change in gauge, however, constituted a serious drawback. The patent which had been obtained for adjusting the wheels and axle to a difference in gauge was an experiment and so uncertain in its results that the several companies constituting the line did not feel justified in investing in the enterprise as corporations. It was therefore agreed that if the outside capital could be induced to take the risk that a liberal contract would be given by the roads in the way of car service to test the experiment. The parties owning the patent, therefore, with confidence in the success of their invention undertook to organize a company, and a contract was entered into with that company, signed by all the roads composing the line, permitting the Dispatch Company to build and place upon the road two hundred cars to test the experiment, and agreed to allow for that number three cents per mile run for car service. That company was, however, restricted to the original number, and could not add more without the written consent of all the roads in the line. The contract also contained a provision authorizing any road in the line to terminate the contract by purchasing the cars at cost. With a contract thus guarded the company was organized. Being entirely an experiment, and in the judgment of many railroad men somewhat doubtful of success, it was not easy to enlist sufficient capital at first to give it a trial. To encourage it, therefore, many gentlemen connected with the different roads in the line came forward and subscribed for a portion of the capital stock. The number of cars limited in the contract were built and were put into the line, and the experiment proved a success. After a year's working or thereabouts the managers of the several roads in the line became satisfied that although the cost of these cars was somewhat in excess of ordinary cars, yet they could not feel justified in paying the high rate of service called for by the contract, and declined to admit any more cars unless the rate was reduced.

This was done, and the rate two and a half cents fixed for a limited and small number of additional cars. Then the rate was afterward reduced to two cents on the additional cars put in. Negotiations have been pending for the last three months for a still further reduction.

Every effort has been persistently made not only by the Trustees and Managers of the Vermont Central, but by the Managers of the other roads in the line, to reduce this car service.

There was not at the first nor has there been since any element of speculation or personal aggrandizement in it whatever, nor have the cars, in the opinion of the Trustees and Managers, been permitted any undue preference or advantage over the ordinary cars of the road. The instructions of the Trustees and Managers from the ontset to the heads of the departments charged with the duty of looking after such matters have always and uniformly from the first been explicit upon this point, and they are fully assured by the several departments that these orders have been strictly obeyed.

The rates of freight between Boston and the West are not regulated by the Trustees and Managers of this road alone. These are under the general control of a board of Managers of through line business, which Board is composed of representatives of each road constituting the line between Ogdensburg and Boston, and this Board is organized again by a Chairman and an Executive Committee. To this organization all question of rates on through freights are referred and are under their control. The instances cited in the public print where the amount paid for car service exceeded the amount received for the freight, may or may not be true. No such instances on the Vermont Central road have come to the knowledge of the Managers, nor do they believe they exist. If found on other roads, it is believed that they are isolated cases, and if all the facts were given would find a satisfactory explanation.

No such instances have, however, been brought to the notice of the Managers of this road by any of the connecting roads.

That the organization of this Dispatch line has been of actual and essential benefit to the Vermont Central road, any candid examination of the business will be forced to admit. That it would be desirable that the road itself should own the cars there can be no room for doubt, and the managers cannot too strongly urge the importance of the purchase. It is simply a question of capital. If the road were relieved of its present restricted and awkward position as regards the management and were placed in the hands of a corporation, where the proper additions to its plant and the things necessary for its expansion and growth could in its own legitimate and natural way be *capitalized*, all the difficulties and embarrassments which now hang over the enterprise would be relieved. It would add new zest to every department of the road, it would give it a credit which a trustee management can never possess, it would bring a development and growth which would surprise even its most sanguine friends, and it would remove all the causes for jealously and suspicion which must ever attach to the managers of a road, however faithful and honest, whose term of office is not dependent on the will and choice of the true constituents of the road, but is derived from another and independent power. It needs only a fair and just appreciation of the real value of their own property by the security holders, and a proper knowledge of the fertility of the resources of the road which only wait to be dveloped, to inspire the necessary confidence to command the capital to accomplish all this.

Scarce one of the security holders even to-day realizes what his property is—few ever visit it to watch its growth, to study its characteristics, to understand its wants, and the difficulties under which it labors, much less are they in any condition to judge of what is just and right or what is true or false when their property or its managers, from whatever motive, are unjustly assailed.

THE V. I. AND C. CO.

This is another organization formed in 1870. The new extension of the Ottawa and Prescott Railroad to the great lumber mills at Ottawa seemed to give promise of opening a largely increased traffic in lumber from that section. A meeting was held at Ottawa by the lumbermen and the managers of the Ottawa Railroad and those of the Vermont Central Road, and after a full consideration of the proposals made by the lumbermen, the Ottawa Road determined to proceed at once with the construction of their branch road, extending it directly to the mills and lumber yards, provided the Vermont Central would supply the necessary cars to be devoted entirely to the lumber business, transporting it without breaking bulk direct from the place of its manufacture to market. To do this efficiently required, as it was estimated, five hundred box cars, to be increased from time to time as the growth of the business demanded.

The trustees and managers were in no condition financially to undertake this outlay of money, and hence were obliged to forego the business or encourage the building of the cars from other sources. A car company was formed under the above name, and two hundred cars were contracted for at the rate of 2½ cents per mile car service; the trustees and managers reserving the right at any time to terminate said contract by purchasing the cars.

The result of this contract, so far from exhibiting a loss to the Vermont Central Company, has been an actual profit to them; the revenues derived from connecting roads on the usual rate for car service per ton per mile for the use of these same cars having yielded to the railroad more than has been paid to the company at the contract rate. The trustees and managers have, therefore, been actual gainers under the contract. The cars of that company, as will appear from the statements of the master of freight transportation, have never been permitted to take precedence of the cars belonging to the road, but have always been set aside on the sidings whenever the business was slack, so as to keep the cars of the road fully occupied.

THE NEW LONDON LEASE.

This road was leased by three of the managers in December, 1871. There existed at the time of its lease substantial and satisfactory reasons why the lease could not then be taken directly to the Trustees and Managers.

The parties had no idea of any personal speculation in it, but took it temporarily in this form for the benefit of the line. They have never in any form received one cent from it individually nor, has there been any discrimination in favor of it in division of rates, or in any other possible form for the benefit of the lessees.

The lease itself contains the provision for its transfer to the Vermont Central Road at a proper time, and they are the only parties to whom the transfer can be made.

The managers deemed important for the interests of their line that this lease should be made. That it has been of great value to all its interests can as they believe be satisfactorily shown.

The same is also true of the Sullivan road. There existed at the time of its lease difficulties in the way of its being then brought in as part of the Vermont Central line. The question was submitted to Hon. L. B. Peck and Hon. Andrew Tracey, then counsel for the Trust, and after a careful examination they advised that the lease be taken in the form it was. It has been held since that time steadily to the purpose for which it was taken, and at no time has it been used in any sense whatever to the injury of the Vermont Central.

The lessees of the road will at any time be only too happy and willing to transfer it entire to the Vermont Central system.

The Montreal and Vermont Junction road is not a leased road. The road in its inception was sought for by parties adverse to the Vermont Central road. When it became evident that it would be built, the managers of the Vermont Central sought to place themselves in a relation to it that would secure all its advantages to their road.

They therefore became somewhat active in securing a friendly relation to the parties in interest in the charter, and so became prominently identified with it.

After the municipalities had made their subscriptions to the stock and had secured sufficient means to justify placing the work under construction, a contract was let, after public advertising, for a specified sum, to be paid in the stock and bonds of the road. The work was commenced just as the civil war in this country broke out. The currency of this country was then undisturbed and, like the currency of Canada, was at its gold value. The contract being made in Canada was payable in the currency of Canada. To induce the contractors to accept the stock and bonds in payment for this work, two of the managers of this road, who were then directors in the Montreal and Vermont Junction road, gave personal assurances that they would negotiate for the contractors a certain amount of the bonds and stock which they were to receive.

The currency of this country, in consequence of the war, soon became disturbed, and gold rose to an exorbitant premium The currency of Canada had become seriously disturbed, and the contractor was obliged to surrender his contract from inability to go on. Meantime the work on the Vermont and Canada branch to the Canada line had been commenced, and to prevent a failure of the whole enterprise two of the managers of the Vermont Central, having pledged their faith to the parties in Canada that they would in good faith aid in building the road, undertook out of their own means and on their own personal credit to carry the enterprise through, taking the securities of the road. The road was thus completed. A temporary arrangement was made for operating it by the Vermont Central, and a basis of fifty per cent. of the gross receipts was, on consultation with the other managers, agreed upon for the time being. While the road was new and in high condition, and as it was an easy road to operate, this was considered not an unfair division, especially as by the arrangement the Trustees and Managers only assumed to furnish the motive power and keep the track in repair, all the other expenses of maintenance and repairs, of building and road bed, including bridges, being paid by the parties on the other side. The attention of the Committee of the bondholders and of the Vermont and Canada road has been frequently called to the matter since that time, and it has been strongly urged by the Managers interested in the property that they should be relieved of this position in some form, and that some basis satisfactory to all parties should be arrived at. They have at all times been ready and extremely desirous of having the matter disposed of, either by assuming the road at a price or by permanent lease of it, or by some agreement which would be equitable to all parties. Thus far no settlement has been arrived at. They have been exposed to unjust suspicion that they were taking advantage of the double position which they occupied, while they have been anxious all the time to dispose of the question on any fair and just basis. They can only repeat here what they have so often said to the parties above referred to, that they have but one desire and that is that a basis should be agreed upon which will be satisfactory to the security holders of the Vermont Central and Vermont and Canada, preferring even to do injustice to themselves rather than to occupy any doubtful position.

The Managers have thus endeavored to meet fully all the questions which have been raised against them, seeking no concealment or evasion of any responsibilities resting upon them, nor attempting any vindication that is not warranted by the facts.

In the administration of their trust they have endeavored to discharge their duties with fidelity, always inviting the closest scrutiny of their affairs and willing to impart full information to all who were interested to inquire and who had a right to know.

The accounts and vouchers of the Trustees and Managers have been always freely open to the inspection of the Committee of the Bondholders, elected annually, and who by the provisions of the compromise decree are constituted an advisory committee and are the special auditors of the accounts.

This duty of examination has been performed by that Committee periodically, at least as often as once in six months since the date of the decree.

In all important matters, relating to the trust matters, on all questions of policy, they have been freely consulted and advised with, and when matters of graver moment have been before the Trustees affecting the interests of the property, the advise and counsel of the Vermont and Canada Directors has been sought in addition.

The aim of all has been to bring the property to its highest state of efficiency and to develop all its elements of strength in the fullest and most judicious manner possible.

That the property itself is capable of meeting in a little while the full expectations of its warmest friends, none familiar with it can entertain a serious doubt. The question of how soon it can reach this point and how rapidly it shall develop is a question of easy solution. It is now in all its appointments in high condition. It can be worked now safely on a low scale of economy and hold its present earnings, and be made to pay on all the securities hitherto interest bearing; but under such a policy the road can not develop as rapidly as with a liberal policy it can be made to do. The present capital, adding to the interest bearing securities the present debt of the Trust, is not large for the property represented. The ratio of annual increase of earnings for the past ten years has been a little over an average of 13 per cent. There is no reason why the road cannot continue to increase annually in a steady ratio for years to come.

The question of disposing of the present floating debt is the one of pressing importance in order to restore the credit of the road.

To provide for this, authority has been granted to the Trustees and Managers to issue their notes for $2,500 000 payable in thirty years with 8 per cent. interest, and constituting them a special lien upon the trust property and income of the road. Of this sum $700,000 is to be deposited with the New England Company for the purpose of retiring the first equipped loan for that amount, which matures in 1875. The balance, $1,800,000, is to be disposed of for the purpose of retiring the floating debt of the Trust.

If these are taken by the holders of the present securities or sold at once, the Trust would be relieved from their present embarassments and the credit of the road would be promptly restored.

When this is done, the question arises what plan can be adopted for placing the road on some permanent footing to relieve it of a Trust management.

The Managers cannot too strongly urge upon the security holders the necessity for devising some plan to place the road under a corporate management. It is a subject which the Managers have more than once before urged upon the attention of the parties in interest.

The property is too large and involves too important interests to be continued in its present form of management.

The Managers would, therefore, suggest the appointment of a Committee of Conference, from the various classes of securities, to meet with them at an early day to take this subject into consideration.

The Managers will most cordially co-operate in any plan that may be deemed safe and best for all interests.

Treasurer's Report.

Boston, Oct. 1, 1872.

To the Trustees and Managers of the Vermont Central and Vermont and Canada Railroads :—

Gentlemen.—I hand you herewith sundry statements made up from your books after closing them to June 1, last, by which you may see the results of your business for two years ending that day, and your financial condition at that time.

The statements show the results of your business for the two years ending June 1, 1872, as follows :—

The gross earnings of the Vermont Central and Vermont and Canada, including the S. S. and C. R. R.		$4,395,384 17
The expenses		3,004,800 84
Net		$1,890,493 33
The gross earnings of the Rutland road and branches from the time of lease to June 1, 1872, 17 months	$1,869,589 64	
The expenses	1,333,636 48	
The net		$535,953 16
The gross earnings of the Ogdensburg and Lake Champlain Railroad from time of lease to June 1, 1872, 27 months	$2,232,469 64	
The expenses	1,568,281 75	
The net		634,185 89
Totel net		$2,590,632 38
The gross earnings being		$8,497,441 45
The gross expenses being		5,906,809 07
The net being		$2,590,632 38

The proportion of expenses to earnings being 69¾ per cent.

From the above net earnings is to be deducted the amount paid to the Vermont and Canada Railroad, and the rent of leased roads, as follows :—

Two years' interest on $2,500,000, and one year on $500,000, at 8 per cent per ann.		$440,000 00
Seventeen months' rent of Rutland Railroad and branches to June 1, 1872, at $562,000 per year		848,000 00
Twenty-seven months' rent O. and L. C. Railroad	$899,145	
Less lower road's part of loss, say	85,000	
		814,145 00
Total rents and interest on Vt. and C. stock		$2,097,145 00
Which deducted leaves the sum of.. as the balance of the net earnings after payment of all rents and the interest on Vermont and Canada stock.		$493,487 38

In the last two years the interest paid on your bonded debt has been as follows:

On 3,000,000 first mortgage bonds, 7 per cent	$420,000 00
On 2,000,000 equipment loan bonds, 8 per cent	320,000 00
On 443,000 S. S. and C. bonds, 7 per cent	62,132 00
On 795,000 Vermont Central guaranteed 11 months, 8 per cent	58,336 67
Total on all	$860,468 67

During this time you have also paid for new locomotives, cars, new stations, new side-tracks, &c., and extraordinary expenses not included in the statement of expenses and not properly chargeable in them, they being such expenditures as other roads have capital furnished them to meet, the following sums which are detailed in accounts handed you herewith, viz:—

On Vermont Central Railroad	$1,016,580 60
On Rutland Railroad and branches	185,568 55
On Ogdensburg and L. C. Railroad	93,516 40
Amounting in all	$1,295,665 55
Which added to the interest paid on your bonds as above, gives as the sum of your expenditures	$2,156,134 22
If from this you deduct the balance left of your net earnings after paying the rents, viz	493,487 38
The balance shows an excess of expenditures over net earnings for the two years of	$1,662,646 84

The result of your last two years' business may be briefly stated as follows:

You have paid the interest on all your bonds; this interest amounts to	$860,468 67
You have paid the rents of all your leased roads and the interest on the Vermont and Canada stock amounting to	2,097,145 00
In all amounting to	$2,957,613 67
Your net earnings have been sufficient to meet of this	2,590,632 38
The deficit for two years being	$366,981 29
You have increased your rolling stock and improved your own and the leased roads to the amount of	1,295,665 55
Making in all an expenditure of	$1,662,646 84

over and above the net earnings of the roads.

Your financial condition June 1, 1872, as may be seen by the statements hereto appended was as follows:—

BONDED DEBT.

Equipment bonds 8 per cent	$2,000,000
First mortgage bonds 7 per cent	3,000,000
Vermont Central guaranteed bonds 8 per cent	795,500
S. S. and C. bonds 7 per cent	443,800
	$6,239,300
Second mortgage bonds	1,500,000
Total	$7,739,300

Your assets to meet this debt are the road, the rolling stock and the S. S. and C. purchase. Your books do not give the cost of the road nor of the rolling stock.

In your printed report for 1865, it is stated that the original total cost of the construction of the Vermont Central Railroad was	$8,560,000 00
The appraised value of your rolling stock now is	1,895,097 37
The S. S. and Chambly purchase is that road 43 miles in length, and valued at	800,000 00
These sums amount to	$11,255,097 37

And more than cover your funded debt.

FLOATING DEBT.

The floating or unfunded debt June 1, 1872, as shown in detailed statement, is		$2,878,164 42
Your assets to account for this are cash, notes, stocks and book accounts to the amount of	$1,816,029 95	
Wood, shop stock and other supplies on hand to amount of	1,198,595 22	
S. S. and C. bonds on hand	56,200 00	
Vt. C. guaranteed bonds on hand	204,500 00	
		3,275,325 17
Being a surplus of assets of		$397,160 75

Your assets available in time to meet your liabilities I estimate at $1,849,249 57.

The balance of your assets are doubtless worth the amount set against them, but they are investments in supplies for the future use of the road, and cannot well be turned into money.

The amount of the debt over the available assets is	$1,528,914 85
The cause of this debt is seen in the fact that during the last two years your expenditures have exceeded your net earnings by the sum of	$1,662,646 84

The following statement prepared for your meeting September 17, will perhaps exhibit more fully the statement of the floating debt, its causes and the means on hand to meet it:—

Floating debt June 1, 1872:

Notes payable and demand loans		$1,716,654 69
Unpaid bills		450,441 27
Unpaid pay rolls		227,559 67
Sundry book accounts		185,102 59
Sundry railroad accounts		203,062 46
Unpaid coupons		95,343 74
Total debt		$2,878,164 42
Available assets June 1, 1872:		
Notes receivable & stock	$146 609 29	
Post-office, express, etc.	59,336 68	
Cash & cash memoranda	251,488 79	
Station-agents' balances	234,454 17	
Sundry accounts	200,000 00	
Sundry railroad accounts	457,330 64	
		1,349,249 57
Balance of debt above assets		$1,528,914 85
Cause of this deficiency:		
Losses on Ogdensburg and Lake Champlain Railroad		$159,842 00
Losses on Rutland Railroad		396,931 00
Advances on Missisquoi		49,652 00
Northern Transportation Company investment		191 337 00
Notes to Rutland R. R. for materials		418,000 00
Shop stock, wood, &c., in excess of amount two years since		377,000 00
		$1,582,812 00

Sundries on hand to account for the debt and which are working capital:

Shop stock, wood, rails, &c.	$1,198,595 00
Work done on Addison Railroad in completing road, chargeable to Rutland Railroad	102,000 00
Missisquoi bonds	25,000 00
Eight per cent. bonds unsold	204,500 00
Sundry accounts	200,000 00
Sinking fund U. T. Co. provided for in contract of purchase of U. T. boats to extinguish the notes given in payment for the boats	104,625 00
	$1,886,720 00

I hand you herewith a condensed statement of your account as trustees and managers from June, 1868, to June, 1872, by which it may be seen that during the fourteen years ending June 1, 1872, the net earnings have been sufficient to pay the interest on the Vermont and Canada stock, and the rents on all your leased roads.

All of which is respectfully submitted.

(Signed) H. B. WILBUR, Treasurer.

Steam on the Canals.

The steam canal boat Wm. Baxter has made its first trip to New York and back from this port, carrying a little over 201 tons on down and 113½ tons on the up trip. According to the captain's log, the boat left Troy at half-past two P. M. last Monday week, and arrived within the corporation of this city Sunday morning at seven o'clock, being five days sixteen and a half hours. From this the captain claims a detention of twenty-six and a half hours, leaving the running time four days and fourteen hours. It is claimed that this trip has demonstrated this boat a success, both in regard to speed and cost of running; that it only requires ten tons of coal for the round trip to New York and back; that 12½ cents per mile will cover the steam expenses, including two engines fuel and oil. On the Hudson river from Newburgh to New York, the distance, sixty-one miles, was made in twelve hours, and on the return trip in thirteen hours. The passage of the Hudson from Troy to New York was made in thirty-one hours, some twelve to fifteen hours less than the usual time of the tow boats, by which the horse boats reach New York. The boat and machinery was constructed at Newburgh, after the plans and under the directions of Mr. Baxter, who is at present on a visit to our city, and who is so well pleased with the performance of his first undertaking in this direction, that he has decided on the construction of fifteen or twenty more boats of the same pattern, only slightly larger and with whatever improvements may be suggested from the experience of the pioneer boat.—*Buffalo Courier*, 10*th*.

☞ The following gentlemen have been elected directors of the Toledo, Wabash and Western Railway Company: A. Boody, Daniel Drew, A. M. White, A. B. Baylis, Isaac H. Knox, Horace F. Clark, Augustus Schell, George Cecil, Milton Courtright, Sidney Dillon, John Ross, David Dows, John F. Tracy, Kenyon Cox, J. S. Casement. The following officers were elected: A. Boody, President; J. N. Drummond, Assistant President; A. Anderson, Vice President; W. B. Corneau, Secretary; G. H. Burrows, General Superintendent.

☞ At a meeting of the stockholders of the Hannibal and Naples Railroad Company, at Springfield, Ills., on the 5th inst., the leases of its road and of the Hannibal Bridge to the Toledo, Wabash and Western Railroad Company was ratified and confirmed. The following persons were elected directors of the company for the ensuing year: A. Boody, A. B. Baylis, A. M. White-George Cecil, New York; C. M. Smith, Springfield; Josiah Hunt, J. H. McVeigh, Hannibal; C. L. Higbee, Pittsfield; J. N. Drummond, Toledo. The Board elected the following officers: C. M. Smith, President; W. B. Corneau, Secretary and Treasurer.

☞ The Panama *Star*, of September 28th, says that the Honduras Inter-oceanic Railroad is for shops all in good order. The remaining 107 miles the present at a stand still. On the Atlantic side 62 miles of the line have been completed, with bridges, rolling stock, machines and repairing or thereabouts are surveyed and with the greater part of the materials and plant on the ground. Eeven steam saw mills are erected in the interior, the machinery for which had to be carried up piece by piece on mule back.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,476,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,841	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,972
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409.251	401,283	357,956	307,919	236,824	3,840,092
1866	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387.269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,882	235,961	282,165	335,510	342,358	354,244	415,952	408.999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	388,727	328,390	345.833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	363.235	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,044	440,457	435,192	482,987	572,331	496,062	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473.186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519.306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,023	747,942	702,691	767,508	946,707	932,683	754,671	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712.359	9,299,450
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032 739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251.940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,171
1869	892,063	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037.974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,084,393	1,227,513	1,259,282	1,306,338	1,037,964	778,494	12,203,408
1871	656,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242.621	3,095,965
1870	203,069	226,897	244,182	246,043	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	278,751	315,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	340,625	317,773	3,765,345
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406.373	516,100	423,578	640,179	799,236	661,391	657.141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	506,266	505,465	411,606	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417.071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,385	103,373	98,043	106.921	104,866	113,504	112,962	123.802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106.594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,621	191,841	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413.501	476.661	490,694	447,670	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,040	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284.977	313,021	398,993	464,778	506,296	412,934	330.373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392.942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	457,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,615	529,890	628,660	582,802	533,506	.....	.....
1872	505,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396.760	327,431	400,149	483.884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	315,914	271,527	290,916	304,463	349,286	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252.149	204,620	217,082	194,455	287.557	307.122	283.329	274,637	233,861	2,964,041
1869	180,366	216,080	221,450	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,980
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,857	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,756	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436.742	532,786	617.021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702.685	10.033 026
1866	738,061	725,967	779,198	861,604	1.109.267	1,140,301	996.841	1,252,386	800,742	887,793	874,974	436.990	10.637,124
1867	500,488	534,561	703,618	836,903	965,358	903,974	864,637	693,104	873.153	958,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006.631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	614,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168.699	162,532	166.015	222 953	198.884	244,864	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196.910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,293	429,898	323,270	399,439	4,015,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,087	515,618	4,464,464
1871	366,176	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	28,560	617.585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706.603	802,586	746.450	643.058	664 051	728.521	719,698	570 168	505.063	7.654.094
1871	479.573	373,925	498,899	584 540	724,464	728,174	673,693	681,865	800,402	777,362	708,142	542,903	7,574,949
1872	573,936	495,115	565,804	699 430	860,442	855,459	746,382	789,567	.....	.....	.....	.....	.....

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 30th of September, inclusive, duringing the years 1871 and 1872, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1871..	161,500	12,067,900	16,418,400	394,600
1872..	78,600	5,128,600	21,214,400	496,600
Dec.	82,900	6,939,300	*4,796,000	*102,000

* Increase.

The receipts of new barley so far are 95,100 bushels, against 560,100 bushels in 1871.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency equal to 1,470,760 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of September in the years indicated:

	1870.	1871.	1872.
Canal opened—	May 10.	April 24.	May 13.
Flour, bbls.	290,090	161,500	78,600
Wheat, bushels.	10,563,600	12,067,900	5,128,600
Corn, bushels	3,531,700	16,418,400	21,214,400
Barley, bushels.	390,800	394,600	496,600
Oats, bushels	3,723,400	3,014,300	4,600,800
Rye, bushels.	358,700	446,100	356,700
Malt, bushels	555,200	819,600	759,300
Feed, lbs.	7,913,400	5,073,400	4,793,700

The International Bridge at Buffalo.

The project of bridging the Niagara river near Buffalo has been for years past a matter of interest to both American and Canadian engineers. Forming a part of the charter of the Buffalo and Lake Huron railway (now incorporated with the Grand Trunk Railway of Canada), since the year 1858, successive parties of engineers, under different auspices, and at several points, have sounded the river with a view to the construction of a bridge. Failures of these various enterprises have prevented the accomplishment of the object until it was taken in hand by the Grand Trunk Railway, some four or five years ago. Recogniz ing the immense advantage to the communications between East and West that such a bridge could afford, and that the growing traffic had rendered it a necessity, a company was formed of English and American capitalists, styled the International Bridge Company, with C. J. Brydges, of Montreal, as President. Active steps towards securing the necessary charters from the United States and Canadian governments were at once taken, the location of the bridge fixed, and in May, 1870, the works were begun under C. S. Gzowski & Co., the contractors.

It was decided that the bridge should be an iron superstructure on stone piers, and, after much deliberation, the Pratt truss, manufactured at the Phœnixville Iron Works, Phœnixville, Penn., was adopted. This truss has been used in many bridges over the Ohio and Missouri rivers, and notably at the Quincy Bridge, over the Mississippi, where it has served most successfully. This was taken as the model on which the International Bridge was to be constructed, the location having been fixed between Black Rock and Buffalo, the width of the river being broken at that point by Squaw Island. It was found that the main river measured 1,894 feet, and Black Rock harbor 445 feet, or a total of 2,339 feet to be bridged; while Squaw Island was to be crossed by an embankment 22 feet in height, and 1,328 feet in length. The depth of water varies from 13 to 47 feet at the points for the piers, and the normal current at low water from 2.58 to 5.12 miles per hour.

The first intention to place the swing in the centre of the river having been luckily avoided, at the suggestion of the Board of Engineer officers appointed to examine the plans by the United States government, and consisting of General Warren and Colonels Merrill and Harwood, United States Army, it was finally determined that the spans should be as follows, viz:

In main river	4 spans 197 feet	= 788 feet
In main river	3 spans 248 feet	= 744 feet
In main river	1 draw 362 feet	= 362 feet
In Black Rock Harbor.	1 span 223 feet	= 223 feet
In Black Rock Harbor.	1 draw 222 feet	= 222 feet
		2,339 feet

The piers are built in 12x12 inch timber caissons, made water-tight and strongly braced. The bottom, to a certain level, is filled with concrete, made of broken stone, gravel or sand, and Akron hydraulic cement. On this the footing course of heavy blocks of limestone is placed, and the pier built. The dimensions of the first three piers are as follows: Length of coping, 20 feet; width, 7 feet 6 inches; batter of back, 1 in 24; batter of front, above cap of ice-breaker, 1 in 24; batter of ice-breaker, ½ to 1; angle of ice-breaker, 45 degrees; batter of sides, 1 in 24. The height, of course, varies with the depth of water.

The shape of the pier is an oblong, with a rectangular nose-piece or cut-water.

Although delayed by a series of adverse circumstances, and the fact that no previous work of the kind afforded a precedent for dealing with so rapid a current as that of Niagara, the contractors are pushing the work with the greatest energy, and hope to finish it early next year.—*Engineering and Mining Journal.*

Chesapeake and Delaware Ship Canal.

Three gentlemen are now making a reconnoissance of the peninsula to fix upon a route or routes to be surveyed for the proposed ship canal. The reconnoitering party was Gen. J. Stakel, a director in the company; Gen. W. C. Brown, chief engineer, and Gen. Tench Tilghman, of Easton. They visited Georgetown, Lewes, and other points last week, and in company with Horace B. Tibbitts, Esq., of New York, one of the directors, the party called to see Gov. Ponder, who promised to recommend the enterprise in his message to the Legislature next winter. This section is to be reconnoitered, we understand, before the party return to Baltimore. Mr. Tibbitts was interested in the scheme of twenty years ago, when it was proposed to connect Chester or Sassafras rivers with Smyrna creek or Mahon's with a canal of this character. We learn that the party estimate the cost at from $3,000,000 to $4,000,000, which sum will be procured in Germany on loan, which Mr. Tibbitts proposes to negotiate at no distant day. The company interested in the Baltimore and Bremen steamship line, composed of capitalists in this country and Germany, is the main spring in the enterprise. The heaviest stockholders in this steamship line is said to be the Baltimore and Ohio Railroad Company, headed by John W. Garrett, who is anxiously pushing the enterprise to compete with the Philadelphia steamship line to Europe, which is to be established shortly by Mr. T. A. Scott, of the Pennsylvania Railroad Company. Mr. Garrett, it is understood, is leaving no stone unturned to further the canal scheme, as that is the surest means to give him the inside track in these rival lines of ocean steamships. By the construction of this canal a day's journey will be otherwise required in going around the capes. The saving of this day places Baltimore as near or nearer the ports of Europe as Philadelphia is, while the rough seas at the capes are avoided in the passage out.—*Smyrna (Del.) Times.*

☞ The directors of the Exeter and Salisbury (N. H.) Railroad, recently elected, are: Eben F. Stone, Robert Couch, Newburyport; Thos. J. Clark, Salisbury; William A. Currier, Boston; Nathaniel G. Gilman, Nathaniel Gordon, Exeter; James B. Butler, Nottingham.

☞ Surveyors are at work laying out a route for the new railroad between Danielsonville and Brooklyn, in Windham Co., Conn.

Boston, Hartford and Erie R. R.

The Boston *Journal* says that the Trustees of the Boston, Hartford and Erie Railroad have commenced a suit against John S. Eldridge, Mark Healey and Henry N. Farwell, the former trustees of the Berdell mortgage, to recover a large amount of bonds issued under their management, which, according to the terms of the mortgage, should have been retained for the purpose of taking up underlying bonds. The amount of bonds wrongfully alleged to have been used by the defendants is $2,500,000, and the the *ad damnum* in the writ is laid at $4,000,000. A large amount of property has been attached upon the writ, both that standing in the name of the defendants and that standing in the name of other defendants, but alleged to belong to the defendants. The case will be entered in the Supreme Court in December, and Messrs. Charles S. Bradley of Providence, William S. Russell and Lothrop and Bishop of Boston are counsel for the plaintiff.

Finances of Michigan.

The financial condition of the State of Michigan at the close of the fiscal year, September 30, 1872, was as follows:

Balance on hand October 1, 1871, $694,122 66; receipts for the year, $2,181,498 22; total, $2,875,620 80; disbursements for the year, $1,898,396 85; balance on hand October 1, 1872, $972,240 03.

Interest-bearing debt—Sault Canal bonds, 6s, due July 1, 1879, $81,000; renewal loan bonds, 6s, due July 1, 1878, $150,000; two million loan bonds, 6s, due January 1, 1873, $320,000; two million loan bonds, 6s, due January 1, 187–, $427,000; two million loan bonds, 6s, due January 2, 1880, $718,000; war bounty loan bonds, 7s, due May 1, 1890, $463,000; total, $2,209,000.

Non-interest-bearing debt—adjusted bonds past due, $3,000; war loan bond drawn, not presented, $50; unrecognized five-million loan bonds, adjusted at $31,242 78; total, $34,292 78; total bonded debt, $2,243,292 78.

The total bonded debt at the close of the last fiscal year was $2,355,292 78, showing a decrease during the year of $112,000. The only reason why the debt is not paid off more rapidly is that the holders of the unmatured bonds will not sell them at par, and the law forbids a premium being paid.

The State taxes for the coming year, amount to about $830,000, are levied for the following purposes: Military fund, 15c. per vote, $27,976 05; University Aid, $15,000; University Buildings, $37,500; Reform School, $35,000; Insane Asylum, $152,000; Institute for the Deaf, Dumb and Blind, $47,500; general purposes, $300,000; State Public School, $15,000; New Capitol, $200,000. Total, $829,976 05.

☞ The New Bedford *Standard* says that the Boston, Clinton and Fitchburg Railroad Company has made an offer to lease the New Bedford and Taunton Railroad for 50 years, and a proposition is daily expected from the Boston and Providence road for a union and consolidation of the two. Nothing is done yet about the Taunton Branch, but it is not expected that the parties who succeed in getting control of the New Bedford and Taunton road will have any difficulty in making terms with the Taunton Branch. The Old Colony corporation is not moving in the matter.

☞ C. H. Ellis, of New York, has been appointed chief engineer, J. A. Partridge consulting engineer, and George T. May assistant secretary of the Washington City and Point Lookout Railroad Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,891,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633.200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M & N	May '72 5
Buffalo, N. Y. and Erie*.100	960,000	J. & D	June '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	June '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,129,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	& —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	4,788,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.100	848,984	F. & A	Aug. '72 5
Concord..... 50	1,500,000	M. & N.	May '72 5
Concord and Porta.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 5	482,300	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	3,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '72 1½
Fitchburg.....100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Anuual	Aug. '70 7
Hanover Branch, (Pa.)... 50	116,350	M. & N.	May '72 5
Harlem Extension..... 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J. A. J O.	July '72 3
" " scrip. 50	1,500,000	J. A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug. '72 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	250,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 2½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,000	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,45!	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428 350	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nrg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819 275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	5,909,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,500,000	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,860,000	M. & N.	May '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 2½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F. Fy. (N.Y.)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N.Y.)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Nov. '71 3
Citizens' (Phil.)..... 50	600,000	J. & J.	July '72 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'(0	600,000	— & —	.....
D. Dook. E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,694	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,297	F. & A.	Feb '72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,993,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	N. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
.. .. registered	13,737,000	6	Jan. & July.	1880	114½
Loan of February 8, 1861 ..... coupon	4,678,000	6	" "	1880	116½
.. .. coupon	945,000	6	Jan. & July.	1881	109½
Oregon War Bonds of March 2, 1861...coupon	125,352,350	6	Jan. & July	1881	114½
Loan of July 1, and Aug. 3, 1861.....registered	63,968,850	6	" "	1881	116½
.. .. coupon	32,840,250	6	May & Nov.	1882	112
Loan of Feb. 25, 1862 (5-20s).....registered	236,852,650	6	" "	1882	115½
(5-20s).....coupon	53,434,650	6	Jan. & July.	1881	114½
Loan of March 3, 1863.....registered	21,565,350	6	" "	1881	116½
.. .. coupon	2,298,000	6	May & Nov.	1884	112
Loan of March 3, 1864 (5-20s).....registered	34,017,300	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	36,964,100	6	" "	1884	115½
(5-20s).....coupon	37,085,000	6	May & Nov.	1885	114½
Loan of March 3, 1865 (5-20s).....registered	119,993,900	6	" "	1885	116½
(5-20s).....coupon	59,997,400	6	Jan. & July.	1885	114½
.. .. 2d series (5-20s).....registered	154,948,450	6	" "	1885	114½
(5-20s).....coupon	91,792,250	6	Jan. & July.	1887	115
.. .. 3d series (5-20s).....registered	227,471,600	6	" "	1887	114½
(5-20s).....coupon	13,706,500	6	Jan. & July.	1888	113½
.. .. 4th series (5-20s).....registered	25,364,400	6	" "	1888	114½
(5-20s).....coupon	138,918,150	5	Mar. & Sept.	1904	103½
Loan of March 3, 1864, (10-40s)....registered	55,649,150	5	" "	1904	103½
(10-40s).....coupon	127,251,050	5	F. M. A. & N.	1881	110½
Consols of July 14, '70 & Jan. 20, '71.registered	72,748,950	5	" "	1881	111
.. .. coupon	.....	4½	F. M. A. & N.	1886	....
Consols .. .. .. registered	.....	4½	" "	1886	....
.. .. coupon	.....	4	F. M. A. & N.	1901	....
Consols .. .. .. registered	.....	4	" "	1901	....
.. .. coupon	.....				
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	412,196,590	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	60
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	92,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000, 00	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	109½
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	" "	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	" "	18?4	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..		6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..	5,927,000	6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	100
.. — .. of 1865, (20s) free..		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	390,000	6	Jan. & July.	1898	....
.. — .. 1869.....	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1860.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,898	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	800,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	...
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	...
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	8,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	548,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1890	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834..	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	6	" "	1895	....
.. — .. .. .. converted	215,822	6	" "	1895	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	101½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	6	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	100
.. — .. .. (stg.).....	4,000,744	6	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	99½
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621.000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	92½
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	90½
Nebraska—(No Debt).....	.....				
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'75	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	98½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	107
.. — .. Bonds.....	21,089,000	7	" "	1877	107
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	please.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	please.	....
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,267,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	104½
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	32
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	32
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'96	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'96	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14
.. — .. (").....	1,600,000	6	" "	1875	....
.. — .. (").....	4,095,309	6	" "	1881	101
.. — .. (").....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	101½
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	108½
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	884,000	5	Jan. & July.	1882	102
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	99½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	..
South Carolina—Fire Loan of Stock 1838.....	363,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'75	55
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	26
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	26
Tennessee—*State Bonds proper	1,898,640	6	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....				74
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	71-'78	....
.. .. Certificates	201,000	6	" "	71-'78	99
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,988	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....				....
Wisconsin—War Loan Bonds.....	104,300	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	93
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	434,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855-'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	435,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage	495,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. 1st (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill.C.)						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	94
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	260,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	82½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	87½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	593,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1869	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Am.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1893	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,500,000	7	.....	"	1882	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 56m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1870	101½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
1st Mortgage	1,000,000	7	" "	" "	1900	....
2d Mortgage	500,000	8	Jan. & July.	" "	1881	....
Equipment Mortgage						
Iowa Eastern: 1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.): 1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.): 1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.): 1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens: 1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC): 1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940.000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile: 1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.): 1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie): 1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.: 1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton): 1st Mortgage skg fund guar	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.): 1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis): 1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia: 1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater: 1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids: 1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft: 1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.): 1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon: 1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs: 1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.73 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G): 1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific: 1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.): 1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central: 1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.8.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W): 1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.): 1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L.&W): 1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott: 1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W): 1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W): 1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley: 1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi: 1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	92
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	95½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort. (June. R.R.) Dec. 1, 1852	116,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1886	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	93½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	Var	....
2d Mort. Jun. 1, 1869	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.): 1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n: 1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston: 1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	....
Lehigh and Lackawanna: 1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley: 1st Mortgage (old loan)	902.000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.): 1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami: 1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith: 1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.): 1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.: 1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.): 1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie): 1st Mortgage guaranteed	3,600,000	7	June & Dec.	New York.	1892	96½
Long Island: 1st Mortgage main line	800,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al): 1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington: 1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville: 1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line: 1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta: 1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick: 1st Mort. endorsed by Ga	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western: 1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central: Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746.300	7	Jan. & July.	"	1893	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,800	6	April & Oct.	Augusta,	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	800,000	6	" "	"	1874	....
2d Mortgage (")	280,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	238,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.): 1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati: 1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	97½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	65½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1900	....
Marietta and Pittsburg: 1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon: Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.): 1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1898	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	101½
1st Mort.(Kal.&So.Hav.)t. I guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, sk̃g fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20.000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	81
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1899	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	£14 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	920,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,460,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93⅝
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81⅛
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	104
	Dollar registered	1,462,000	7	" "	"	1911	105½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1864	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	79½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1891	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	83
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	83
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1901	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,000,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund	94,000	9	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 10 m.	260,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
1st Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (Tol. & Wabash 75 m.)	1,500,000	7	" "	" "	1871	94½
2d Mort. (T.Wab. & Wt. 167 m.)	2,500,000	7	" "	" "	1893	90
2d M. (Gt. W.Rwy of '59, 181m.)	600,000	7	" "	" "	1883	86
Equipment (Tol. & Wab. 75m.)	2,700,000	7	F. M. A. & N.	" "	1907	88½
Consol. Mortgage (500 m.)	2,700,000	7	" "	" "	1900	88½
1st M. (Dec. & East St. L.109m.)						
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	70½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1839	5,000,000	6	June & Dec.	Philadelphia.	1889	98
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £390,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelph i.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	58
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,500	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	98
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	91½
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.		1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	74
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,864	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1885	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Statement Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	298.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	.....	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)....New York	8,630,663	*	.....	.....	3,280,000	4,399,000	83,440	.....	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	.....	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,058	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,781,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	.....	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	—	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	146.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	65	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	.....	53.0	(Oper.	by Central	of Georgia.)		73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	107	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155¼
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B.	& O., and		account	ed for as	an asset.)			103.5	836,437	.....	.....	733,095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	6,000,000	.....	.....	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	—	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	153
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	78,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	18	376	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	787,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	138
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	137½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,416,481	430,461	10	100	152½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	—	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Bufl., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Bufl., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	—	—	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	58.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,784,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	112
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	.....	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	—	—	5,847,800	—	—	—	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	62
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opene	d January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1,	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	—	—	3,359,500	1,740,350	—	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	40½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—		(Recently	opened—	No report.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	—	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,646	*Central Pacific of California* ¶..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.....S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8		(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.8	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,025,000	.....	—	18.2	161,130	1,161,453	.7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Way	ne Jackso	n & Sag.)	—	—	—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by	y Boston,	Clinton &	Fitchbur	g.)	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently	opened.)		—	—	—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operat	ed by cont	ractore.)			—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased	to Michig	an Centra	l.)		—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	445.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,.86	—	8.0	(Leased	to Del., L	acka.& W	estern.)		—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opene	d Decemb	er 19, 1871	.)		—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No s	tatement	furnish	ed.)	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	344
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1:3 300	50,000	—	38,159	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased	to Penney	lvania.)			—	100	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint &	Pere Mar	quette.)		—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New H	aven & N	orthampt	on.)	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,869	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	78	Huntingdon and Broad Top Mt....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	....
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5.710,554	1,286,584	1,831,944	8,401,142	2,782,847	10	100	129
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illino's.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	....
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	construcli	on, to cost	$4,500,000	.)	—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,133,883	.....	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	257	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,681,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	to Illinois	Central.)		304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	28,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased	to Erie.)		—	—	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicag	o & Alton	.)		7	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)		8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	308,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased	to Lake S	hore & Mi	ch. Sout	hern.)	6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased	to Michig	an Centra	l.)		—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	443,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recent	ly opened.	)			—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	.....	.....	117,078	666,000	.....	—	—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	—	—	(Under	construcli	on.)			—	100	....
Dec. 31, 1871	540.0	538.9	383.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,587,830	26,899,000	3,606,070	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	91
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—	(Recentl	y opened.)				—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	....
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y.	Cent. & Har. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ‡	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ‡	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	—	(No accounts obtainable.)			—	—	—	—	72.0	—	(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ‡	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	78½
Mar. 21, 1872	69.2	18.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	116
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	—	(Leased to | Erie Company.)	—	—	8	100	....
Dec. 31, 1871	278.0	—	....	1,700.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000p.m	.....	—	278.0	—	(No accessible returns.)				—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ‡	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,357	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	123
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia	6,942,765	*	—	—	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	—	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	76½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,594,800	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	45½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,280	813,502	1,675,008	651,502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ‡	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121,917	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertown & Ogdensburg.)			—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	—	—	21.0	—	(Opened | April 17, 1871.)			—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ‡	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5	—	(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under construction.)		.....		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5	—	(No returns.)				—	100	147½
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construction in progress.)		245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5	—	(Leased to Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased to Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased | to Tol. Wab. and Western.)				—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companies.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased | to New Jersey Southern.)				—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently opened | —No returns.)				—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	116½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000	—	—	—	(To be completed in 1872.)				—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned over to Co.		Dec. 1, 1871.)		—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. by Camden | and Amboy.)				—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ‡	Virginia.	1,719,113	*	—	63,753	1,842,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ‡	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	111½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,866	330,300	112,713	—	11.3	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,676	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 629	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ‡	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	984,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	—	(Not in running order.)				—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	....
May 31, 1872	50.0	—	....	60.0	2	—	—	....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	—	(Not in operation at date.)				—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	98
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	....	40,203	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63.6	2,230	4,981	437,917	50,000	63,611	—	13.6	43.413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	1.0	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,716	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	887,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	....
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,243,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,644	—	—	—	20.0	(No returns furnished.)							
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	55	22	13	1,011	Rutland.....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	—	—	—	100	....
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No returns fuanished.)						100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,848,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26,	1871—No	returns.)	—	—	—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	....	(Com	pleted in	January 1	872.)	—	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	230,419	1,268,600	16,206,500	318,423	5,318,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,382	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	8,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	182,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,000	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report	furnished.)	—	—	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,004	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore.....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.8	—	18	35	7	89	South Side (L. I.).....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	—	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	—	—	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,980	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,610	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	605,842	1,148,244	412,348	—	100	71½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	71½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	125
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,000	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,800	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central.)	—	—	8	100	75
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	....
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	—	—	7	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	—	—	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,600	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	.....	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,671	113,980	.....	668,176	225,152	—	100	....
Dec. 31, 1871	138.0	—	18.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	.....	306,088	—	138.0	966,889	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	—	—	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	18	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,668	567,661	112,646	625,810	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	3.1	—	11	6	5	65	Wilmington and Reading.....Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.0	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.6	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	88,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,638	—	143.5	297,360	70,848	128,039	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	....
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,755	113,361	loss.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,350	15,038,656	.....	—	108.0	.....	.....	982,188	878,462	31,978	—	50	71½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,462	—	.....	.....	1,003,800	110,000	8,179	—	88.0	.....	.....	.....	176,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,306	103.0	.....	.....	.....	609,552	142,888	—	50	....
Dec. 31, 1871	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	.....	.....	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	687,811	60c	50	14½
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,686,310	270,505	.....	84.0	.....	.....	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)							

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	76
Catawissa,* pref. and guar.	2,200,000	7	7	110
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	80
Chicago and Alton, pref.	2,425,400	7	10	114
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	52½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	8	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	25½
" " 2d pref.	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	93
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	.. .
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	52½
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,566	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	38½
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	120
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton 60 — @ 61 —
Gartsherrie	56 — @ 57 —
Glengarnock	54 — @ 55 —
Eglinton	52 — @ 52 50
Pig, American, No. 1	53 — @ 55 —
Pig, American, No. 2	51 — @ 52 —
Pig, American, Forge	45 — @ 47 —
Bar, Refined, English and American	115— @120 —
Bar, Swedes, assorted sizes	(gold) 120— @130 —
	—Store Prices.—
Bar, Swedes, 1½ x⅜ & 1¼x½ to ⅞ & ¾ sq. 1¼ to 5x⅝ to ¾ & ⅞ to 2 sq. 6 to 12 x ½ & ⅝	145 — @155 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ½ to 1 in	120 — @ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.	125 — @ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16	127 50 @ — —
Large Rounds, 2½ to 2⅞ to 3½ to 4 in.	127 50 @140 —
Scroll	140 — @170 —
Ovals and Half-round	140 — @160 —
Band, 1 to 6 in. by 3-16 to No. 12	— — @135 —
Horse Shoe	130 — @140 —
Rods, ¼@3-16 inch	125 — @165 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14	145 — @190 —
Nail Rod	per lb. — — @ — 9
Sheet, Russia, as to assortment	(gold) 17 —@ 17½—
Sheet, Single D. and T. Common	— 7½@ — 8½
Sheet, Doubles and Trebles, Charcoal	— 8½@ — 9
Sheet, Galvanized	List. 15 per ct.disc.
Rails, English	(gold) per ton. 73 — @ 70 —
Rails, American, at Works in Penna. c'y.	85 — @ 87 50
Anvils, (Eagle)	per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb. — 16½@ — 20
English Spring (2d and 1st quality)	— 9½@ — 10½
English Blister (2d and 1st quality)	— 11½@ — 16
English Machinery	— 11½@ — 13½
English German (2d and 1st quality)	— 11½@ — 12
American Blister	— — @ — 11½
American, Cast, Tool	— — @ — 17
American, Spring	— — @ — 11
American Machinery	— — @ — 11½
American German	— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg $ — — @ 6 —
8d. and 9d. "	— — @ 6 25
6d. and 7d. "	— — @ 6 50
4d. and 5d. "	— — @ 6 75
3d. "	— — @ 7 50
Cut, 2d and 3d. Fine	— — @ 8 25
4d. and 4½d. Sugar Box	— — @ 7 —
Cut Spikes, all sizes	— — @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb. — 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 27 @ — 30

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb. — — @ — 38
Straits	(gold). — — @ — 33½
English	(gold). — — @ — 33½

Plates—Fair to good brands. —Gold.— —Currency.—

I. C. Charcoal	per box. 12 75	@13 —	14 75	@ 15 —
I. C. Coke	11 75	@— —	13 50	@ 13 75
Coke Terne	10 —	@11 —	11 50	@ — —
Charcoal Terne	11 25	@11 50	13 —	@ 13 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½@ — 13¾
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @ — 18½
Refined, Standard White (in ship'g order)	— 26 @ — 26½
Refined, S. W. (in jobbing lots)	— 26½ @ — 27
Refined, S. W. (in tin)	— 30 @ — 31
Naptha, Refined, (65 @ 73 gravity)	— 18½@ — 20
Residuum	per bbl. — 12 @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb. — — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, English Pig	— 32½@— 32½
Copper, American Ingot	— 29½ @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb. 6 50 @ 6 62½
German	(gold) 6 50 @ 6 62½
English	(gold) 6 62½@ 7 —
Bar	— — @ 9 25
Sheet	— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gns	per ton of 2240 lb. nominal.
Liverpool Gas Cannel	.15 — @— —
Liverpool House Cannel	.20 — @22 —
Anthracite (by cargo)	per ton of 2,000 lb. 4 50 @ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16
Canton Co.	....	....	96½	....	98	101
Central Pacific 6s.	....	....	99½	97	97½	99
Central of N. Jersey	103½	103	102½	102½	102½	....
Chicago & Alton	110	111	....	....	....	....
" pref.	....	114	....	....	....	....
" 1 M.	....	105	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	135	135	....	135½	138½	140
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	72⅝	72½	72½	74½	73⅝	73½
" pref.	87½	87½	87⅝	88½	89	88½
" 1st M.	....	....	....	....	96½	....
" S. F.	....	....	....	....	....	98
" Consol.	....	....	94	....	....	....
Chic., Rock Isl. & Pac.	107⅞	108⅛	110½	112	112	111½
Chi., R. I. & Pa. 7s, 1896	....	....	....	101½	101⅝	101½
Clev., Col., C. and Ind.	90	....	90	90⅝	90½	90½
Clev. & Pittsburg guar.	89½	89	89½	89	90	89
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	82½	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	35½	35⅝	36½	36½	36½
" 1 M.	86½	86½	....	....	....	....
" 2 M.	....	73½	73½	....	....	....
Del. & Hudson Canal	....	....	117	117	....	....
Del. Lack. & Western	97½	98½	99	99½	98½	98
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	48⅛	49⅛	49½	49⅛	51⅛	51
" pref.	....	....	....	71½	74	74
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	94	....
" 4 M. 7s, 1880	....	....	....	....	....	93
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	90	89⅝
Hannibal & St. Joseph	34	37	37½	36	36	35
" pref.	50	55	....	56	56	53
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	129
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88⅛	89½	89⅝	90⅝	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	29	25½	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	103	....	....	....
" 2 M.	....	....	99½	....	....	100
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	3½	2½	3½	3½	3½	3½
Milw. and St. Paul	55⅛	56	56½	57½	57½	57
" pref.	76	75½	77	77	77	76½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	93	....	....
" 7s, gold	97½	....	....	....	....	....
Missouri 6s	92½	92½	92½	....	92⅝	92⅝
" H. & St. J. 1ss	....	....	....	....	....	....
Morris and Essex	90	91	....	92½	92½	....
" 1st mort.	....	....	....	....	....	105
" 2d mort.	97	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	92⅝
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94⅜	95½	95⅝	96	96	95½
N. York and Harlem	114	113½	113	114½	115	114
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	101½	....	....	....	102½	....
N. Carolina 6s, old	....	....	....	....	....	33
" new	....	....	....	....	....	20
Ohio and Miss.	45⅜	45½	45⅝	46½	46½	46
" pref.	75	....	....	....	....	75½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	82	83½	85⅛	85½	87	87
Panama	143	143	144	143	146½	147½
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	96	95	95	....	....
" 1 M.	....	....	103	....	....	....
" 2 M.	....	99	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	44	....	....	....	44	43⅜
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	72½	....	....	71½	73½	....
" new	72⅛	73	....	....	74	....
Tol., Wab. & Western	70⅛	70½	70⅞	71⅛	72⅜	72½
" pref.	....	....	....	....	88½	....
" 1 M.	....	95	....	95	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	35⅛	38⅞	39⅜	39½	39½	40½
" 1st mort.	87⅜	88	....	88½	88½	88½
" L. Gt. 7s	76½	76⅛	76½	76	76⅜	77
" Inc. 10s	79½	....	80	80	80½	80½
Virginia 6s, old	....	....	....	44½	....	....
" new	....	....	....	....	....	....
" consol.	51	51½	52½	54	54	54½
" def. cert.	....	....	....	....	....	15½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.. 107⅞	....	....	....	108¼	....	....
U. S. 5s, 10-40s, coup.. 108	108⅛	....	108¼	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	111
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	116¼	....	116¼	....	....	116½
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	115⅝	115⅝	115⅞	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	115⅛	115⅛	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865. 115⅛	....	116	116	116	....	116½
U. S. 6s, 5-20s, r. n. '65.	114¼	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65. 114¼	114⅜	114¼	114⅜	114¼	....	114⅜
U. S. 6s, 5-20s, reg. '67.	114⅜	114¼	....	....	....	....
U. S. 6s, 5-20s, c. 1867. 114⅜	114⅜	114¼	114⅜	114⅜	....	114⅜
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	114⅜	....	....	114⅜
U. S. 6s, Pac.RR.issue. 112	....	....	113	113	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa preferred ... 55	....	....	....	54	54⅛	55
Camden and Amboy.	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89.	....	....	....	98	....	....
Elmira & Williamsport.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s.	....	....	....	....	....	....
Lehigh Navigation..... 38⅛	38⅛	....	38	38⅛	39	
.. 6s, 1884	....	....	....	....	88	....
.. Gold L.	91⅛	91⅛	91	91⅛	....	
.. R. R. L.	....	....	....	....	95½	....
.. Conv. L.	....	....	....	....	80	....
Lehigh Valley R. R..... 58	58	58⅛	58⅛	58⅛	58⅛	
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	98	....	....	98	98	
Little Schuylkill R.R.	46⅛	....	....	....	....	46⅛
.. 7s.	....	....	....	....	....	....
Minehill 52⅛	52⅛	....	....	....	52⅛	....
Morris Canal.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	120
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	100⅜	....	....	....	....	..
.. 7s.	97	....	97	97	97	
.. 10s, 1887	....	....	....	....	....	....
Northern Central	58⅛	....	....	....	....	....
Oil Creek & Alleg. Riv. 34	34⅛	34⅛	....	34	34	
.. 7s.	....	....	....	....	....	....
Pennsylvania R. R..... 58⅛	58	57⅞	58	58⅛	58⅛	
.. 1st M.....100⅛	....	100⅛	....	....	101	
.. 2d M.	97⅛	....	....	....	....	98
.. Gen. mort.	....	....	....	....	....	94
.. .. reg.	93	....	....	....	93	....
Penn. State. 6s.1st series....	....	101⅛	....	....	....	101½
.. 6s, 2d series.	....	105	....	105	....	
.. 6s, 3d series.	....	....	....	....	....	....
Philadelphia City, 6s.	....	99½	....	98⅛	98⅛	
.. new 102	102	101⅛	101⅜	102	102	
Philad., Germ. & Nor... 87⅛	....	87	....	87⅛	87⅛	
Phila. & Reading 57⅜	56⅜	56⅛	57	57⅛	57⅜	
Philadelphia and Erie.. 27	25	....	....	....	....	....
.. 6s.	....	89½	....	....	....	....
.. 7s.	90	90	90	....	90	
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation.	7⅛	....	....	....	....	....
.. pref.	15	....	....	....	....	....
.. 6s, 1882	....	....	....	78	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.123	123¼	123¼	123¼	125	125	
Hestonville, (Horse).....	....	....	18½	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	59½	....	59½	59	
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875.	99⅜	....	96	....	....	
.. 1886	....	....	98½	....	....	
.. 1890 ..... 97½	97⅜	97½	97½	97½	....	
.. 1884	....	....	....	....	....	....
.. 1900	....	....	96⅜	97½	....	
Balt and Ohio.	....	....	....	....	....	....
.. bonds, 1875.	....	....	....	....	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	....	94	....	....	....
Marietta & Cin. 1st M.. 97⅛	....	....	98	97⅛	....	
.. 2d M.	91⅜	91⅛	....	91⅛	....	
.. 3d M. 8s.	83½	....	83½	83½	....	
Northern Central.	....	....	....	....	....	....
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900. 87	....	87	....	....	....	
Pittsb. & Connellsv. 7s.	93	....	....	94	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	50⅞	....	52½	....	....	
.. Defer. Certif.	....	....	....	15½	....	
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 16.

	Th.10.	F 11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany 151	....	151	152	....	153	
Boston and Lowell	....	....	138	....	....	
Boston and Maine.....136	....	....	138	....	137½	
Boston and Providence.....	....	152½	....	....	....	
Boston, Hartford & Erie....	....	....	6	....	....	
.. 7s, new 41	40⅞	40⅞	41½	41⅜	....	
Cheshire, pref.	....	....	....	....	80	
Chi., Burl. & Quincy.....	....	....	135⅜	....	....	
Concord.	....	....	....	....	....	
Connecticut River.....	....	137	....	....	....	
Eastern.....106	106	106⅛	107½	109	109	
Fitchburg.	....	132	....	132	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central.....	115⅛	115⅜	....	....	116⅛	
Northern, N. H.	....	115½	...	....	116	
Ogdens. & Lake Champ....	....	....	....	....	75⅛	
.. pref..... 99	99	....	99	....	98	
Old Colony & Newport.....	....	113½	....	113	113⅜	
Ph., Wil. & Baltimore.....	55	55	55½	55⅛	55⅜	
Portl'd, Saco & Ports.....	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	86⅛	86⅛	86⅛	
" Land Grant 7s.....	....	....	....	....	76⅛	
" Income 10s... 78⅛	78	78⅛	....	79	79⅛	
Vermont & Canada.....	68	70	....	76	75	
Vermont & Mass.	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	64⅜	....	....	65	
Middlesex	....	....	....	....	....	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	10⅜	....	....	....	....	
Franklin	8⅞	8⅛	....	....	9½	
National	....	....	....	....	....	
Pewabic	9⅛	....	....	....	....	
Quincy 44⅛	....	44	....	....	44	

London Stock Exchange.

	—Closing Prices.— Oct. 4.	Sept. 27.
Atlantic & Gt. W. 1st mort., $1,000..	66 — 68	66 — 78
Do. 2d mort., $1,000.	52 — 56	52 — 56
Do. Con. mort. B'nds Bisch's Cert.	30 — 32	30 — 32
Do. Reorg. Scrip.	91 — 93	91 — 93
Do. Leas. Lines, Rental Bonds....	82 — 84	82 — 84
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid....	38½ — 39	38 — 38½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds..	91 — 93	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	103 —105	104 —106
Do. Redemption mort. bonds 6 p.c.	102 —104	99 —101
Illinois & St. Louis Bridge 1st mort.	93 —101	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	93 — 95	90 — 92
Pennsylvania, 2d mort.	99 —101	96 — 98
Do. General mort.	95½— 96½	95 — 96
Do. $50 shares.	46 — 48	47 — 49
Philadelphia and Erie 1st mort.	96 — 98	92 — 94
Do. with option to be paid in Phila.	96 — 98	92 — 94

American Railroad Journal.

Saturday, October 19, 1872.

Stock Exchange and Money Market.

Influenced largely by the recent Treasury negotiations, the available supply of Money has been much more liberal, and call loans have been quoted decidedly easier for the borrowing interest, ranging toward the close from as low as the almost nominal rate of 2 per cent. in exceptional instances, to the legal rate of 7 per cent., with the bulk of the later dealings, in this line, reported at from 4@6 per cent. per annum, on a less urgent inquiry for accommodation. The banks have been freer in their offerings of aid, though more reserved than private lenders, whose offerings have been in excess of the more pressing wants of the Street firms, leading to the remarkable depression in rates. The discount market has been more active, with a much readier sale noted for the better grades of commercial paper at from 7 for the very choicest of short date notes, to 12 per cent. per annum, forg ood names. Some rumors were current towards the close to the effect that it was probable that the Secretary of the Treasury will re issue whatever amount he deems necessary of the $44,000,000 legal tenders withdrawn by Secretary McCulloch; but these rumors were not confirmed. The Money movement seemed quite favorable to continued ease at the latest moment.

The U. S. Sub-Treasury office last week received $11,328,274 of currency, and $4,474,032 of gold, the latter including $2,692,000 from customs; and disbursed $7,483,922 of currency and $7,701,813 of gold, the latter embracing $213,942 of coin interest. The city banks reduced their loan and discount average about 1½ millions during the week, and added to their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $21,041,107, and a coin reserve of $53,028,338.

The city banks, in their latest return, show an increase of $3,843,700 of legal tender notes, $2,273,900 of specie, and $3,559,100 of deposits, also a contraction of $1,512,000 in their loan and discount averages, and addition of $133,700 to their item of circulation. The city bank exchanges, last week, averaged 133¾, and thus far, this week, about 144 millions daily. The banks now hold $3,575,000 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,217,800, against $9,277,700 same time last year. The city bank deposits are now $189,709,300 against $215,182,100, week ending Oct. 14, 1871. The legal tender reserve amounts to $45,759,400, against $50,841,900 same time last year. The circulation now stands at $27,737,900 against $30,324 000 same time last year. The loans are now $268,298 300 against $293,511,000 at this date last year.

The coin reserve of the city banks is now about 12¼ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 45¾ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now down to 189¾ millions, against 247½ millions on the 20th of July.

Government revenues were less productive, last week, especially in the form of excises. The excises yielded within the week about 1⅛ millions, and thus far in the current fiscal year beginning with July 1, 1872, $38,768,922. The customs at the port of New York last week were $2 537,011; and at the outports, equal to about $850,000, all in coin or coin certificates.

Under the Treasury programme for October, Government proposes to sell, Gold, as follows: Thursday Oct. 24th, $1,000,000; Thursday, Oct. 31st, $1,000,000. And to buy in, Five Twenties, as follows: Wednesday, Oct. 23nd, $1,000,000; Wednesday, Oct. 16th, $1,000,000;

The Gold speculation has been of less absorbing interest, and the fluctuations in the premium, comparatively unimportant. The floating supply was fair. The customs demand was equal to about half a million a day. The export drain was unusually light. The range of the price during the week has been from 112¼@113¼, and the closing quotation on Wednesday was 113 against 112½ the preceding Wednesday. The specie outflow last week, was $157,774. The Gold Exchange Bank clearances have averaged about 56⅛ millions per day during the week.

The customs demand for Gold last week, aver-

aged $448,650 a day; thus far, this week, it has averaged $501,000 a day, or equal to a weekly aggregate of $3,006,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $20,293 and since Jan. 1, 1872 were $4,993,893 against $8,311,267 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $122,224,181 against $128,690,996 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $60,575,529, against $65,886,253 during the same time in 1871.

The export drain of specie was $157,774 last week, against $515,308 same week preceding year. The shipments since January 1, 1872, have been $60,233,983 against $56,717,537 during the same portion of 1871.

Foreign Exchange has been more active and decidedly higher, greatly to the relief of the export trade of the port. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 110¼@110½.

The week's exports hence of domestic produce have been to the currency value of $6,114,056.

Government securities have been more sought after and quoted firmer, with the chief call for the favorite issues from investment buyers.

On Wednesday, Government bought in only $94,100 of the offered Five-Twenties from 112 74 @112 87. The aggregate offering was 812,650 at from 112 74@113⅛.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116¼@116⅛; U. S. Five-Twenties of 1862, 115⅞@116⅛; U. S. Five-Twenties of 1864 at 115⅞@116⅛; U. S. Five-Twenties of 1865, 116@116¼; U. S. Five-Twenties of 1865 consolidated, 114⅛@114⅞; U. S. Five-Twenties of 1867, 114¾@115; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 108⅜@108½ U. S. Fives of 1881 (Funding Loan) 110⅞@111⅛; Six per cent. currency bonds, 113@113¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 2.	Oct. 9.	Oct. 16.
Consols	92⅜	92⅝	92⅜
U. S. 5-20s, 1865	93⅜	93⅞	*91¼
" 1867	92	92¾	92⅞
" 10-40s	87¾	88	87½
New Fives of 1881...	89¼	89⅛	*88⅝
Erie	38½	38⅞	42

* Ex Nov. coupon.

State bonds have been more sought after and quoted firmer.

Railway and Miscellaneous share property has been decidedly more active and quoted much higher, on a buoyant speculative movement in the leading stocks.

Railway Mortgage Loans have been in fair investment demand at well supported prices, Central Pacific Sixes have been more freely purchased closing from 99@99¼.

In the Metal line, business has been quiet, generally; Ingot Copper has been in light demand and quoted cheaper; sales 125,000 lbs. at 32c.@32¼c., for prompt and November deliveries. Scotch Pig-iron has been moderately active, but lower and irregular under increased offerings of outside lots; sales, 425 tons Glengarnock, part at $54 50@$55, but chiefly at a lower rate; 300 tons Eglinton, part at $52; 200 tons Summerlee, at $55@$56 per ton. American Pig-iron steady and in fair demand; 400 tons sold at $55@$56 for No. 1. Of Iron rails, 1,000 tons English sold at $70, gold, cash; market weaker. And of Russian Sheet-iron, 50 packs Stained sold on private terms. Lead, Spelter and Zinc quiet; 50 tons ordinary Foreign Lead sold at $6 40, gold; and 15 casks Musselman Sheet Zinc at 8¾c., gold. Tin very dull, with Straits and English quoted at 33¼c.@33½c.; and Charcoal Plates at $12 75, gold.

General business has been less active, in the way of domestic produce, with prices quoted variable. Flour, Wheat, Corn, Oats, Pork, and Cotton, however, left off with more steadiness. Middling upland cotton, closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 359,404 bales, against 229,798 bales same time in the preceding year; exports 95,000 bales against 65,600 bales in the previous year; stock at the ports at latest dates, 192,923 bales against 146,427 bales same date 1871.

At the Live Stock Markets, Beeves have been in less confident demand at 9@13½cts.; Veals in fair request at 7½@10½ cts.; Sheep at 4½@6½; cts.; Lambs, 6@8½ cts.; Swine, at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 10,226 Beeves, 2,568, Veal Calves, 29,940 Sheep and Lambs, and 42,040 Swine.

Foreign goods have been attracting more attention, and prices of most articles, in the line, have been held with firmness. The week's imports of foreign goods reached the amount of $6,606,985 including $1,403,240 of dry goods.

Ocean freights have been less active, at easier rates, closing somewhat irregularly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 26; New York State 7s, B. L., reg., 107; North Carolina 6s, issued to N. C. R. R., 46; Pacific R. R. 7s, guar. by Mo. 96; Buffalo, New York and Erie 1st mort. 95; Clev., Col. Cin. and Ind. 1st mort., 103; Gt. Western 1st 1888, 95; Burlington, Cedar Rapids and Minnesota 1st mort., 90½; St. Louis and Iron Mt. R. R., 95; do. 1st mort., 94¼; North Missouri 1st mort., 90¼; Toledo, Peoria and Warsaw 2d mort., 81⅛; Ohio and Miss. consols, 93⅛; Central of New Jersey 1st mort., new, 102¼; Del., Lack. and West. con., 99¾; Delaware and Hudson Canal 7s, 1891, reg., 102½; Buffalo and Erie 7s, new, 93½; Cedar Falls and Minnesota 1st mort., 82; Clev., Painesv. and Ash. 7s, old, 95⅛; Long Dock bonds, 95⅛; Albany and Susquehanna R. R., 94; do. 2d mort., 95; Boston, Hartford and Erie R. R., 8½; do. 1st mort., 41½; New York, New Haven and Hartford R. R., 142; New Jersey Southern R. R., 26½; do. 1st mort., 81; Missouri, Kansas and Texas R. R., 42¾; Western Union Tel., 76½; Quicksilver pref., 55; Maryland Coal, 21¾; Consol. Coal of Md., 44; Am. Mer. Union Exp., 71; U. S. Exp., 79¾; Adams Express, 95; Wells-Fargo Exp., 86; Atlantic Mail S. S. Co., 19⅞; Brooklyn 7s, Park Loan, 96.

Philadelphia.—Philadelphia and Reading 7s, 1893, 103; do. Gen'l mort. 7s, coupon, 101⅝; do. reg., 103; do. 6s, 1844-'80, 95; Harrisburg and Lancaster 6s, 92; Sunbury and Lewistown 7s, 88; Allegheny Valley 7 3-10s, 93; Pennsylvania and New York Canal 7s, 96; Catawissa R. R. 20¼; do. 7s, new, 97; Susquehanna Canal 6s, 75½; Pittsburg, Cincinnati and St. Louis 7s, 81¼; Sunbury and Erie 7s, 100; Lehigh Nav. conv. gold. Loan, 93; Lehigh Valley 7s, new, 103½; Pennsylvania Canal 6s, 74; Philadelphia and Trenton R. R., 123; 5th and 6th streets R. R., 50; Allegheny Co. 5s, 77; Pittsburg 5s, 75; Fulton Coal, 5½. The latest quotations are: City 6s, 98½@98⅝; do. free of tax, 102@102½; Pennsylvania State 6s, 1st series, 101¼@101½; do. 2d series, 105@105; do. 3d series, 107@107; Philadelphia and Reading, 56⅞@57; do. Gen'l mort. 7s, 101½@102; do. mort. 6s, 1880, 95@95½; United New Jersey R. R. and Canal Co., 124½@125; Camden and Amboy mort. 6s, 1889, 98@98; do. 1883, 92@92¼; do. 1889, 92@94; Pennsylvania R. R., 58¼@58¼; do. 1st mort., 101@102; do. 2d mort., 97⅞@98; do. General mort. coupon, 93¾@94; do. reg., 93@93¾; Little Schuylkill R. R., 46½@46¾; Morris Canal, 48@49 do. pref., 119@120; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 74@76; Schuylkill Nav., 7@8; do. pref., 14@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@95; do. 5s, 56@—; Lehigh Coal and Navigation, 38¾@39; do. 6s, 1884, 87@89; do. R. R. Loan, 96@96; do. Gold Loan, 91@92; North Pennsylvania, 49½@50; do. 6s, —@100¾; do., 7s, 96@97; do. Chattle 10s, 104½@—; Philadelphia and Erie, 25½@26⅞; do. 6s, 89½@89¾; Minehill, 52@52½; Catawissa, 19½@20; do. pref., 54¾@55; Lehigh Valley, 58⅛@58¼; do. 6s, new coupon, 98@98; do. reg., 98@98; do. 7s, —@103½; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 59@60; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 33@34; Green and Coates, 45½@46; Chestnut and Walnut, 57@60; Hestonville, 18@18½; Union, —@73; Germantown, 33@35.

Boston.—Michigan Central Air Line 8s, 1890, 107¼; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 79¾; Cincinnati, Sandusky and Cleveland R. R., 20⅞; do. 7s, 82½; Burlington and Missouri River R. R. in Iowa, 112; do. 8s, conv., 110; Eastern R. R. 7s, 1882, 102; Missisquoi R. R. 7s, 60; Vermont Central 1st mort., 58; do. 2d mort., 20; Grand River Valley 2d mort. 8s, 1879, 101⅞; Old Colony and Newport 7s, 1877, 102; Chicago, Burlington and Quincy 1st mort. 7s, 99; Rutland pref., 56; do. scrip, 70; Connecticut and Passumpsic Rivers R. R., 90½; Boston and Chelsea Horse R. R., 43¼; Taunton Branch, 118⅞; Burlington and Missouri River R. R. in Nebraska, 71; do. 8s, 99; Granite Railway, 69¾; Norwich and Worcester R. R., 123; Cary Imp. 11¼; Waverly Land, 4⅝; Boston Water Power, 49½; Brookline Land, 6¾; Maine 6s, 1889, 99¾; New Hampshire 6s, 1873, 99¾; Chicago 7s, 1884, 98½; Portland 6s, 1887, 92¾; Cincinnati 7 3-10s, 1889, 104; Cook Co., Ills., 7s, 1885, 97; Boston 6s, 1880, currency, 99⅞; do. 1876, reg., 99; Roxbury 6s, 1884, 99; Lowell 6s, 1890, 96¾; St. Louis 6s, 88¾; Allouez Mining Co., 10½; Calumet and Hecla, 159; Humboldt, 70c; International Silver 2⅛; Pontiac, 87½c;

Ridge, 11⅛; Shuniah Silver, 3; Superior, 50c; St. Clair, 2¼; Tremont, 1¼.

Baltimore.—Virginia and Tennessee 2d mort. 6s, 78½; Orange and Alexandria 2d mort. 6s, 86; Central Ohio 1st mort., 85½; Western Maryland 1st mort., guar., 95¼; Orange, Alex. and Manassas 7s, 81⅞; Northern Central 6s, 1900, gold, 93⅛; Virginia 6s, old, reg., 38; do. consol. 6s, reg., 45⅝; Maryland Defense 6s, 101¾; California 7s, gold, 109⅛; Baltimore 6s, 1900, new, 98. The latest quotations are: Pittsburg and Connellsville 38½@40; do. 7s, 1898, 94⅛@94½; Baltimore and Ohio, 156¾@157; do., 6s, 1875, 97½@98⅞; do., 1880, 97@97; do., 1885, 93@94; Parkersburg Branch, 10@15; Washington Branch, 135@155; Northern Central 89@89½; do. 6s, 1885, 93¼@93½; do., 1900, 87@87¼; do., 6s, 1900, gold, 93@93⅜; N. W. Va. 1st mort., 101@101; do., 2d mort., 100@100⅛; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 97⅝@98; do., 2d mort., 7s, 91½@91⅞; do., 3d mort., 8s, 83@83½; Central Ohio, 34¾@35⅛; do., pref., 38½@40; do. 1st mort., 85@85¼; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 95@98; do., 2d mort. guar., 95@—; do. 3d mort., guar., 95@96; do. 2d mort pref., 75@85; do., 2d mort. guar. by Washington Co., 85@89; Richmond and Danville 1st mort., 79¾@80; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 85⅞@87; do., 3d mort. 8s, 92½@93½; do., 4th mort. 8s, 83¾@84½; Orange, Alex. and Manassas 7s, 81½@81⅞; Virginia and Tennessee 1st mort. 6s, 94@100; do., 6s, 2d mort., 78½@79; do. 8s, 3d mort., 90½@92; Baltimore 6s, 1875, 96@96⅛; do., 1884, 97@98; do. 1886, 98¼@98⅛; do., 1890, 97⅛@97¼; do., 1893, exempt, 99@100; do., 1900, exempt, 96⅝@96⅞; do. 1900, new, 97¾@98; do. 1902, 97@97½; Memphis City 6s, 52@54; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 101½@101¾; Virginia 6s, old, 38@38½; do. consol. 6s, 53¼@53½; do. reg., 47@48; do, Peelers, 45½@47; West Virginia, 15¼@15¼; City Passenger R. R., 22@23; George's Creek Coal, 96@100.

Washington Fire Insurance Company.

The vacancy caused by the death of President Satterlee, of the Washington Fire, has been filled by the election of Mr. Augustus E. Masters to the presidency of the company. Mr. Masters is a wealthy and influential gentleman, prominent in New York business circles, although a resident of Brooklyn. There can be no doubt that his official connection with the company will prove an important acquisition. A previous acquaintance with the company's affairs, as a member of its finance committee, has fitted Mr. Masters for the performance of the routine duties of his new position. Mr. George B. Satterlee retains the vice-presidency, and Mr. Lothrop the secretaryship of the company. It is unnecessary to state that the Washington is in admirable condition financially, having just made a five per cent. dividend, and retaining a fair margin of surplus besides. The good name of the company has been always sustained, and under the efficient administration of Secretary Lothrop the need be no fear as to any slackening of the Washington's grasp of public confidence, nor any doubt as to a full dessert thereof.—*Spectator.*

☞ Work has been begun on the Oakdale section of the Massachusetts Central Railroad.

Illinois Central Railroad.

The statement of this Company for the month of September, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,388.30 for	$10,812 13
Acres Inter't Fund Lands Sold	80 for	432 00
Acres Free Lands Sold	for	
Total sales during the m'th of September, 1872	1,468.30 for	$11,244 13
To which add Town Lot Sales	for	
Total of all	1,468.30 for	$11,244 13

Cash collected in September, 1872.... $45,221 76

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles,	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$375,256 00	$104,265 00	$479,521 00
Passengers	127,294 50	47,751 55	175 046 05
Mails	6,375 00	3,059 33	9,434 33
Other sources	93,625 00	2,340 67	95,965 67
Tot'l Sept.'72	$602,550 50	$157,416 55	$759,967 05
Total actual earn'gs, Sept., 1871	$729,076 88	$161,210 42	$890,287 30

☞ Messrs Dean, McGinnis & Co., bankers, 30 Broad St., New York, have brought out in this market the 7 per cent. bonds of the New York, Kingston and Syracuse Railroad, which are offered at 95, the interest on them being payable semi-annually in London and New York. The road will be an important link in the route to the Great West; it is well built, and there is every reason to supposed that but little time will elapse before the bonds are taken up; and this particularly because its earnings are already sufficient to pay the interest on the bonds.

☞ The New Castle and Franklin Railroad Company have let the building of their road from where it connects with the New Castle and Beaver Valley Railroad, a distance of twenty-one miles. The balance of the road, being from the latter point to Stoneboro, will be let as soon as the engineers make the necessary surveys.

☞ Bucksport, Me., has voted to take $70,000 additional stock in the railroad from that town to Bangor, making $135,000 of corporate subscriptions in all. This is an addition to $115,000 in private subscription, which is to be at once increased.

☞ The contract for the construction of a railroad tunnel from the St. Louis and Illinois bridge to the site of the Union Depot has been awarded to Wm. S. Kraenka & Co. for $788,704, and work will begin at once.

☞ The St. Joseph and Denver road is completed to within thirty miles of Fort Kearney, and there, for some cause, track laying has ceased for the present.

☞ The track of the Texas International Railway is about finished to Jacksonville, 118 miles from Hearne.

☞ The iron on the Davenport and St. Paul Railroad is laid two miles north of Delaware Center, Minn.

☞ Iron is being laid on the Escanaba end of the Chicago and Northwestern Railroad.

TO CAPITALISTS.

A DESIRABLE HOME INVESTMENT.

First Mortgage Gold Bonds

OF THE

New York, Kingston and Syracuse

RAILROAD,

PAYING 7 PER CENT. GOLD, FREE FROM U. S. GOV'T TAX.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

This road passes through the richest agricultural region of the state, and is speedily reaching completion. It is the most direct line between the great lakes and deep water navigation of the Hudson River from LAKE ONTARIO and the GREAT WEST.

The 78 miles of the road now in operation is unusually well built, and its net earnings already paying 7 Per Cent., Gold, on the cost of construction and its equipments.

We are now offering these bonds at 95 and accrued interest, feeling warranted in recommending them to our friends and investors generally as a safe and most desirable investment

Pamphlets with maps furnished, with full particulars, on application to

DEAN, McGINNIS & CO.,

Bankers, 30 Broad St., N. Y.,

And at the Office of the Company,

18 WILLIAM ST., N. Y.

☞ Hereafter there will be through connection between Washington and Leesburg and Hamilton. The connection between the Alexandria and Washington Railroad and the Washington and Ohio Railroad is completed, and cars leaving Washington can now go through to the end of the Washington and Ohio road.

☞ The estimated earnings of the Erie Railway for the week ending October 7, 1872, were $413,183; against $407,004 in 1871—an increase of $6,179. From April 1, to October 7, 1872, the earnings were $9,921,686 against $9,912,821 for the corresponding period of 1871, an increase of $8,865.

☞ The contract for extending the Carbondale and Shawneetown Railroad from Marion to a point on the Cairo and Vincennes road, has been let to Messrs. Decker, Hartford & Jones. The contract embraces about 16¼ miles of road bed, which is to be completed by the middle of November.

☞ Work is being pushed briskly on the Valley (Va.) railroad between Harrisonburg and Staunton. All of the sections are under contract except six light ones. The recent action of the stockholders at their Salem meeting has made the friends of the road cheerful along the line.

☞ The Bedford and Bridgeport Railroad has been leased by the Pennsylvania Railroad Company, and will hereafter be known as the Bedford Division of the Pennsylvania Railroad.

☞ Surveyors are locating a railroad from Meredith Village through Centre Harbor Village, Moultonborough and Tamworth to Conway, N. H. It will be about thirty miles long.

☞ The Milwaukee and Northern Railroad will be completed to Menasha about the 25th of this month.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURIES TO ANIMALS—THE COURT WILL NOT REVERSE A JUDGMENT UPON THE EVIDENCE, WHERE IT IS CONFLICTING.

The facts in the late case of The Pittsburg, Cincinnati and St. Louis Railway Co. *vs.* Hume, (34 Ind., 326,) are fully and clearly stated in the following opinion by—

Downey, J.—The only error assigned in this case is that the court improperly refused to grant a new trial on the motion of the appellant.

The action was brought by the appellee against the appellant to recover the value of a sow and six pigs, alleged to have been killed by the locomotive and cars of the defendant, by the negligence of the defendant, at a point on said road, where the road was not securely fenced. The action was commenced before a justice of the peace, where there was judgment for the plaintiff. The defendant appealed to the Common Pleas, where, after an amendment of the complaint, and a general denial thereof filed, there was a trial by the court and finding again for the plaintiff.

The defendant moved the court for a new trial for the following reasons: first, the finding of the court is contrary to law; second, the finding of the court is not sustained by, and is contrary to the evidence in the case.

This motion was overruled by the court, and final judgment was rendered, from which the defendant appealed to this court.

The evidence is made part of the record by a bill of exceptions, and shows the following facts: The sow and pigs were killed at or near the crossing of a public highway. The witnesses differ in their statements as to whether it was at the crossing or near to the same. The train was going west. There was a cow-pit across the railroad track on each side of highway.

Miles Cook, on the behalf of the plaintiff, says, he was trying to drive the stock off the track, when he saw the train coming from the east. Where the stock were on the track it was not fenced on the south side, for a distance of two hundred yards, the fence being down. When he found he could not succeed in driving the stock from the track, he climbed up on the bank, until the train passed. The engine struck the animals east of the east cow-pit. He saw them struck; found one pig dead in the east cow-pit, the sow and three pigs between the east cow-pit and the place where the county road crosses the railroad track. The cow pit on the east side of the road was so nearly filled with dirt that it was not more than a foot deep.

James McCorkle testified that he passed by soon after the occurrence, saw a sow and six pigs killed, one pig was in the east cow-pit, four more between the cow-pits, and two pigs were dropped two rods west of the west cow-pit.

On behalf of the defendant, one witness, Michell Toby, says he saw the hogs on the crossing shortly before the train came along, did not see the cars strike them. On being told of the occurrence, he went to the place, and found the sow and three pigs killed between the cattle guards, thrown on each side of the railroad track right where the dirt road, which is a county road, crosses the railroad. Two of the pigs were carried by he cars west of the west cattle guard. There was blood all along from where they were struck. From appearances, thinks they were all struck west of the east cattle guard, between the two cattle-guards, on the dirt road crossing. Examined the railroad track east of the cattle guard, and found no hog tracks, no blood, or any signs of hogs having been struck east of the east cattle-guard. There was no pig in the east cattle-guard.

Daniel Berk and John Laisy, witnesses for the defendant, went with Foley, and described the position of the dead animals and the appearances in the same way as Foley did.

It is at once evident that there is no such state of evidence here, as will justify us in saying that the Common Pleas erred in refusing to grant a new trial. The witness Cook seems, of all of them, to have had the best opportunity to know exactly how and where the killing took place. The other witnesses speak only of appearances after the event occurred. According to the testimony of Cook, the hogs when struck by the locomotive were on the railroad track, east of the east cow-pit. Had the road been fenced, and the cow-pit been in good condition, it seems to us that the hogs would not have been at this point on the road. Had the evidence established the fact that the hogs were at the crossing of the public highway, when killed, the defendant would not have been liable for negligence.

The judgment is affirmed with ten per cent. damages and costs.

Homesteads for Soldiers and Sailors.

An Act to amend an act relating to soldiers' and sailors' homesteads.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the act entitled "An act to enable honorably discharged soldiers and sailors, their widows and orphan children, to acquire homesteads on the public lands of the United States," approved April fourth, eighteen hundred and seventy-two, be, and the same is hereby, amended so as to read as follows: That every private soldier and sailor who has served in the army of the United States during the recent rebellion for ninety days, or more, and who was honorably discharged, and has remained loyal to the Government, including the troops mustered into the service of the United States by virtue of the third section of an act entitled "An act making appropriations for completing the defenses of Washington, and for other purposes," approved February thirteenth, eighteen hundred and sixty-two, and every seaman, marine, and officer, who has served in the navy of the United States, or in the marine corps, during the rebellion, for ninety days, and who was honorably discharged, and has remained loyal to the Government, shall, on compliance with the provisions of an act entitled "An act to secure homesteads to actual settlers on the public domain," and the acts amendatory thereof, as hereinafter modified, be entitled to enter upon and receive patents for a quantity of public lands (not mineral) not exceeding one hundred and sixty acres, or one quarter section, to be taken in contract form, according to legal subdivisions, including the alternate reserved sections of public lands along the line of any railroad or other public work, not otherwise reserved or appropriated, and other lands subject to entry under the homestead laws of the United States: *Provided*, That said homestead settler shall be allowed six months after locating his homestead, and filing his declaratory statement, within which to make his entry and commence his settlement and improvement: *And provided also*, That the time which the homestead settler shall have served in the army, navy or marine corps aforesaid shall be deducted from the time heretofore required to perfect title, or if discharged on account of wounds received, or disability incurred in the line of duty, then the term of enlistment shall be deducted from the time heretofore required to perfect title, without reference to the length of time he may have served: *Provided, however*, That no patent shall issue to any homestead settler who has not resided upon, improved, and cultivated his said homestead for a period of at least one year after he shall commence his improvements as aforesaid.

Section 2. That any person entitled under the provisions of the foregoing section to enter a homestead who may have heretofore entered under the homestead laws, a quantity of land less than one hundred and sixty acres, shall be permitted to enter under the provisions of this act so much land contiguous to the tract embraced in the first entry as, when added to the quantity previously entered, shall not exceed one hundred and sixty acres.

Second 3. That in case of the death of any person who would be entitled to a homestead under the provisions of the first section of this act, his widow, if unmarried, and in case of her death or marriage, than his minor orphan children, by a guardian duly appointed and accredited at the Department of the Interior, shall be entitled to all the benefits enumerated in this act subject to all the provisions as to settlement and improvements therein contained: *Provided*, that if such person died during his term of enlistment, the whole term of his enlistment shall be deducted from the time heretofore required to perfect the title.

Section 4. That where a party at the date of his entry of a tract of land under the homestead laws, or subsequently thereto, was actually enlisted and employed in the army and navy of the United States, his service therein shall, in the administration of said homestead laws, be construed to be equivalent, to all intents and purposes, to a residence for the same length of time so entered: *Provided*, That if his entry has been canceled by reason of his absence from said tract while in the military or naval service of the United States, and such tract has not been disposed of his entry shall be restored: *And provided further*, That if such tract has been disposed of, said party may enter another tract subject to entry under said laws; and his right to a patent therefor may be determined by the proofs touching his residence and cultivation of the first tract and his absence therefrom in such service.

Section 5. That any soldier, sailor, marine officer, or other persons coming within the provisions of this act may, as well by an agent as in person, enter upon said homestead by filing a declaratory statement as in pre-emption cases: *Provided*, That said claimant in person shall within the time prescribed make his actual entry, commence settlements and improvements on the same, and thereafter fulfill all the requirements of this act.

Section 6. That the Commissioners of the General Land Office shall have authority to make all needful rules and regulations to carry into effect the provisions of this act.

Approved June 8, 1872.

☞ The Directors of the Chicago, Burlington and Quincy and Burlington and Missouri Railroads have agreed to consolidate their interests by a perpetual lease of the latter to the former after the award to the Chicago, Burlington and Quincy stockholders of a dividend of 25 per cent. in 7 per cent. bonds, equal dividends to be paid on both stocks after the merging of the two lines as agreed upon. The stockholders will be invited to vote upon the question at a meeting to be held on the 24th of December next.

☞ At a meeting of the new board of directors of the Cincinnati and Great Northern Railroad Company, recently held in Dayton, O., Hon. J. C. McKeemy was elected President of the Board; W. A. Weston of Greenville, O., Secretary; and James T. Brady, of Pittsburg, Pa., Treasurer.

☞ The Philadelphia *Ledger* of 14th inst., reports the net anthracite coal tonnage for the week ending on the 5th inst., from all sources, at 445,048 tons, and for the year 15,019,503 tons, against 11,119,855 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,899,650 tons. The production of bituminous coal for the week was 54,493 tons, and for the year 1,931,240 tons, against 1,694,343 tons to the corresponding time last year—an increase of 237,897 tons. The total production of all kinds of coal for the week was 499,541 tons, and for the year 16,950,743 tons, against 12,814,196 tons to corresponding time last year, showing an increase of 4,136,547 tons.

☞ At the annual meeting of the stockholders of the Ohio and Mississippi Railroad Company held in Cincinnati on the 10th inst., Samuel U. F. Odell, of New York, Lewis B. Parsons, of St. Louis, and James D. Lehmer, of Cincinnati, whose terms of service had expired, were re-elected directors for the ensuing year; and at a meeting of the board of directors subsequently held, Daniel Torrance was re-elected President and Albert N. Christie, Vice President.

☞ The Milwaukee *Wisconsin* says that the new road between that city and Chicago will be completed in fifty days, and trains will run on the new line between the two cities by the 25th of November.

☞ The traffic receipts of the European and North American Railway for September, 1872, were $28,937 31, against $26,914 09 in September, 1871, and $19,921 11 in September, 1870.

☞ The Milwaukee, Manitowoc and Western Railway is making good progress between Port Washington and Milwaukee.

Board of Engineers of the Fourth Avenue Improvement.

Office, Grand Central Depot.

NEW YORK, October 11th, 1872.

Notice to Contractors.

AS MISAPPREHENSION EXISTS AMONGST Contractors in regard to the manner of doing a portion of the work upon the Fourth Avenue Improvement between 79th Street and Harlem River, it is hereby ordered, that the proposals already received be returned to the parties making them, and that the whole of the work between the points mentioned be re-opened to bidding from all Contractors.

Sealed proposals for the same will be received at this Office until 2 O'Clock P. M. of the 22nd Inst.

Plans, Specifications and Blank Proposals are now ready.

ALLAN CAMPBELL,
ALFRED W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKHOUT,
} Board of Engineers 4th Avenue Improvement.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to

A W. LADD,
5 and 7 Dey Street.

Locomotives for Sale.

SEVEN LOCOMOTIVE ENGINES FOR SALE, built for Peruvian Railways—all for Standard gauge of 4 feet 8½ inches. Five built at Rogers Locomotive Works, and two at Danforth Works; all of the very best materials, designs and finish. Six have cylinders of 17 inches x 22 inches, with six driving wheels of 49 inches diameter, and one pair truck wheels—One a tank engine, cylinders 10½ inches x 18 inches. Driving wheels four, 34 inches diameter. These engines sold on account of the construction of the railway they were intended for being suspended for a time. For further particulars apply to

W. W. EVANS,
47 Exchange Place,
Oct. 7, 1872. New York.

ROGERS CO. ENGINES, FOR PACASMAYO RY, PERU.

4 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 48½ inches diameter.
2 Truck wheels, 30½ inches diameter.
Furnace, steel.
Flues, 165 iron, 10 feet 8 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank, to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded 71,500 pounds.
Price, $18,500.

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2 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 49 inches diameter.
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Furnace, Steel.
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded, 71,500 pounds.
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1 Tank engine—
Gauge, 4 feet 8½ inches.
Cylinders, 10½ inches x 18 inches.
4 Driving wheels, 34 inches diameter.
No truck wheels.
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Flues, 65 iron, 9 feet 10 inches long, 2 inches diameter.
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Tank, 400 gallons.
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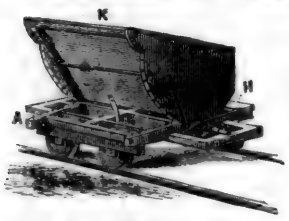
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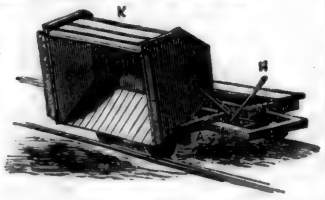


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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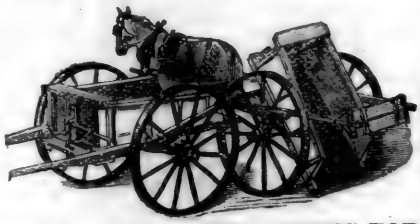
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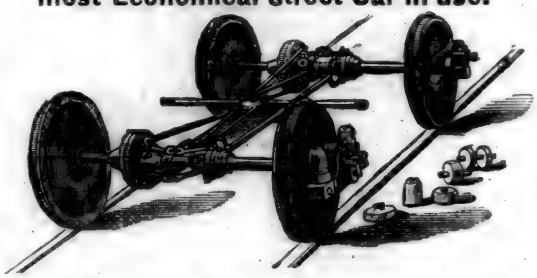
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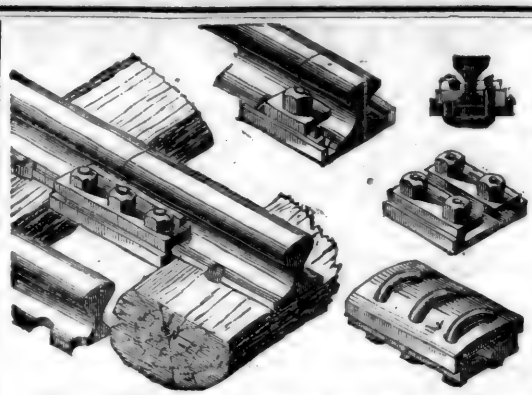
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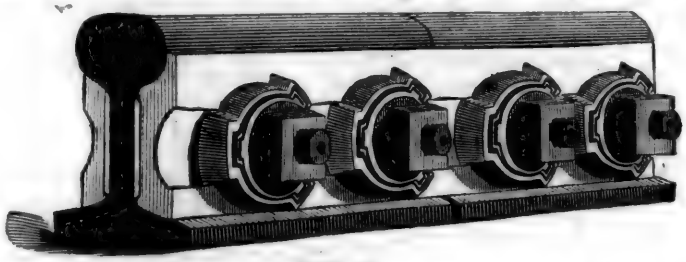
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Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 43.] SATURDAY, OCTOBER 26, 1872. [WHOLE No. 1,905 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 26, 1872.

Chesapeake and Ohio Railroad.

Despatches from the western division of the Chesapeake and Ohio Railroad say that on Wednesday last, the 23d instant, there remained but forty miles of track to be laid to unite the two completed portions. The grading and preparation of the road-bed will be out of the way of the track-layers, and the line opened by December next.

In this connection it is important to note that it is announced from Washington that orders have been received in Georgetown for Cumberland coal on English account, the same to be shipped to the East and West Indies and South America. This is the first indication of a portending change in the currents of coal and iron movements. The Chesapeake and Ohio Railroad, which will be open within a few weeks, will be enabled to deliver the superior bituminous coals of the Kanawha Valley at the seaboard ports at the same or even less prices than the Cumberland coal, which must be hauled over the 116 feet grades of the Baltimore and Ohio line. Cannel coal, of which about 900,000 tons are annually imported for gas and parlor uses, can be furnished by way of the Chesapeake and Ohio at from $9 to $10 per ton, against $15 to $18, the present cost of the imported articles.

TO INVESTORS.

To those who have funds to invest in large or small amounts, or who wish to increase their income from means already invested in other less profitable securities, we recommend, after full investigation, the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company. Bearing seven and three-tenths per cent. gold interest, (equal now to 8¼ currency,) and sold at par, they yield an income considerably more than one-third greater than U. S. 5-20's. They are Coupon and Registered, the lowest denomination being $100, the highest, $10,000.

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All marketable stocks and bonds are received in exchange at current prices. Descriptive pamphlets and maps, showing Route of road, Connections, Tributary Country, &c., will be furnished on application.

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☞ The office of General Superintendent of the Boston and Albany Railroad has been abolished, and the management of the line is entrusted to three Division Superintendents—Walter H. Barnes having charge of the Eastern Division, extending from Boston to Worcester, with headquarters at Boston; C. O. Russell of the Middle Division, from Worcester to Pittsfield, with headquarters at Springfield; and J. B. Chapin of the Western Division, from Pittsfield to Albany, with headquarters at Albany.

The Northern Route to the Pacific.

The War Department has recently received from Captain S. C. Kellogg, of the Fifth United States cavalry, an official report of the military expedition which accompanied the surveying party of the Northern Pacific Railroad from the point in Dakota where that road crosses the Missouri River to the crossing of the Yellowstone River in Montana, near the mouth of the Powder River. The military escort consisted of 537 enlisted men and 34 company officers, and was commanded by General Stanly. The entire expedition, including troops, Indian scouts, teamsters and railroad engineers, numbered 757. Its object was to complete the final locating survey of the railroad line across the western half of Dakota from the Missouri to the Yellowstone River. On two or three occasions straggling parties of Indians appeared on the flanks of the column and fired upon the troops, probably with the hope of creating a stampede which would enable them to capture or steal horses and mules. They were easily driven off in all cases without serious fighting, and entirely without loss on the part of the escort.

The expedition ascended the valley of Heart River, a tributary of the Missouri, crossed the low divide between the Missouri and the Yellowstone, and followed down the valley of O'Fallon's Creek to the Yellowstone river. The mouth of Powder River was reached on August 18th, where a salute was fired, and the expedition prepared to return eastward. The return march was made at the rate of four or five miles per day, which enabled the engineers to make careful surveys and effect a final location of the railroad line across the section of country referred to, being a distance of about 235 miles. A practicable and excellent route was found without difficulty, and without any serious divergencies from a straight line. The river valleys along which the line mainly runs were found to be uniformly fertile, and the "bad lands" which are represented on most maps as covering a large part of the region traversed were almost wholly avoided by the route taken. Grass was abundant all the way from the Mis-

souri to the Yellowstone, and good water was found at convenient intervals during the entire march. Extensive beds of ignite and semi-bituminous coal were found at frequent intervals for a distance of one hundred and fifty miles. Timber exists in considerable quantities, especially in the river valley, and consists mainly of oak, ash and cottonwood. The expedition was made without accidents or mishaps of any kind, and resulted, as above stated, in the discovery and location of an excellent railroad route.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1872.

The receipts on capital account during the half-year to July 31, 1872, amounted to £13,779 arising as follows:—Five per cent. prefenence stock in anticipation of the final instalment, £120; ditto, paid up in full for conversion into ordinary shares, £11,557; together, £11,677; less difference in exchange on 121 shares transferred from Canada to London, £6; leaving £11,671; shares issued on conversion of preference stock during the half-year at the rate of five shares for every £100 stock—£84,300 stock converted into 4,215 shares, of £20 10s. each, £86,408; less preference stock cancelled on conversion, £84,300; leaving £2,108; making the total as above, £13,779. The total receipts on capital account amounted on 31st July, 1872, to £6,573,357. The charges on capital account during the half-year amounted to £168,108. Of this sum the engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of steel rails laid in the track, amounting altogether to £18,768; land purchases for station extensions, principally at Detroit, absorb £13,220; car purchases, as stated in the mechanical superintendent's report, to the extent of £31,907. For the Glencoe loop line £98,889 has been expended, and £747 for small disbursements in respect of the Brantford branch. The total expenditure to 31st July, 1872, amounted to £6,153,671, leaving a balance of £419,687 at the credit of capital account. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts		£550,735
Working expenses, including renewals and all charges		329,437
		£221,298
From which is deducted—		
Interest on bonds, &c	£37,827	
Discount and charges on conversion of American currency	34,703	
Amount set aside for renewal of ferry steamers	2,000	
Loss on working the Erie and Niagara railway	554	
Alteration of gauge account—proportion charged this half year	9,100	
		84,184
		£137,114
Add profit on working Galt and Guelph railway		1,725
		£138,839
Add surplus from last half-year		5,644
Amount available for dividend		£144,483

The dividend for the half-year on the 5 per cent. preference stock amounts to £7,021, and from the balance the Directors recommend a dividend on the ordinary shares at the rate of 6½ per cent. per annum, payable in London on the 26th October, which will absorb £135,977, leaving £1,486 to be carried forward to the next half-year. The aggregate revenue receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the Erie and Niagara Railways) exhibit a gross increase of £91,821, which consist of—

Increase in way passenger traffic	£13,896
" through passenger traffic	20,148
" way freight and live stock traffic	19,721
" through freight and live stock traffic	36,233
" mails and express freight	1,823
	£91,821

The net revenue would have shown a larger increase had not the rates and fares continued low—indeed a little less than in the corresponding period. The through live stock traffic has been carried at so diminished a rate as compared with the half-year ending July 31st, 1871, as to cause a decrease in the net earnings of the company from this source of the sum of 54,000. It is satisfactory to observe that the receipts for local or way traffic amount to 40 per cent. of the total earnings. The receipts and ordinary working expenses per train mile for seven corresponding half-years, compare as follows in sterling:—

Half-year ending	Gross earnings per train mile.	Working expenses per train mile.
	s. d.	s. d.
July 31, 1866	9 10¼	4 9
" 1867	8 10¼	4 2¾
" 1868	8 5	4 8¾
" 1869	8 0	4 8
" 1870	7 8½	4 7
" 1871	7 9½	4 5
" 1872	7 9¼	4 6

The higher rate of wages and the advance in the prices of many descriptions of stores have adversely affected the working expenses during the past half-year. The following table exhibits the receipts and expenses for seven corresponding half-years:—

RECEIPTS.

Half-year ending	Passengers, mails, and sundries.	Freight and live stock.	Rents.	Total.
	£	£	£	£
July, 1866	172,731	169,577	854	343,162
July, 1867	165,367	199,221	1,116	365,704
July, 1868	155 082	200,619	948	356,649
July, 1869	157,930	226,200	937	385,068
July, 1870	153,863	254,230	807	408,900
July, 1871	158,084	300,059	747	458,891
July, 1872	193,951	356,014	769	550,735

EXPENSES.

Half year ending	Including renewals.	Per cent. of gross receipts.
	£	
July, 1866	175,747	51.21
July, 1867	182,768	49.98
July, 1868	208 462	58.45
July, 1869	232,768	60.45
July, 1870	251,824	61.58
July, 1871	268,276	58.46
July, 1872	329,437	59,82

The discount and charges on the conversion of American currency for the half-year amounted to £34,703, as compared with £20 731 in the corresponding half-year. The gold purchases were made at an average of 112 1-16, the average rate of gold being 112¼; the price of gold during the half-year has fluctuated between 109 and 115¼. Last half-year the average rate of gold purchases was 111 1-16th, and in the corresponding half year 111¼. The comparatively larger loss by exchange arises both from the higher rate, and from increased earnings in American currency; and from the conversion into gold for the balance brought over from last half-year, together with the entire amount of greenbacks collected, so that no unconverted balance is now carried over. Last half-year $170 037 60, and in the corresponding half-year $128,737 12 American funds were carried forward unconverted to the following half-year. The new car ferry steamer Transit to replace the old boat now broken up, is completed and in use. The cost of it—£14,707—has been provided out of the renewal fund for ferry steamers, and a balance of £15,510 still remains at the credit of that fund. The same half-yearly amount as heretofore (£9,100) has been charged to revenue towards defraying the cost of alteration of gauge. The only remaining portion of the line where the broad 5ft. 6in. gauge is retained, is the 76 miles between London and Hamilton. The expense of maintaining the extra rail and the inconvenience of working the mixed gauge have determined the directors to remove and dispose of the third or outer line of rails. The entire system of the Great Western will then be the uniform gauge of the United States, viz., 4 ft. 8½ in. In conformity with the principle stated in the last report, a fixed rate per mile run has been charged for repairs and renewals of locomotives and cars, whether expended or not. This charge has exceeded the actual expenditure in the past half year, and there stands at the credit of a suspense account for reconstruction and renewal of engines and cars, on July 31, 1872, a sum of £16,688. The condition of the permanent way and rolling stock is reported to be highly satisfactory by the president and vice-president, who have recently returned from a personal inspection of the railway. The full advantage of the durability of steel rails has not yet been felt, but it will be seen by a table given in the engineer's report that during the past half-year the cost of maintenance and renewals estimated upon the basis of the train mileage is less than the average expenditure for the last six years, although since 1867 the freight tonnage carried has increased nearly threefold. It may be observed that the gross earnings upon the main line during the past half-year have amounted to the sum of $10,408 per mile of open railway, being the largest earnings of any single track railway. The directors are led to conclude that the maximum amount of traffic which can safely be carried on a single line of rails, even with extended sidings, has now been reached. The increasing demands of the through business will tax the resources of the company to the utmost in the coming year; but with the relief to be afforded by the Glencoe loop line, the increased sidings between Glencoe and Windsor, the new car ferry boat, and the augmented equipment of rolling stock, the directors have no doubt the traffic will be successfully conducted. The engineer states in his report that the Glencoe loop line is fast approaching completion, and it is satisfactory to find that the works will be finished for an outlay within the estimate originally framed. The directors have negotiated an arrangement with the board of the Grand Trunk Railway Company in respect of the International bridge and its approaches, now under construction, on the principle of accepting half the liabilities of the bridge construction bridge capital, cost and maintenance, that is, joint-ownership and management, withequal division of earnings from other sources. The agreement will be laid before the shareholders for their approval. An agreement will also be submitted to lease the London and Port Stanley Railway for a period of 21 years at an annual rental of $20,000. This line is 27 miles in length, and running north and south connects the western extremity of the Glenceo loop line at St. Thomas with the main line at London. By the control of this short line the rolling stock on the loop line can be repaired at the London workshops, and the company will obtain at Port Stanley the most convenient access to the coalfields of Ohio. As cord wood for fuel is becoming scarce along the main line, this facility for obtaining coals will prove most important. The arrangement sanctioned by the shareholders at the last general meeting, for the purchase at the price of £75,000 of the Erie and Niagara Railway, has been frustrated owing to difficulties between the parties who claimed to be owners of this short line of 31¼ miles. The object of this acquisition was to obtain a junction at the eastern end of the main line with the Glencoe loop line. This intention can be equally well accomplished by the use of the Welland Railway; the board, therefore, propose to enter into an agreement with the directors of the Welland Railway to use for a term of 21 years a distance of 15 miles of it, between the points where it intersects the main line at St. Catherine's and the loop line. An agreement to

secure running powers over the Hamilton and Lake Erie Railway will also be submitted to the meeting. This road is in course of construction, and will run from the city of Hamilton to Port Dover on Lake Erie. This agreement is made in conjunction with other railway companies, and is based upon the equitable principle of payment according to the tonnage carried over it by each company. The engineer's report gives the progress of the test or drainage tunnel under the Detroit River. When this is completed the practicability of constructing the railway tunnel will be demonstrated. It is proposed to provide the capital for this purpose by the issue of bonds on the joint guarantee of the Great Western and the Michigan Central Railways, the tolls on traffic passing through the tunnel being applied to pay interest on the bonds, and provide a sinking fund for their redemption. An agreement to carry this out will be laid before the shareholders. The Wellington, Grey, and Bruce Railway has been worked from Guelph to Clifford, 55¼ miles, during the half-year, and thus far the expectation formed of its value has been realized. During the past half-year it has been worked within 70 per cent. of its gross earnings, and has yielded additional earnings to the Great Western, from interchange of traffic, to the extent of $46,432 86, and in the two years since the first short section of it was opened, of $144,785 38. Since the termination of the half-year further sections, to Walkerton and to Paisley, 29 miles beyond Clifford, have been partially worked, and in a few weeks it is expected the entire line will be completed to Southampton, on Lake Huron. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows for the half-year ending June 30, 1872:—Gross earnings, £134,215; working expenses, taxes, &c., £99,463; balance to meet interest on bonds, £34,752. The through traffic of this road is increasing, but the local traffic has decreased owing to the new lines of railway crossing it at Grand Haven, Grand Rapids, Ionia, and Holly. It is hoped that the gradually increasing population of the northern peninsula of the State of Michigan will compensate for this diversion of traffic. On the other hand, the Great Western is benefited by the additional country opened up by these new railways. Since the last general meeting Mr. M. K. Jesup, of New York, has resigned his seat at the board, and the directors have the satisfaction of stating that Mr. John Cleghorn, one of the directors of the North Eastern Railway, has been unanimously elected to fill the vacancy. At the coming meeting the following directors go out of office by rotation, but are eligible, and offer themselves for re-election:—Sir Thomas Dakin, Mr. Gilson Homan, Mr. John Cleghorn. The auditors likewise retire from office, but are re-eligible; they are—Mr. John Young, of Messrs. Turquand, Youngs, and Co., Mr. Sidney Smith, and Mr. Samuel Spreull, in Canada.

Directors.—Alderman Sir Thomas Dakin, Cree Church lane, London, president. Gilson Homan, Esq., Sandford House, Kirkstall, near Leeds, vice-president. Honble. John Carling, M. P., London, Ontario, Canada; John Cleghorn, Esq., 3 Spring Gardens, S. W.; Thomas Faulconer, Esq., 66, New Finchley road, N. W.; Edward H. Green, Esq., 22, Old Broad-street, London; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Honble. William MacMaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham Common; George Smith, Esq., 28, Albemarle-street, W.; William Weir, Esq., 10, Princesterrace, Dowanhill-gardens, Glasgow.

☞ The Carolina *Spartain* says that the Atlanta and Richmond Air-Line Railway is now completed to Black's, forty-eight miles this side of Charlotte. From Charlotte to Garibalda, the first station on the road, is thirteen miles, to Gastonia twenty-two miles, to King's Mountain thirty-five miles, to Whitaker's forty-three miles, and to Black's forty-eight miles.

Rutland Railroad.

At a special meeting of the Rutland Railroad Company, held in Rutland, Vt., on the 21st inst., it was voted to accept the act recently passed by the Vermont Legislature, and to authorize the issue of coupon obligation bonds or promissory notes of $100, $500 and $1,000 each, to an amount not exceeding $1,500,000, to bear date November 1, 1872, payable in thirty years, interest at 8 per cent. per annum, payable semi-annually, for the purpose of raising means to pay the indebtedness of the company, the bonds to be secured by a mortgage of its franchise, railroad and property, exclusive of such rolling stock as is already mortgaged for the payment of $500,000 seven per cent. and $500,000 eight per cent. equipment bonds, and subject to the lease or contract to the managers of the Vermont Central and Vermont and Canada railroads, the principal and interest to be payable in the city of Boston; the mortgage to be made in trust to Jacob H. Loud and Jacob Edwards; any vacancies to be filled by directors. The bonds shall be sold only to retire an equal amount of claims against an indebtedness of the company now outstanding, or in exchange thereof. The coupon bonds issued may be exchanged into registered in sums of one thousand dollars each, at the option of the holders of the coupon bonds. The president submitted the form of mortgage, which was accepted.

The following resolution was also adopted:

Whereas, There has been issued as authorized by former votes an amount of preferred stock in excess of the sum of $4,800,000, which excess has been used as collateral security for the indebtedness of the company, it is therefore

Resolved, That as fast as the indebtedness of the company is reduced and the stock used as collateral removed, it shall be canceled until the amount issued shall not exceed $4,300,000 par value, which shall hereafter be the limit of amount of preferred stock.

In response to inquiry, Gov. Page said the rents payable on the lease were secured by accepted orders on the Connecticut River and Cheshire Railroads, up to fifty thousand dollars per month, and that the money has been promptly paid, and on the semi-annual settlement, July 1, a balance of seventeen thousand dollars, which has been paid in payment for stock and equipments of the road. The notes of the Vermont Central were taken for about $225,000, all of which have matured and been paid, and the Central now owes them nothing. The contract had been carried out by them in every particular, and the lease was so guarded that they could not escape its full payment. He also stated that if the bonds authorized shall be issued the payment of dividends on the preferred stock will be resumed as early as August, possibly in February.

All the votes taken were unanimous, the meeting was entirely harmonious, and the best of spirit prevailed throughout its proceedings. All seemed pleased with the financial exhibit made of the affairs of the corporation.

☞ It appears that the extent of new line opened in Hungary last year was 122½ German miles. At the close of December, 1870, the total extent of line in operation was 457½ German miles, and in the first eight months of this year a further extent of 74 German miles was opened for traffic. It follows that at the close of August, 1872, Hungary possessed 654 German miles of railway.

Consolidation of the Chicago, Burlington and Quincy and Burlington and Missouri River R. R. Cos.

A joint circular from the directors of the Chicago, Burlington and Quincy and the Burlington and Missouri River Railroad Companies to the stockholders states the following as the terms of the consolidation agreed on by the directors which is to be submitted to the stockholders at meetings to be held on the 24th of December next:

After careful examination the unanimous conclusion was reached that, in equalizing the value of the stock of the respective companies, it would be just and equitable to consider the value of the stock of the Burlington and Missouri River Railroad Company to be of par value, and that of the Chicago, Burlington and Quincy Railroad Company to be at a premium of 25 per cent. above its par value; this difference in the values of the two stocks to be adjusted and equalized by issuing to the holder of every share of stock in the Chicago, Burlington and Quincy Railroad Company $25 in the seven per cent. bonds of that company. The basis of union was accordingly agreed upon, subject to the ratification of the stockholders of the respective companies.

It was thought that the safest and most practicable mode of obtaining the object sought would presently be by a lease in perpetuity by the Burlington and Missouri River Company to the Chicago, Burlington and Quincy Company, and a sale and conveyance of the lands and other property of the former to the latter; in consideration of which the Chicago, Burlington and Quincy Railroad Company is to assume all leases, contracts and obligations of whatsoever kind, pay and discharge all debts and liabilities of the Burlington and Missouri River Railroad Company, make to the stockholders of that company the same dividends that it shall make to its own, and also secure to them the same benefits and emoluments that its own stockholders may receive or become entitled to. And your directors recommend that such, for the present, be the process for uniting the two companies.

When by legal decision or legislative action the construction to be placed on the laws of Illinois and Iowa relating to consolidation of railroad companies shall be made certain and satisfactory it will be advisable that there should be, and it is agreed there shall be, effected a complete consolidation of the two companies, share for share, or an absolute sale and conveyance of the one to the other.

The stockholders of the Chicago, Burlington and Quincy Railroad Company are requested to send their proxies to A. T. Hall, treasurer of that company, at Chicago, Ill.; and those of the Burlington and Missouri River Railroad Company to C. E. Perkins, superintendent, at Burlington, Iowa.

☞ A certificate of incorporation of the Lake Erie and Elyria Railroad Company has been filed with the Secretary of State of Ohio. Capital stock, $150,000. Termini on or near Black river, Lorain county, and in or near the village of Elyria. Corporators, Russell H. Penfield, Wm. H. Root, Horace Penfield, C. W. Johnston and Charles G. Finey.

☞ The Tasmanian Main Line Railway Company, Limited, have received advices from their agent in Hobart Town of the first quarter's guaranteed interest having been duly paid over to the credit of the company by the Tasmanian Government, in accordance with the contract.

☞ Work has commenced on the new railroad between Chicago and Richmond Junction, another force is between Geneva and Elkhorn, and subcontracts are being given from Elkhorn to Whitewater, and other sections through to Jefferson.

Commerce of New York.

The foreign imports at New York for the month of August, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$23,609,684	$23 353,778
Do. for warehousing	12,389,981	12,239,624
Free goods	2,067,145	7,298,732
Specie and bullion	386,395	94,956
Total entered at port	$38,403,205	$42,987,075
Withdrawn fr. wareh'use	12,596,633	22,874,347

The foreign imports at New York for the eight months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$143,664,064	$141,994,041
Do. for warehousing	102,483,304	138,845,932
Free goods	19,875,945	30,149,565
Specie and bullion	5,255,087	2,914,438
Total entered at port	$271,278,400	$313,903,956
Withdrawn fr. wareh'se.	85,735,447	112,706,798

The duties received at New York for eight months from January 1, were:

	1871.	1872.
Six months	$73,692,107 93	$73,822,709 76
In July	11,934,957 33	7,251,160 35
In August	16,932,839 65	19,335,156 81
Eight months	$102,559,904 91	$100,409,026 92

The exports from New York to foreign ports in the month of August, were:

	1871.	1872.
Domestic produce	$18,900,769	$19,569,529
Foreign free goods	148,519	325,153
Do. dutiable	461,249	569,061
Specie and bullion	2,701,287	2 586,148
Total exports	$22,211,824	$23,049,891
Do. exclusive of specie.	19,510,537	20,463,743

The exports from New York to foreign ports for eight months from January 1, were:

	1871.	1872.
Domestic produce	$146,314,092	$139,152,085
Foreign free goods	803,155	1,066,046
Do. dutiable	5,324 890	6,765,083
Specie and bullion	55,489,604	56,949,735
Total exports	$207,931,741	$203,932,949
Do. exclusive of specie	152,442,137	146,983,214

Central Railroad of Iowa.

The report of this company for the year ending December 31, 1871, shows that there were in operation at the commencement of year 179 miles of road, and at its close 202 miles, and that 31 miles (from Albia southeastward to Moulton) were partly graded. The President recommended that the section be completed the current year, and the securities placed on the New York Stock Exchange. The connections with St. Louis and St. Paul had not worked well; it not being possible to arrange trains so as to make close connections. The earnings, however, increased from an average of $1,625 71 per mile in 1870 to $2,380 56 in 1871. The gross earnings of the road in 1871 were:

From freight	$265,669 80
From passengers	130,129 22
From express, mails, &c	23,393 97
Total	$419,192 99

The expense of operation during the year, including taxes, insurance, rent of track and car service, was $299,813 39, leaving $119,379 60 for net earnings. These net earnings, the Superintendent says, represent in fact only six months working of the road at its present capacity, the cost of repairs, in other words, of finishing the road after it was turned over by the contractors in February, having absorbed the entire earnings during the next four months. The ratio of expenses to earnings during the six months from July to December was 54.78 per cent.

The Treasurer's report gives the following general balances:

Capital stock	$4,644,630 00
First mortgage bonds	3,564,000 00
Second mortgage bonds	609,000 00
Bills and accounts payable	408,997 33
Total	$9,226,627 33
Cost of road and equipment prior to 1871	$8,390,845 34
New construction	435,411 70
New rolling stock and machinery	264,186 59
Material on hand	70,359 91
Bills and accounts receivable	58,676 43
Cash	7,147 36
Total	$9,226,627 33

The company had on hand unsold, at the close of the year, bonds issued under the first and second mortgages, to the amount of $452,000.

The cash cost of the twenty-three miles of new road built by the company during the year, was $17,020 55 per mile. This, the engineer says, was by far the cheapest portion of the whole road, the line running for three-fourths of the way over a level prairie.

Canada Pacific Railway.

Mr. Marcus Smith, the engineer in charge of the Pacific Coast division of the Canadian Pacific Railway Survey, arrived here on the 26th from the Chilcoaten and Bute Inlet country. Mr. Smith in going to that country left Alexandra on the 29th of July last with a train of twenty mules laden with provisions, three Indians and an axeman, and proceeded for some distance on the old Bella Coola route. With the assistance of some Indians the provisions were taken down the lake and river to the Engineer's camp, about 25 miles from the depot. On the 13th August, (having left the provisions) Mr. Smith started back and retraced the same route as far as the east end of Tatlah Lake with the mule train. No difficulty would be experienced in supplying the party with provisions from the depot, Indians having been supplied for packing purposes. Mr. Smith then turned down the Chilanco River, emptying into the Chilcoaten about 30 miles from Tatlah Lake, and then down the latter river to its mouth, explored the country in its neighborhood, and returned up the west side of the Fraser to Soda Creek. He there gave instructions to Mr. McLennan as to the routes to survey in order to meet the coast party from the head of Bute Inlet. Mr. Green's party commenced at the west end of Lake la Hache about the middle of July, and followed the valley by Williams' Lake down to the Fraser, which river they crossed about a fortnight ago, and are now not far from Riskey's ranch, in the direction of Tatlah Lake, following the route marked out for them by Mr. Smith. Mr. Mahood's party are on a line between the North Thompson and Lake la Hache, and are expected to arrive in a few weeks where Mr. Green commenced. His party will then, if necessary, be sent on to Tatlah Lake to survey the gap between Green's party and Tiedman's. Mr. Smith has now completed his explorations west of the Fraser, and has given final instructions for the survey of that line, and is now on his way eastward to Tete Jaune Cache, and will explore the Horsefly country and the headwaters of the Clearwater and Thompson rivers on his way. Mr. Fleming will probably be met somewhere on the North Thompson. Mr. Smith will then descend the river to Kamloops, and will devote the rest of the season to the examination of the routes across the Cascade range, terminating at New Westminster or Burrard Inlet. Mr. Smith refrains from giving any opinion as to the merits of any of the various routes until an examination is made of all of them. So far, however, judging from very careful surveys, he finds the country not so difficult as was expected, and it is hoped that a good line of railways can be obtained even through the Cascade range at less cost than was ant d.—*Cariboo B. C. Sentinel.*

Vermont Central Railroad.

At a meeting of parties interested in the affairs of the Vermont Central and Vermont and Canada Railroads, held in Boston on the 9th inst., the committee of conference submitted their report, from which it appears that the floating debt, above all assets, was on June 1, 1872, $1,528,914 85. Of this sum about $1,300,000 has been expended for additions to the trust property, and the remainder is due to the deficit between receipts and expenditures since the lease of the Ogdensburg and Rutland roads.

The trustees believe that the Ogdensburg Railroad will pay a profit in the course of the year 1874, and that the Rutland Railroad and its connections east of Lake Champlain will become of direct profit in the course of two years.

If this debt is now funded, the trustees claim that the earnings of the combined roads will soon be sufficient to pay the expenses, the rent to all the leased roads, the interest on all the classes of bonds, except perhaps the second mortgage bonds. If, however, they may not be able to pay promptly the rent and interest due December 1, they would issue scrip which they would expect to soon pay off.

To accomplish this, they recommend that it should be funded in thirty-year bonds issued by the trustees at 8 per cent. These bonds are to be issued under a decree of the Court of Chancery of Vermont, from which the trustees derive their appointment, which empowers them to issue $2,500,000 thirty-year bonds, at 8 per cent., and provides that $700,000 of these shall be left with the New England Trust Company, as security for that amount of bonds due in 1875, leaving $1,800,000 now to be placed, which is the amount required to pay the floating debt, and this it is which the stock and bondholders and the creditors of the company are invited to subscribe for.

In view of the state of the money market, and the necessity of some special inducement to subscribers, it has been decided to offer these bonds at ninety per cent., to be paid for in three instalments, November 1, December 1, and January 1, 1873.

Accompanying the report of the committee was the following agreement:

The subscribers hereby agree to take the amount of the Vermont Central Railroad Company's income and extension bonds, specially authorized by the Court of Chancery, set against there names respectively, and to pay therefor 90 per cent. of the par value thereof and accrued interest, to wit: $300 November 1, 1872; $300 December 1, 1872, and $300 January 1, 1873, with interest from November 1, 1872, on each $1,000 bond; interest at the rate of 8 per cent will be upon all payments in advance. This subscription is not to be binding unless the amount of $1,000,000 of the loans is subscribed for by October 26, 1872.

☞ The work on the Missisquoi and Clyde Rivers Railroad, from Richford to Newport, is progressing rapidly, and men are at work both day and night. Iron is being laid at both ends, and from the west has nearly reached the line of Troy. The through line from Montreal to Boston will be in good running order by the first of January.

Vermont and Canada Railroad.

The annual meeting of the stockholders of this corporation was held at St. Albans, Vt., on the 17th inst. Hon. W. C. Smith, the President, in opening the meeting, said that though the road was under temporary embarrassments, it is yet strong in its condition, strong in its resources, strong in its ability to meet, as the directors believe, all its obligations. Considerable discussion was had respecting the old board of directors and the past management of the road. Mr. Edwards explained that the great improvements made at St. Albans and Burlington partly accounted for the increase of capital. Mr. F. A. Brooks was satisfied that stockholders were more frightened than hurt. The road to-day is just as well worth three millions as it was worth thirteen hundred thousand when its debt was only that amount. He admitted that the managers had made mistakes, but contended that they were errors of judgment and not of intent.

The ballot for Directors resulted in the almost unanimous election of Francis A. Brooks, James A. Nichols, John Porter, Wm. T. Hart, Benj. P. Cheney, Wm. Mixter and Worthington C. Smith.

The President stated the condition of the road to be: Stock, $3,000,060; the corporation had issued their guarantee of the notes of the trustees and managers for $1,000,000 more; there are $2,000,000 of equipment bonds; an obligation on the part of the trustees and managers for the interest on $500,000, which is known as the S. S. and C. seven per cent. bonds; an obligation of the trustees and managers for the interest on $500,000 of the bonds of the Missisquoi road at seven per cent., and the others were all at eight per cent. interest.

Western Union Telegraph.

At the annual meeting of this company, held in this city on the 16th inst., the following gentlemen were elected directors for the ensuing year: William Orton, James H. Banker, Horace F. Clark, Alonzo B. Cornell, Harrison Durkee, Augustus W. Greenleaf, Edwin D. Morgan, O. H. Palmer, Augustus Schell, John Steward, E. B. Wesley, Hugh Allan, Nathan A. Baldwin, William D. Bishop, Ezra Cornell, William E. Dodge, Sheppard Gandy, Norvin Green, John A. Griswold, Wilson G. Hunt, George Jones, C. Livingston, E. S. Sanford, Hiram Sibley, Z. G. Simmons, Moses Taylor, Daniel Torrance, George Walker and Stillman Witt. The number of votes cast was 278,116, representing stock amounting to $27,811,600. From the report read on the occasion by President Orton we learn that on the 30th of June, 1872, the company operated 62,082 miles of line with 137,199 miles of wire, through 5,237 offices. The increase during the year past was 6000 miles of line, 16,039 miles of wire, and 631 offices. To perform the labor required the company has in its employ 8,347 operators, who last year transmitted 12,444,495 messages, being an increase of 1,788,422 over the year preceding. The gross receipts for year were $8,437,095 77, the expenses $5,666,863 16, leaving a net profit of $2,770,232 61, which is an increase over the last year of $819,646 92 in the gross receipts, $562,075 97 in the expenses, and $257,570 95 in the net profit. The present Western Union system dates from the consolidation of the United States, the Southwestern and the American companies, in 1866, and its net profits during the six years ending June 30, 1872, amounted to $17,116,694 23. Of this sum $4,856,879 34 was distributed to the stockholders in dividends, and $1,898,401 98 disbursed for interest on the company's bonds. The balance—$10,361,412 91—was expended in the construction of new lines, the erection of additional wires, and the purchase of telegraph property.

Catawissa Railroad Lease.

Under the terms of the lease of the Catawissa Railroad to the Philadelphia and Reading Railroad company, the former road with all its property and franchises passes under the control of the latter for 999 years; the lessors to pay 30 per cent. of the gross receipts per annum, and the lessees bind themselves to pay promptly the interest on all the funded debts of the Catawissa of whatsoever nature; and further, to pay to the Catawissa company the first year $154,000 in cash; the second year the interest and $178,000; the third year the interest and $202,000; the fourth year and ever after, the interest and $226,000. The Catawissa railroad is to issue $1,000,000 new stock, to bear interest in 1874 of two and one-third per cent; in 1875 of four and two-thirds per cent, and in 1876, and ever after, seven per cent.

Holders of preferred Catawissa stock are granted the privilege to subscribe in the ratio of 43 shares for every 100 shares in stock, and to pay for the same by relinquishing all claims for arrears of dividends. In case the receipts for any one year fall short of the amount named above, for said year, the Reading Railroad Company have no claim on the receipts of any other year.

The Catawissa railroad extends from Williamsport to Tamanend, a distance of ninety-four miles. In 1871 this comparatively short line carried 42,971 tons of merchandise, mostly coal and iron. The earnings for the past year were: From passengers, $73,570; freight, $559,792; mail, $4,944; miscellaneous, $16,041. Net revenues from operations in 1871 were $202,514, from which was paid for the year a dividend of 7 per cent., disbursed semi-annually. The stock of the road amounts to $3,359,500; the bonds to $1,740,350; a total of $5,099,850. The cost of road and equipment is $5,126,500.

Bedford and Bridgeport Railroad.

Last week we were invited to accompany an excursion party on the Huntingdon and Broad Top Railroad and the Bedford and Bridgeport Railroad into the Cumberland coal fields. The latter road has just been finished, and forms a continuation of the Broad Top road to the State line, at which point it connects with a branch road of the Cumberland and Pennsylvania Railroad (also just finished), the whole forming a new outlet for the coal of that region and for passenger travel, connecting two important points on two great trunk lines, viz: Huntingdon, on the line of the Pennsylvania Railroad, and Cumberland, on the line of the Baltimore and Ohio Railroad, the distance between these two places being 89 miles. As a coal route from Mount Savage to the waters of South Amboy, the distance is considerably less than the route now used for this coal via the Baltimore and Ohio Railroad and its canal connections to New York, with the further advantage of its being an all rail route for shipments the whole year round. The coal tonnage of the Cumberland and Pennsylvania Railroad last year was 2,345,153 tons, and is increasing largely each year. We noticed among the coal operators of that region the most friendly disposition towards this new avenue, and there seems to be but little doubt that it will be used to its full capacity. The Huntingdon road becomes important in view of these new connections and business. Iron ores of good quality are plentiful throughout the length of the road, and the furnaces recently erected have been very successful. On the Broad Top part of this line we noticed important improvements being made to the road. The excursion party was much pleased with what they saw of the region.—*Phila. Ledger Oct.* 17.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 30,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO, J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax.* Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ Despatches received at St. Paul from Dakota announce the arrival at Fort Rice of Colonel Stanley's Yellowstone military expedition. The track laying on the Dakota division of the Northern Pacific Railroad is progressing at the rate of three miles per day. The grading is nearly completed to the Missouri river, and trains now run to within forty miles of the crossing. The Yellowstone division, extending into Montana, is being prepared for the contractor.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	868,050	951,200	1,221,625	1,222,140	1,176,295	1,288,297	1,332,220	.....	.....	....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357.956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867	243,787	157,892	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418.709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	456,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466.830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,368	585.623	747.942	702,691	767,508	946,707	932,683	754.671	547,842	7.976,490
1866	523,586	399,917	523,845	537,519	858.948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9.299,430
1867	696,147	574,664	765,398	774,280	895.712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211.530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.083	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	280,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,160	274.021	249,355	319,012	317,887	339,239	319,573	284,156	3.278,719
1871	270,204	273,751	315.149	295,460	281,491	288,775	314,850	360,759	374,671	338,728	340,625	317,773	3,765,343
1872	327,638	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	527,900	416,588	459,762	423,797	406,373	510,100	423,575	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	480,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505.465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	647,988	636,378	641,410	616,680	763,256	759,967	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,873	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,585	106,594	114,716	121,217	142,823	132,387	123,383	1,278,716
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	164,587	149,550	162,521	191,841	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337.241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	285,796	337,158	343,737	365,196	336,083	324,986	359,646	429,161	493,640	414,604	368,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,768	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	364,431	412,030	403,283	363,187	326.891	378,880	487,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468 880	6,617,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396.760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,482	594,901	488,348	565,729	811,961	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210.329	260,466	309.261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	258,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,703	219,065	279,647	284,729	262.939	240,135	234,683	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,386	216,080	221,459	214.409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,086	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,268	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,996
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,354	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812,178	9,555,510
1865	653,063	608,306	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,282,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	260,340	205.095	180,971	2,218,402
1868	127,593	133.392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	167,398	154,138	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	128,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,789	333,480	3,809,358
1868	278,712	265,137	257,800	268,825	260,529	298,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284.193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,264	4,242,343
1870	257,604	208,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393,455	443,611	463,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	610,792	462,868	424,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	28,550	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	589,288	706,606	802,586	746,450	643,058	664 051	728.521	719,698	570.168	405.053	7,664,094
1871	479.573	373,925	499,599	584,540	724,466	728,174	678,696	681,865	800,402	777,362	708,142	542,908	7,674,949
1872	378,936	534,118	565,861	699 410	890,442	855,499	743,382	789,567	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$		$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	657		100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	....
Sept. 30,'71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25			Boston & West Roxbury.Mass	56,133	41,000			2,500	2,343		100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200		100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	....
Sept. 30,'71	33.51			Cambridge (Boston) .....Mass	740,904	740,000	150,000		69,091	69,091	13.5	100	100	103½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,176	1,068,400	626,000	88,746	590,245	13,153		100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	19¼	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667		100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000		698,241	179,551		100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460		100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562			9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	189	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500		3,200	(Not in operа.)			100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458		14,371	3,268		50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000		41,167	7,504		25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000		362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	386	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		368,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	804,532	170,000	90,000	20,000	94,496	7,771		100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567		25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000		85,554	27,669		100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	....	18½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830		4,500	32,185	2,182		100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	....
Sept. 30,'71	3.60			Malden and Melrose (Btn). Mass.	60,240	200,000						100	100	....
Sept. 30,'71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326				100	100	....
Sept. 30,'71	3.46			Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000		2,400	1,923		100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,262			100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston) ....Mass.	1,705,586	1,250,000		456,586	905,066	158,192	10	100	100	64½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000		117,331	6,786		100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000		5,059	7,887	293		100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,900		15,350	41,951	5,981		100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006		1,920		100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708		50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000		80,051	898		100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000			.....	.....		100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500			33,703	6,001	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,287	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)		4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500		120,305	30,718	8.9	50	25	....
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,686		50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809		100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	....
Oct. 31, '71	5.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700		50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000		67,140	17,102		100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,000	3,300	47,854	7,625		100	100	....
Oct. 31, '71	3.49			Schuylkill River (Phila.) ....Pa	47,463	50,000			(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500		565,954	137,404		50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300		484,034	151,593	15.0	50	30	....
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03			Somerville (Boston).....Mass.	98,000	98,000				4,500		100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000			264,811	44,876	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562		100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000		7,000	17,581	1,618		100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000			14,908	343		100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000		16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000			14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750			313,002	94,494	27.7	50	19¼	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000		1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700			173,479	48,074	3.59	50	....	21
Sept. 30,'71	6.60	....	....	Troy and Albia.....N.Y.	68,920	44,700	36,550	1,400	16,748	4,992		100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	180,799	29,020		100	100	....
Sept. 30,'71	4.50			Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lansingb.)			100	100	....
Sept. 30,'71		592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,166	81,872	10	100	100	....
Oct. 31, '71	30.00	692	116	Union (Phila.).....Pa.	998,036	400,000	500,000		566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,286	14,012		100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000		19,345	4,467		100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750		17,597	7,404	756		100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000		111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	190,000		415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000			22,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	600		100	100	....
Oct. 31 '71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734		25	25	....
Sept. 30,'71	3.25			Winnisimmet (Boston)....Mass.	62,162	51,850			3,000	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,901	704		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Bonds Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A.&O.	1878	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1890	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M.& N	1885	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Ren. estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M.& N	1885	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
General Mortgage	300,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1869	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1876	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage	28,000	7	.....	.....	....
2d Mortgage	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	....
Berkshire* 100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence..100	3,950,000	M. & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	June'72 5
Catasauqua & Fogclsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,159,500	— & —	....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.A.J&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,967,300	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,964	F. & A.	Aug.'72 5
Concord 50	1,500,000	M. & N.	May '72 6
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv...1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,850	— & —	....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '72 4
East Mahanoy * 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.) 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,800	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	800,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,636,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg 100	3,640,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	118,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	13,159,400	J.A. J.O.	Oct. '72 2½
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,108	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex* 50	11,990,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,364,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N.Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* .100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo*..100	249,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,600,000	M. & N.	May '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	660,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,400,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,400	— & —	....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,200,000	— & —	....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	996,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	488,300	J. & J.	Jan. '72 3
South Carolina 100	5,419,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	367,800	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,070,150	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,500,000	J. & J	July '72 6
Tol.,Peo.& War.1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,350,000	M. & N.	May '72 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	....
Malden and Melrose.....100	200,000	— & —	....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City..... 50	760,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	..... 7½
Union (Phila.) 50	600,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug. '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Mercb. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	781,250	— & —	....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold..... 100	2,886,600	— & —	....
" pref.....100	6,698,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	....
" preferred ...100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 50	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,350,000	F. & A.	Aug.'66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest Rate	Interest Payable.	WHEN PAYABLE.	Market Price.
National Securities Oct. 1, 1873.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. ..	coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861	registered	13,737,000	6	Jan. & July.	1880	115
.. .. ..	coupon	4,676,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861	registered	125,352,350	6	Jan. & July	1881	115
.. .. ..	coupon	63,968,850	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s)	registered	232,840,250	6	May & Nov.	1882	112
.. .. .. (5-20s)	coupon	36,852,650	6	" "	1882	115½
Loan of March 3, 1863	registered	53,434,650	6	Jan. & July.	1881	115
.. .. ..	coupon	21,565,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s)	registered	2,296,000	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s)	registered	34,017,300	6	May & Nov.	1884	112
.. .. .. (5-20s)	coupon	36,964,100	6	" "	1884	116
Loan of March 3, 1865 (5-20s)	registered	37,085,000	6	May & Nov.	1885	114½
.. .. .. (5-20s)	coupon	119,993,900	6	" "	1885	116½
.. .. 2d series (5-20s)	registered	59,997,400	6	Jan. & July.	1885	114½
.. .. .. (5-20s)	coupon	154,948,450	6	" "	1885	114½
.. .. 3d series (5-20s)	registered	91,792,250	6	Jan. & July.	1887	114½
.. .. .. (5-20s)	coupon	227,471,600	6	" "	1887	115
.. .. 4th series (5-20s)	registered	13,706,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s)	coupon	25,364,400	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)	registered	138,918,150	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s)	coupon	55,849,150	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71	registered	127,251,050	5	F. M. A. & N.	1881	109½
.. ..	coupon	72,748,950	5	" "	1851	111½
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency		412,196,590	nil.	.....	.....	....
State Securities, latest dates.						
Alabama—($15,42 ,000):						
.. Bonds (old and extended), 1866 and '72		2,682,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72		2,386,000	8	Jan. & July.	'86-'92	....
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):						
.. Funded Bonds, 1869 and 70		2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871		2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872		300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91	....
California—($6,51 ,500):						
.. Civil Bonds 1857 and '60		2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871		250,000	7	" "	1891	....
Connecticut—($5,767,800):						
.. War Loan, July 1, 1861, (10-20s)		706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)		2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s)		935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free		1,741,100	6	" "	1885	....
Florida—($1,728,865):						
.. Convention Bonds 1868		30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69		191,000	6	Various.	'98-'99	....
.. Bonds, 1871		210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870		4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):						
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48		866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.		276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61		600,000	8	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866		200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866		3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):						
.. Interest Bonds, inscribed stock, 1847		971,634	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861		102,000	6	" "	1880	....
.. War Loan Bonds, 1861		417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):						
.. State Bonds (various) 1863 to 1864		110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):						
.. State Bonds 1836 and '43		160,000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)		309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):						
.. State Bonds, to R. R. Co's, 1840 to 1866.		1,630,000	6	Various.	'86-'88	53
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68		997,000	6	" "	'86-'88	....
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1907	....
.. 1866		1,000,000	8	Various.	1886	....
.. 1870		3,000,000	8	Mar. & Sept.	1876	....
.. Funded Floating Debt 1870		3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70, '71		8,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866		250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		480,000	7.3	Mar. & Sept.	1880	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869		646,000	8	April & Oct.	1896	....
Maine—($7,227,900):						
.. Civil Loans Bonds, 1856-'61		271,000	6	Various.	'78-'78	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds		3,084,400	6	April & Oct.	1889	....
Maryland—($12,436,718):						
.. Bonds to R. R. and Canals, 1827-'47		1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1868		6,985,644	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39		590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870		3,630,645	6	Jan. & July.	1893	102
.. Bounty War Bonds, 1868		$11,355	6	J. A. J. & O.	1881	....

		Amounts outstanding.	Interest Rate	Interest Payable.	WHEN PAYABLE.	Market Price.
Massachusetts—($30,712,882):						
.. State (public works) scrip, '72		706,000	5	Various.	'72-'80	....
.. State (public works) scrip		364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861		2,800,000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863		888,000	5	" "	1883	....
.. Bounty Loan, 1864		4,379,560	5	May & Nov.	1894	....
.. Bounty Loan, 1864, £826,600 stg		4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866		2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.		7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar		1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg		3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):						
.. Canal Bonds, 1859		81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863		445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863		431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863		718,000	6	" "	1883	....
.. Renewal Bonds, 1868		463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):						
.. Sioux War Bonds, 1862		100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858		2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66		1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar.		14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68		2,727,000	6	" "	'76-'91	....
Nevada—($660,000):						
.. State Bonds, for floating debt		660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):						
.. War Loan Bonds, July 1, 1861		612,000	6	Jan. & July.	'71-'75	....
.. War Loan Bonds, July 1, 1864		600,000	6	Mar. & Sept.	'84-'89	99½
.. War Loan Bonds, Oct. 1, 1866		750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):						
.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free		1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free		684,400	6	" "	'97-'02	....
New York—($38,121,606):						
.. General Fund Stock		900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock		800,000	6	" "	1878	....
.. General Fund Stock		348,107	5	" "	pleas.	....
.. General Fund Stock		1,189,780	6	" "	pleas.	....
.. Canal Stock		1,106,420	5	" "	1874	....
.. Canal Stock		7,408,000	6	" "	'72-'75	....
.. Canal Stock		2,572,000	6	" "	'74-'76	106
.. Canal Stock		880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered		20,675,000	7	Jan. & July.	1877	....
.. Bounty Loan Bonds, 1867, coupon		1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):						
.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.	'72-'93	33½
.. State (old) Bonds 1848 to 1860		3,639,000	6	April & Oct.	'72-'93	....
.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870		1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866		2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868		1,821,400	6	April & Oct.	1898	....
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	11
Ohio—($9,022,721):						
.. Loan of 1840 Bonds, stg f'd		882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd		1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, stg f'd		1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, stg f'd		2,400,000	6	" "	1886	....
Oregon—($290,527):						
.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870		200,000	7	" "	1890	....
Pennsylvania—($29,272,956):						
.. Loan of Feb. 1867 (5-10s)		92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		3,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s)		90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)		7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s)		723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s)		9,271,950	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.	1879	....
.. State Stocks (old)		1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)		.....	5	" "	'77-'78	....
.. .. (old)		.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):						
.. War Bonds of Aug. 1862		1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863		200,000	6	April & Oct.	1893	....
.. .. of June 1863		602,000	6	Jan. & July.	1893	....
.. .. of May 1864		829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):						
.. State House, Stock and Bonds '53-'66		1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68		1,750,000	6	April & Oct.	1888	....
.. .. .. '6.-'69		2,282,714	6	Jan. & July.	'87-'97	26
.. Funding Stocks and Bonds		899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854		970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869		7,871,700	6	" "	1888	....
.. 1870		500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):						
.. Railroad Loan Bonds		21,300,417	6	Jan. & July.	long.	74½
.. State Bonds (direct)		4,816,544	6	April & Oct.	"	....
.. Endorsements		2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds		9,000,000	6	" "	"	75
Texas—($3,997,325):						
.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	Mar. & Sept.	1876	....
Vermont—($832,000):						
.. War Loan Bonds, coupons		631,000	6	June & Dec.	'71-'75	100
.. .. .. registered		201,000	6	" "	'71-'75	....
Virginia—($46,926,208):						
.. State Stock (old) registered		22,081,202	6	Jan. & July.	'90-'00	....
.. State Bonds (old) coupon		11,105,000	6	" "	'86-'90	....
.. State Bonds, sterling coupon		1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67		6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867		466,260	5	" "	'86-'97	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sections1 (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	93½
Loan of 1855-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1891	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (rec'd by $4,000,000 Ber.)	8,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	338,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1894	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	"	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	95½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1863	....
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'80-'81	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,168,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1889	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1898	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,009,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	136,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	94
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M.(Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	82½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $5,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'85	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	82½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1906	87½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	75
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	83
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1889	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82	1,500,000	7	.....	"	1882	102
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	67
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	168,500	7	May & Nov.	New York.	1890	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £3,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1886	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	107
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	40
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	108
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	80
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	" "	1890	96
Consol. coupon July 1, 1870.	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	92
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	95½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	95
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	93½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali. & Gr. R.)	840,000	8	" "	" "	1886	....
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	89
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1889	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'86	....
Consol. M. for $6,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1.00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,800	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	333,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	93
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	[illegible]
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $12,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	96½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	81
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	18
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,080	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84½
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	94
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")stg.	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	6,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	8	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	309,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	103½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	70
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	80
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	180,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	80
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	83
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd ender.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke;						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	88
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	61
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	86
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	88½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	88½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	89½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	99
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philade lphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1888	57
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	223,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $2,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	86
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J .A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage re-registered (1st series, Nov. 1, 1867. 2d series, July 1, 1869. 3d series, Jan. 1, 1871.)	1,500,000	7	May & Nov.	New York.	1877	....
	3,500,000	7	Jan. & July.	" "	1884	....
	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,900	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore closed and d sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,630,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	55,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	—	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	—	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,364	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,860	2,244,500	1,212,625	—	67.0	.....	.....	.....	887,537	229,524	14	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	143½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	61.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,346	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	140½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	139½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.....N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie..N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983,932	150,612	270,080	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,602,941	249,386	320,574	2,406,840	1,111,881	10s	100	112
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	160	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	62
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,764	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	46
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)			113,552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	103
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	30	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,307	*	.....	.....	204,000	84,463	2,350,000	294,000									
Dec. 31, 1871	21.5	—	1.8	—																						

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased to Phila. a		nd Reading.)			—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,783	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	716,662	1,501,496	5,278,910	1,810,051	10	100	112
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	137
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper.by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)			—	100	....
Dec. 31, 1871	78.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	—	—	73.0		(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	—	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	112½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	388	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,988	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,185	—	100	74½
Mar. 31, 1872	67.0	—	8.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	.....	—	(New roa		d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	...	...	....	Chicago, Pekin & South-Western	Ill&Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	3,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	.....	—	(Under	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	—	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Marietta	and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,647	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,032,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,660,000	.....	.....	182.1	199,442	116,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	61,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,884,614	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,836	.....	239,205	800,702	304,706	—	100	19½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	90
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	....
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning		3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	.....	76.3	127,000	129,770	135,090	245.804	90,323	—	100	89½
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	.....	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	35½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	.....	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	....
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	—	.....	.....	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased to Concor		d.)		25,000	7	50	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	90½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	832,542	725 392	119,157	10	100	137
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	.....	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N.York.	456,001	*	—	—	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,328,650	362,800	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	8,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,589	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,96-,575	765,256	373,725	1,851	3,317,497	8,430,000	265,178	—	202.0	.....	.....	.....	1,101,612	371,376	3	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	.....	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	.....	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	33.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	—	—	1,280,941	873,250	.....	.....	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	16,000,000	10,000,000	.....	.....	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,668	3,351,484	1,549,693	10s	100	96½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	—	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,868	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—	.....	.....	1,216,000	1,216,000	.....	.....	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	.....	.....	.....	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	59	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	104.0	—	8.3	—	...	...	...	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	.....	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	—	(No infor	mation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipiseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Dec. 31, 1871	68.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,600,000	562,326	—	58.0	181,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		—	50	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia	Tenn. & Ga.	9,165,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	....
Sept. 30 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	105
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	(No infor	mation	furnishe	d.)	—	—	—	29.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	...	...	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	580,000	.....	.....	40.0	(N	o statemen	t furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	626,099	48,207	3,107,050	2,982,000	374,476	—	—	(Complet	d in 1871 a	nd 1872.)			—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796 854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620.000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	....
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,006	1,895,403	—	100	50½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	168,854	*	.....	.....	134,600	—	40,000	—	...	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	.....	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686.082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	261	European and North American	Maine.	5,483,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,358	—	100	....
Aug. 31, 1871	132.0	—	16.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,482,428	395,814	50,727	63,683	1,544,254	1,164,000	61,999	582,400	182.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000.000	*	.....	.....	2,000,000	1,000,000	.....	.....	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—		(Recently	completed	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,164	82,136	—	33,187	9,866	—	74	50
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	180.000	—	—	—	107,400	—	—	—	12.7	(Leased to Pbg. an		d Connell	sville.)		—	—	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,322	.....	1,327,341	316,788	8	100	132½
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased to Belv. D		elaware.)		17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	159.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*...Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side ....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	.....		100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)						100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)						100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	283,745	—	99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18,532	18,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	—	—	.....	.....	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	.....		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,585,830	*	6,421,233	2,064,502	17,442,945	88,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386		8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....		14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	35
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	113 300	50,000		38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150		12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509		116.0	164 414	109,916	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....		—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	35.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,788	1,216,374	489,902	1,648,195	597,232	12	100	142
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000		47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	.....		5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,668	306,847	2,000,000	391,000	67,899		119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	6	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	....
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,358	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370		1,110.9	5,710,864	1,286,584	1,831,944	8,401,142	2,732,847	10	100	126¼
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,028	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	...	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486		72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,936,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....		—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	838	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....		—	(Leased to Chicago & Alton.)					7	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....		—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....		32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	.....		35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730		....		(Recently opened.)				—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....		—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	91¾
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....		—	(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets.. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New-York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700	—	7.0		(Recently	opened—	No retur	ns.)	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,778	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,945	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	.....	.....	4,000,000	553,413	292,020	783,241	228.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	6	141	North-Eastern †	South Carolina.	2,148,131	*	326,372	354,566	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainable.)					72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	98
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	660,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,988	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	66	38	4,268	Northern Central †	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,982,397	1,091,355	4,164,400	4,266,899	979,133	6	50	78
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	262,916	3,068,400	102,190	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	114
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	—	278.0		(No acc	essible ret	urns.)		8	100	....
Sept. 30, 1871	50.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	124
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,063	314.257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	183,412	388,837	1,027,699	347,867	6	100	76½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	84,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,8 0	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	68½
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport.	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,389,324	*	.....	.....	1,141,460	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0		(Opened	April 17,	1871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	64½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,998,177	.....	—	47.5		(No | returns.)			—	100	145
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	117½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,486	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	182,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co.	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg †	Virginia	1,719,113	*	—	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,845	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,282	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,610,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	—	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,565	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	348,216	2,678,866	1,069,943	8	50	114
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	*	—	—	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330.816	620,631	83,196	.....	1,969,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,939	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Lease	d to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	—	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	18	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	....
May 31, 1872	50.0	—	....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	96
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	1.0	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,818	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2 0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	"	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	"	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	....
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	"	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	"	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley...N. York.	671,303	"	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	16	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	"	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	8	1	1	24	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	—	20.0	.....	(No	returns	furnished.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	"	.....	.....	1,262,922	289,000	555,522	—	.....	55,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,056	—	239.0	(Leased	to Vermont	Central.)	.....	.....	—	100	....
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	"	.....	.....	.....	.....	.....	—	112.0	(No	returns	fuanished.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	"	.....	250,488	4,340,000	7,000,000	250,488	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶....Missouri.	15,235,220	"	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago	and Alton.)	.....	240,000	—	100	....
Mar. 31, 1872	226.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2d,	1871—No	returns.)	.....	.....	—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	.....	(Com	pleted in	January 1	872.)	.....	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	"	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	8,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	"	8,594,240	230,419	1,968,600	16,206,500	318,423	5,318,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	"	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	"	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)	.....	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	"	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	"	50,132	—	150,000	231,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	"	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	"	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	"	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.7	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	"	.....	.....	2,667,600	1,623,000	.....	—	157.0	.....	(No	report	furnished.)	.....	.....	—	100	....
Dec. 31, 1871	187.0	100.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	"	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	"	3,650	19,850	259 885	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	"	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	"	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	"	.....	.....	4,000,000	4,000,000	.....	—	.....	(Recent	ly opened	—No returns.)	.....	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	881,709	"	558,291	.....	700,000	200,000	40,000	—	13.0	59,980	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	51.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	—	81.0	334,431	246,360	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	"	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,467	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	....
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	"	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,568,888	633,166	.....	5,738,666	1,959,838	—	100	70½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	"	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	103	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	"	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	126
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	"	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	"	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	66,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	"	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont	Central.)	.....	.....	8	100	75½
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	182,372	2	100	86
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No returns.)	.....	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	.....	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	"	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	—	138.0	(86,388	.....	354,828	1,597,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	—	142	Western Maryland ¶.....Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	"	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190 059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	"	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	164	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	—	168.0	143,289	13,340	42,937	235,616	82,079	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,857	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	100	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	"	19,021	125,598	1,456,200	1,580,100	51,230	150,969	181.9	502,792	109,174	89,055	570,830	202,885	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	"	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	137,517	—	45.7	314,457	356,264	328,372	569,784	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	25	....	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	....
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,740	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	3,739,850	15,038,650	.....	—	108.0	—	—	982,188	678,462	31,978	50	78	....
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1871	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	8,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	....
Dec. 31, 1871	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	—	108.3	(Leased	to Phila. &	Reading.)	601,420	637,811	60c	50	14½
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144.099	87.303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.3	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)							

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Prices.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	....	76
Catawissa,* pref. and guar.....	2,200,000	7	7	113½
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	79½
Chicago and Alton, pref.....	2,425,400	7	10	114
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	87½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74½
Evansville and Crawfordsville pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	5,078,224	....	....	53½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	25½
" " 2d pref	4,051,744	6	....	13
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	76½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.....	3,500,000	7	7	75
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar,..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	201,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	58
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,556	6	6	48
Schuylkill Valley,* guar.....	576,060	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	....	....
" " 2d pref.....	1,308,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	....	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	121
Schuylkill Navigation, pref.....	2,888,997	6	6	30
Union, preferred.....	.....	6	....	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	....	....
Mariposa Mining, pref.....	5,774,400	7	7	4½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $8; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	60 — @	— —
Gartsherrie		55 — @	56 —
Glengarnock		54 — @	55 —
Eglinton		52 — @	52 50
Pig, American, No. 1		53 — @	55 —
Pig, American, No. 2		50 — @	52 —
Pig, American, Forge		42 — @	47 —
Bar, Refined, English and American		115—	@120 —
Bar, Swedes, assorted sizes	(gold).	120—	@130 —

—Store Prices.—

Bar, Swedes, 1½ x⅜ & 1¼ x ⅜ to ⅝ sq. 1¼ to 5x⅝ to ¾ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½		145 —	@155 —
Bar, Refined, ⅞ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in.		120 —	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		125 —	@ — —
Bar, Refined,1 & 1½ by ¼ & 5-16		127 50	@ — —
Large Rounds, 2½ to 2⅞ to 3¼ to 4 in.		127 50	@140 —
Scroll		140 —	@170 —
Ovals and Half-round		140 —	@160 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@135 —
Horse Shoe		130 —	@140 —
Rods, ⅜@3-16 inch		125 —	@165 —
Hoop, ⅞ by No. 22 to 1 & 1½ by 13 & 14		145 —	@190 —
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	17 —	@ 17 —
Sheet, Single D. and T. Common		— 7½	@ 8½
Sheet, Doubles and Trebles, Charcoal		— 8½	@ 9
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	73 —	@ 74 —
Rails, American, at Works in Penna. c'y.		85 —	@ — —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½@ — 20
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 13½
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 6 —
8d. and 9d.	"	— —	@ 6 25
6d. and 7d.	"	— —	@ 6 50
4d. and 5d.	"	— —	@ 6 75
3d.	"	— —	@ 7 50
Cut, 2d and 3d. Fine		— —	@ 8 25
4d. and 4½d. Sugar Box		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 33
Straits	(gold).	— —	@ — 33½
English	(gold).	— 33	@ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	12 50 @13 75	14 50@ 15 —
I. C. Coke	11 50 @— —	13 — @ 13 50
Coke Terne	10 — @11 —	11 50 @ 12 50
Charcoal Terne	11 25 @11 50	13 — @ 13 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— 13½	@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 19	@ — —
Refined, Standard White (in ship'g order)	— 26½	@ — 26½
Refined, S. W. (in jobbing lots)	— 26½	@ — 27
Refined, S. W. (in tin)	— 31½	@ — 32
Naptha, Refined, (65 @ 73 gravity)	— 18½	@ — 20
Residuum	per bbl. — 12	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— —	@— 43
Copper, Bolts	— —	@— 45
Copper, Braziers' (over 16 oz.)	— —	@— 45
Copper, Nails	— —	@— 45
Copper, Old Sheathing, &c., mixed lots	— 26	@— 28
Copper, English Pig	— 32	@— 32½
Copper, American Ingot	— 29	@— 29½

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	— —	@ 6 62½
German	(gold)	— —	@ 6 62½
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		14 50 @15 —
Liverpool House Cannel		22 — @23 —
Anthracite (by cargo)	per ton of 2,000 lb.	4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22	W.23
Canton Co.	100½	101½	102	105	105½	106½
Central Pacific 6s	99½	100	100	100	100	99½
Central of N. Jersey	102½	102	101½	102½	103	....
Chicago & Alton	112	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	103	103	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	94½
Chicago, Burl. & Q.	....	137½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73	72½	72½	74½	74½	74½
" pref.	88½	....	87½	88½	88½	87½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	98	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	111½	111	110	110½	110	110½
Chi., R. I. & Pa. 7s, 1896	101½	101½	101½	101½	101½	101½
Clev., Col., C. and Ind.	....	90½	90½	90½	....	90
Clev. & Pittsburg guar.	88½	89½	89	89	89½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	36	34½	34½	35½	35½	35½
" 1 M.	87½	87½	87½	87½	87½	....
" 2 M.	....	73½	73½	73½	73	....
Del. & Hudson Canal	118	....	....	117½	118	....
Del. Lack. & Western	97½	97½	....	....	97	96½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	50	50½	50½	51	50½	50½
" pref.	....	....	....	74	74½	....
" 1 M. 7s, 1897	....	103½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	96	....	....
" 3 M. 7s, 1883	....	96	94	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	92
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	90	....	90	90	....	....
Hannibal & St. Joseph	35	....	33½	35	35	....
" pref.	52½	....	....	51	53½	....
" 8s, conv.	89	....	89½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	126½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	90½	91	91½	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116	....	116	....	....	116½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	103½	....	103½	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	1½	2	2	2½	....	....
" pref.	4½	4½	4½	4½	....	....
Milw. and St. Paul	56½	56½	56	56½	56½	57½
" pref.	76	76½	....	76	76½	76½
" 1st mort.	....	92½	....	....	93	93
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	94	....
" 7s, gold	97½	....	....	....	....	....
Missouri 6s	92½	....	92½	93	93	93½
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	92	....	91½	....	....	92½
" 1st mort.	105	105	....	105	105	....
" 2d mort.	96½	....	....	....	96½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	101	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	92½	....	....
" 6s, S.F. 1887	....	....	....	....	93	....
N. Y. Cen. & Hud. Riv.	95½	94½	94½	95½	95½	95½
N. York and Harlem	....	113½	113½	....	....	112
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	33½
" new	....	....	....	....	....	....
Ohio and Miss.	45½	45½	45	46	46	46½
" pref.	....	75	75	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	86	91½	100½	103	100½	102½
Panama	145½	145	144½	146	146½	145
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	94½	94	94½	....	....	94½
" 1 M.	....	....	104½	....	....	....
" 2 M.	99	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	44½	44½	....	47	47½	48½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	101	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	75	75½	74½
" new	74	....	75	75½	....	75
Tol., Wab. & Western	71½	71½	71½	71½	72½	70½
" pref.	90	....	....	....	....	....
" 1 M.	....	....	....	96	96	96
" 2 M.	....	....	....	....	....	....
" Equipment.	86	....	....	....	....	....
" St. Lou. Div.	....	88½	88½	....	....	....
Union Pacific	39½	38½	38½	39½	39½	39½
" 1st mort.	89½	89½	89	89	89½	89½
" L. Gt. 7s	77½	77½	77½	....	....	77½
" Inc. 10s	80½	....	80½	80½	80½	80½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	108¾	108¼	.. ..	108¼	....	....
U. S. 5s, 10-40s, coup.	....	....	....	108¾	....	....
U. S. 5s, 1881, reg.	....	....	....	....	109¼	....
U. S. 5s, 1881, coup.	111¼	....	....	111¼	....	....
U. S. 6s, 1881, reg.	....	....	....	115¼	....	115
U. S. 6s, 1881, coup.	116¾	....	....	....	116¼	116¼
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	115¾	....	116
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	114¼	114¼	114¼	114¼	114¼	114¾
U. S. 6s, 5-20s, reg. '67.	114¼	....	....	114¾	114¾	....
U. S. 6s, 5-20s, c. 1867.	114¾	115	....	114¼	114¾	115
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	114¾	114¾	....	....	114¾	114⅞
U. S. 6s, Pac.R.R.issue.	113¾	113¾	113¾	113¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa preferred	55	55	55¼	....	56¼	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	91¼	....	92¼	92¼	
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89.	....	....	....	....	99	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	42	....	....
.. 7s.	....	....	....	....	94	....
Lehigh Navigation	38¼	38¾	39	39	39¾	39
.. 6s, 1884	....	....	....	88	88	....
.. Gold L.	....	....	....	92¼	....	91¾
.. R. R. L.	....	....	....	....	....	....
.. Conv. L.	83	83	83	....	....	....
Lehigh Valley R. R.	58¼	58¼	58¾	58¾	58	59¼
.. 6s new coup.	....	....	....	....	....	....
.. 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	46¼	46¼	....	46¼	46¼	45¼
.. 7s.	....	....	....	....	....	....
Minehill	....	52¼	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref.	....	....	....	120	121	....
North Pennsylvania	....	....	....	....	....	49
.. 6s, 1880	100	....	....	....	....	....
.. 7s.	97	....	....	....	97	97
.. 10s, 1887	....	....	....	....	....	....
Northern Central	39	....	....	....	....	....
Oil Creek & Allegh. Riv.	34¼	....	34¼	34¼	34¼	
.. 7s.	....	....	....	....	....	....
Pennsylvania R. R.	58¼	58¾	58¾	58¾	58¾	58¾
.. 1st M.	....	....	....	....	101¼	....
.. 2d M.	98	98	....	....	....	98
.. Gen. mort.	93¾	....	93¾	....	....	....
.. .. reg.	....	....	....	....	....	....
Penn. State. 6s. 1st series.	....	....	101¼	101¼	....	....
.. 6s, 2d series.	105	....	....	....	....	....
.. 6s, 3d series.	....	....	....	....	....	107¾
Philadelphia City, 6s.	98¼	98¼	98¼	....	98¼	....
.. new	102	102¼	102¼	102¼	102	102¼
Philad., Germ. & Nor.	....	....	....	....	87¼	....
Phila. & Reading	57¼	57¾	57¼	57¼	57¾	57¾
Philadelphia and Erie	....	....	....	....	....	....
.. 6s.	....	....	....	....	....	....
.. 7s.	90	....	....	....	90	....
Phila., Wilm. & Balt.	55	....	....	....	....	....
Schuylkill Navigation	....	....	7¼	....	....	....
.. pref.	15	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	125	....	....	....	125¾	126
Hestonville, (Horse)	....	....	....	....	18¾	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	21

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875.	96	....	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	97¼	97	....	97¼	97	97¼
.. 1884	....	....	....	....	....	....
.. 1900	96¾	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875.	....	....	....	97¼	....	....
.. .. 1880.	....	....	....	....	....	....
.. .. 1885.	....	....	93¾	....	93¾	93¾
Marietta & Cin. 1st M.	98	....	....	....	98	....
.. 2d M.	92	....	....	....	....	....
.. 3d M. 8s.	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885.	....	....	....	....	....	....
.. .. 1900.	....	....	....	87¼	....	....
Pittsb. & Connellsv. 7s.	94¼	94¼	....	94¼	94¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	54	....	54¼	....	....	54
.. Defer. Certif.	15¼	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	22¼

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
Boston and Albany	152¾	153	153	....	148½	148¾
Boston and Lowell	....	....	140¼	....	....	....
Boston and Maine	139¼	139¼	139¼	139	139¼	
Boston and Providence.	154	....	....	....	149x	....
Boston, Hartford & Erie	....	....	....	....	5¼	....
.. 7s, new	41¼	....	....	40¼	41¾	41¾
Cheshire, pref.	79¾	80	....	....	....	79¼
Chi., Burl. & Quincy	138¾	....	....	....	136¾	137
Concord	....	....	....	....	....	....
Connecticut River	....	137	....	....	....	137
Eastern	109¼	110	110	110	105	105
Fitchburg	....	132	133	....	....	132¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116¼	116¼	116¼	....	117	116¾
Northern, N. H.	....	....	114¼	...	114	114
Ogdens. & Lake Champ.	....	77	....	....	....	76¾
.. pref.	99	....	....	99	99	99
Old Colony & Newport.	113¼	....	113¼	....	....	113¾
Ph., Wil. & Baltimore	56	56¼	56¾	57	56¾	57
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.	....	....	....	....	86¾	....
" Land Grant 7s.	....	76¾	76¾	76¾	....	76¾
" Income 10s.	79¼	79¼	....	79¼	79¼	79¼
Vermont & Canada	76	....	75¼	75	....	75¾
Vermont & Mass.	....	86	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	103¾	....	....	103¾
Metropolitan ..	....	....	64¼	....	....	64¾
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	10¾	11¾	11¼	12¼	....	12
Franklin ..	....	....	9¼	9¾	10	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	10¼	10¾	....
Quincy ..	44	43¼	....	44¾	44	....

London Stock Exchange.

	Closing Prices. Oct. 4.	Oct. 11.
Atlantic & Gt. W. 1st mort., $1,000	66 — 68	69 — 71
Do. 2d mort., $1,000	52 — 56	55 — 57
Do. Con. mort. B'nds Bisch's Cert.	30 — 32	33½ — 34¼
Do. Reorg. Scrip	91 — 93	94 — 96
Do. Leas. Lines, Rental Bonds	82 — 84	84 — 86
Detroit & Milwaukee 1st mort. Bonds	73 — 76	70 — 75
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	38¼ — 39	39 — 39¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	91 — 93	90 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	103 —105	103½—104¼
Do. Redemption mort. bonds 6 p.c.	102 —104	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— —	— —
Panama General mort.	93 — 95	90 — 92
Pennsylvania, 2d mort.	99 —101	96 — 98
Do. General mort.	95¼ — 96¼	94¼ — 95¼
Do. $50 shares	46 — 48	47 — 49
Philadelphia and Erie 1st mort.	96 — 98	92 — 94
Do. with option to be paid in Phila.	96 — 98	92 — 94

American Railroad Journal.

Saturday, October 26, 1872.

Stock Exchange and Money Market.

Money, as a rule, has been in much better supply, the city banks, as well as private lenders, having been more liberal of accommodation, while the demand, as well from speculative as from mercantile sources, has been less urgent. Call loan rates have been quoted at from 3@7, with the bulk of the business on the basis of 5 per cent. to the more prominent street borrowers. Commercial credits were rated at from 8½@12 generally at 10@12 per cent. per annum, for the more marketable grades of paper, which met with more favor among lenders. Opinions differed widely throughout the week, as to the advisability of the Secretary of the Treasury re-issuing whatever amount he deems necessary of the $44,000,000 legal tenders withdrawn by Secretary McCulloch. The discussion, on some of the days of the week, was quite animated. The City banks last week, greatly augmented the strength of their reserves, and closed the week, on rising averages. Over 11 millions were added to the deposit, and nearly seven millions to the legal tender line. The specie item was increased about half a million. The loan and discount average was enlarged about 2¼ millions.

The U. S. Sub Treasury office last week received $4,873,623 of currency, and $3,953,189 of gold, the latter including $2,737,000 from customs; and disbursed $2,928,237 of currency and $3,133,166 of gold, the latter embracing $547,420 of coin interest. The city banks increased their loan and discount average about 2¼ millions during the week, and reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $23,258,686, and a coin reserve of $52,683,466.

The city banks, in their latest return, show an increase of $6,827,000 of legal tender notes, $407,700 of specie, $11,322,100 of deposits, and of $2,259,300 in their loan and discount averages, with a contraction of $31,600 in their item of circulation. The city bank exchanges, last week, averaged 136½. The banks now hold $7,987,075 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,625,500, against $10,101,400 same time last year. The city bank deposits are now $201,031,400 against $203,791,000, week ending Oct. 21, 1871. The legal tender reserve amounts to $52,586,400, against $50,014,700 same time last year. The circulation now stands at $27,706,300 against $30,294,300 same time last year. The loans are now $270,557,600 against $288,580,100 at this date last year.

The coin reserve of the city banks is now about 12⅝ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 52½ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 201 millions, against 247¼ millions on the 20th of July.

Government revenues have been yielding rather more liberally, since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $41,120,362. The customs at the port of New York last week were $2,580,906; and at the outports, equal to about $875,000, all in coin or coin certificates.

Under the Treasury programme for October, Government proposes to sell, Gold, as follows: Thursday, Oct. 31st, $1,000,000. And to buy in, Five Twenties, as follows: Wednesday, Oct. 16th, $1,000,000.

Gold has been moderately active. The speculative demand has been good, while the customs drain has been up to a fair average. The export call has been comparatively limited. The price, through the week has shown firmness, with, toward the close, some indications of buoyancy. The range of the price during the week has been from 112⅝@113⅜, and the closing quotation on Wednesday was 113½ against 113 the preceding Wednesday. The specie outflow last week, was $626,388. The Gold Exchange Bank clearances have averaged about 52 millions per day during the week.

The customs demand for Gold last week, averaged $456,120 a day. The arrivals of specie from Europe, Havana and other foreign ports

last week were $88,349 and since Jan. 1, 1872 were $5,082,242 against $8,319,299 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $124,970,496 against $131,646,153 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $61,150,949, against $66,895,226 during the same time in 1871.

The export drain of specie was $626,388 last week, against $601,843 same week preceding year. The shipments since January 1, 1872, have been $60,860,871 against $57,319,380 during the same portion of 1871.

Foreign Exchange has been moderately dealt in and quoted steady. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, 110¼@110½.

The week's exports hence of domestic produce have been to the currency value of $5,366,824.

Government securities have been quite scarce in the open market, and have been in very good investment demand at firmer prices.

On Wednesday, Government bought in a million of the offered Five-Twenties at from 112 49 @117 74. The aggregate offering was 2,424,800 at from 112 48@112 99.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116½@116¾; U. S. Five-Twenties of 1862, 115⅞@116⅛; U. S. Five-Twenties of 1864 at 115⅞@116⅛; U. S. Five-Twenties of 1865, 116@116¼; U. S. Five-Twenties of 1865 consolidated, 114¾@114⅞; U. S. Five-Twenties of 1867, 115@115⅛; U. S. Five-Twenties of 1868, 114⅞@115; U. S. Ten-forties at 108½@108¾ U. S. Fives of 1881 (Funding Loan) 110⅞@111⅛; Six per cent. currency bonds, 118¼@118¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 9.	Oct. 16.	Oct. 23.
Consols	92⅝	92⅜	92¼
U. S. 5-20s, 1855....	93⅞	*91¼	*91
" 1867	92¾	92⅞	92⅝
" 10-40s	88	87½	87⅝
New Fives of 1881...	89⅛	*88⅝	*88½
Erie	38⅞	42	41

* Ex Nov. coupon.

State bonds have been in more general demand and quoted stronger in price, as a rule.

Railway and Miscellaneous share property has been very brisk and quoted decidedly stronger, in the instances of the leading speculative favorites, such as Pacific Mail, and Western Union Telegraph, in which the dealings have been remarkably extensive.

Railway Mortgage Loans have been in more general request at firmer prices. Central Pacific Sixes have been more sought after, closing from 99⅞@100⅛.

The Metal trade has been very slow since our last. There has been a very moderate demand noted for Ingot Copper, with sales reported of 100,000 lbs, at 32c.@32¼c.; and 50,000 lbs. English at 29c., the best selected. Iron has been dull throughout, with prices quoted essentially as before. Sales, 961 tons Eglinton, at auction, at Philadelphia, at $45@$48 50, which rates were much below the market. The less favorable foreign advices tended to check operations, though with supplies well under control, holders were firm in their views. Pig Lead was dull and somewhat nominal on the basis of 6½c.@6⅝., gold, for ordinary foreign. Spelter was unusually active, with sales reported of 250 tons Silesian at 6⅞c., gold, showing a firm market. Tin has been unusually quiet on the basis of previous quotations.

Telegraph advices report that of the Chesapeake and Ohio through line of railway only about forty miles remain to be completed to form the connection between the eastern and western divisions of the road, which are now in full operation, and that the probability is that the small unfinished portion will also be ready for work in a few weeks. The whole line, from the docks below Richmond to the Ohio River terminus, it is now announced, will be ready for trains early in December next. The company are now making contracts for the delivery of large quantities of bituminous and cannel coal at the seaboard wharves, and have already a large traffic from the mines of the Kanawha to the Ohio navigation. It is claimed that there is probably no railroad in the United States whose route is so rich in Iron Ores and Coals as that of the Chesapeake and Ohio, while its location is such as to command for these products the widest distribution to the best markets.

General business has been fairly active in the line of domestic produce. Breadstuffs, Provisions, Petroleum, Naval Stores, Hops and Cotton have been more freely dealt in. Prices, however, have been variable, closing, in most instances, more steadily. Middling upland cotton, closed on Wednesday at 19⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 460,728 bales, against 320,939, bales same time in the preceding year; exports 141,500 bales against 98,500 bales in the previous year; stock at the ports at latest dates, 233,425 bales against 185,192 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand and quoted firmer at 9@14½ cts.; Veals in good request at 7½@11cts.; Sheep rather quiet at 4½@7 ; cts.; Lambs, 6@8⅜ cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 9,559 Beeves, 2,740 Veal Calves, 27,001 Sheep and Lambs, and 44,680 Swine.

Foreign goods have been in moderately active request, with rather more firmness apparent on the part of holders. The week's imports of foreign goods reached the amount of $5,801,197 including $1,780,610 of dry goods.

Ocean freights have been moderately active, but at easier and irregular rates, closing somewhat stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 26; Missouri, Kansas and Texas R. R., 43; New York, New Haven and Hartford R. R., 142; Boston, Hartford and Erie R. R., 8¾; do. 1st mort., 41½; do. guar. bonds, 50; Burlington, Cedar Rapids and Minnesota 1st mort., 90¾; Ohio and Miss. 2d mort., 84½; do. consols, 96; St. Louis and Iron Mt. 1st mort., 95; Chicago and Milwaukee 1st mort., 93; Hannibal and Naples 1st mort., 90; Cleveland and Toledo new bonds, 95; Toledo, Peoria and Warsaw 1st mort., E. D., 92; do. 2d mort., 81; Cedar Falls and Minnesota 1st mort., 83; Central of New Jersey 1st mort. new, 103; Morris and Essex 7s, conv. 92; Pacific R. R. of Mo., 54¾; do. 7s, guar. by Mo., 98; Milwaukee and St. Paul Iowa Div., 88; Albany and Susquehanna 2d mort., 95; Western Union Tel., 79¾; Quicksilver pref., 58¾; Atlantic Mail S. S. Co., 18½; Consol. Coal of Md., 44; American Coal, 47; Maryland Coal, 21; Adams Express, 94; Am. Mer. Union Exp., 71½; U. S. Exp., 77¾; Wells-Fargo Exp., 87½; North Carolina 6s, special tax, 11; do. 6s, issued to N. C. R. R., 46; Louisina 6s, 53; New York State 7s, B. L., coup. 106½; do. 6s, 1874, 106; South Carolina 6s, new, Jan. and July, 26; Brooklyn 6s, W. L., 93.

Philadelphia.—Connecting R. R. bonds, 86; Pittsburg, Cincinnati and St. Louis R. R. 7s, 79; Lehigh Nav. conv. gold Loan, 95; Pennsylvania and New York Canal 7s, 96¾; Philadelphia and Reading Gen'l mort. 7s, reg., 103½; do. 7s, 1893, 103; Wilmington and Reading 7s, 87¼; Allegheny Valley 7 3-10s, 93½; Lehigh Valley 7s, new, 103; Morris Canal 7s, Boat Loan, 92; West Jersey 7s, 101⅜; Sunbury and Erie 7s, 100½; Catawissa R. R., 23; Nesquehoning R. R., 55; Huntingdon and Broad Top Mt. pref., 13; do. consols, 49; Camden and Atlantic pref., 38; 5th and 6th streets R. R., 50. The latest quotations are: City 6s, 98½@98⅝; do. free of tax, 102⅛@102¼; Pennsylvania State 6s, 1st series, 101@101½; do. 2d series, 105@105; do. 3d series, 107¼@—; Philadelphia and Reading, 57⅜@57¾; do. Gen'l mort. 7s, 101½@102; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 125¾@126; Camden and Amboy mort. 6s, 1889, 98@99½; do. 1883, 92@92½; do. 1889, 92@93⅛; Pennsylvania R. R., 58¾@59; do. 1st mort., 101@101½; do. 2d mort., 98@98½; do. General mort. coupon, 93@93¾; do. reg., 93@93¾; Little Schuylkill R. R., 46@46¼; Morris Canal, 48@50 do. pref., 120@120½; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 75@76; Schuylkill Nav., 7@7⅜; do. pref., 14@15¼; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 93@95; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39¼; do. 6s, 1884, 88@88½; do. R. R. Loan, 96@96; do. Gold Loan, 91½@92; North Pennsylvania, 49@50; do. 6s, —@100½; do., 7s, 96½@97½; do. Chattle 10s, 104½@—; Philadelphia and Erie, 25½@26⅛; do. 6s, 89½@90¼; Minehill, 53@—; Catawissa, 22⅞@23⅛; do. pref., 56½@57; Lehigh Valley, 59⅛@59¼; do. 6s, new coupon, 98@98¼; do. reg., 98@98¼; do. 7s, 103@103½; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 59@60; Thirteenth and Fifteenth, 20⅞@21; Spruce and Pine, 32@34; Green and Coates, 45½@46; Chestnut and Walnut, 56@60; Hestonville, 18@18½; Union, —@73; Germantown, 33@85.

Boston.—Vermont Central 1st mort., 57; Leavenworth, Lawrence and Galveston 1st mort. 10s, 89; Grand River Valley 2d mort. 8s, 1879, 99; Eastern R. R. 6s, 1874, 97⅜; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 78; Cheshire 6s, 1877, 95; Jackson, Lansing and Saginaw 8s, 1885, 101¾; Burlington and Missouri River R. R. pref., 113¾; Cincinnati, Sandusky and Cleveland R. R., 19¾; Rutland pref., 58; do. scrip, 87½;

Norwich and Worcester R. R., 124; Burlington and Missouri River R. R. in Nebraska, 71; do. 8s, 100¾; Connecticut and Passumpsic Rivers R. R., pref., 91⅛; Chicago Iowa and Nebraska R. R., 112¼; Cary Imp. 11⅛; Boston Water Power, Co. 57; Waverly Land, 4½; Maine 6s, 1889, 99⅞; New Hampshire 6s, 1881, 97⅛; do. 1884, 98¼; Vermont 6s, 1876, 100; Connecticut 6s, 1881, 98; Massachusetts 6s, 1875, gold, 107¾; do. 1876, gold, ind., 110; Chelsea 6s, 1892, 98½; Bath 6s, 1887, 90; Cincinnati 7 3 10s, 102¾; Rock Island, Ills., 8s, 1887, 10g¼; Cook Co., Ills., 7s, 1889, 97¾; Boston 6s, 1875 @1880, currency, 99¾; do. 1876, reg., 98¾; Chicago 7s, 98¼; Fall River 6s, 98⅛; Roxbury 6s, 1884, 99⅛; Cambridge 5s, 1893, gold, 96⅜; Allouez Mining Co., 12¼; Calumet and Hecla, 157; Dawson, 1; International Silver 2; Phœnix, 16; Pontiac, 75c.; Shuniah Silver, 2⅞; St. Clair, 2⅜; Tremont, 1¼.

Baltimore.—Richmond and Danville 1st mort., 80; Northern Central 6s, 1900, gold, 93⅛; Virginia and Tennessee 3d mort. 8s, 91; Central Ohio 1st mort., 85⅜; Orange and Alexandria 2d mort. 6s, 86; do. 3d mort. 8s, 94; Orange, Alex. and Manassas 7s, 83; Western Maryland bonds guar. by Washington Co., 85; Maryland Defense 6s, 102; Baltimore 6s, 1902, 97; do. 6s, 1890, new, 97½; Virginia consol. 6s, reg., 47¼; Memphis City 6s, 52½. The latest quotations are: Pittsburg and Connellsville 38½@40; do. 7s, 1898, 94¼@94⅜; Baltimore and Ohio, 152@154; do., 6s, 1875, 97½@98¾; do., 1880, 97@97; do., 1885, 93½@94; Parkersburg Branch, 10@15; Washington Branch, 135@150; Northern Central 39@39½; do. 6s, 1885, 93⅛@93½; do., 1900, 86¾@87; do., 6s, 1900, gold, 93@93½; N. W. Va. 1st mort., 101@101; do., 2d mort., 100@101; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98½; do., 2d mort., 7s, 92@93; do., 3d mort., 8s, 83½@85; Central Ohio, 35@35½; do., pref., 38½@40; do. 1st mort., 85¼@85½; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 95@96½; do., 2d mort. guar., 95½@96½; do. 3d mort., guar., 95@96; do. 2d mort pref., 78½@84; do., 2d mort. guar. by Washington Co., 83@88 Richmond and Danville 1st mort., 79⅞@80; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83½@84; Orange, Alex. and Manassas 7s, 81¾@81⅞; Virginia and Tennessee 1st mort. 6s, 94@100; do., 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90½@91¼; Baltimore 6s, 1875, 96@97; do., 1884, 97@98; do. 1886, 97@98; do., 1890, 97@97¼; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96⅝@97; do. 1900, new, 97¾@98; do. 1902, 97¼@98; Memphis City 6s, 52@53¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 101¼@102¾; Virginia 6s, old, 38@39; do. consol. 6s, 53½@54½; do. reg., 47⅝@48½; do, Peelers, 45½@45⅞; West Virginia, 15@15¼; City Passenger R. R., 22@23; George's Creek Coal, 96@100.

☞ The Directors of the Boston and Albany Railroad have created the office of General Manager, and filled it by the appointment of Mr. Wm. Bliss, who has been the efficient General Freight Agent for several years.

Banking House of FISK & HATCH,

No. 5 Nassau Street, New York.

Deposits received, on which we allow interest at the rate of four per cent. per annum. Special arrangements made with Savings Banks and others depositing large amounts.

We issue Certificates of Deposit available in all parts of the country, and bearing interest in case of special deposit.

We make Collections for merchants and others in all parts of the country.

Orders for Investment Stocks and Bonds executed at the Stock Exchange, on commission, for cash.

We deal in Government Bonds, and make a specialty of a few First Class Investment Securities, which we can recommend with confidence, viz:—

Chesapeake and Ohio Bonds, six per cent, gold.

Central Pacific Bonds, six per cent, gold.

Western Pacific Bonds, six per cent, gold.

The Chesapeake and Ohio Bonds can now be purchased at rates which render them a very desirable investment, and admit of a considerable advance in price upon the completion of the road.

The Road is so nearly completed that trains are expected to run over the whole line in December, after which the securities will be introduced at the Stock Exchanges, when they should soon take rank with Central Pacifics and other first class Bonds, on finished Roads.

The Central Pacific Bonds are quoted at all the principal Stock Exchanges of the world, and are held as the favorite American security in the European markets, where a large proportion of the entire issue has been absorbed. They are now comparatively scarce in this market.

We buy and sell either of the foregoing at current market rates.

Full information furnished upon application at our office, in person or by mail.

FISK & HATCH.

☞ The Philadelphia *Ledger* of 22d inst., reports the net anthracite coal tonnage for the week ending on the 12th inst., from all sources, at 332,786 tons, and for the year 15,151,286 tons, against 11,302,393 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,858,893 tons. The production of bituminous coal for the week was 59,992 tons, and for the year 1,987,332 tons, against 1,739,464 tons to the corresponding time last year—an increase of 247,868 tons. The total production of all kinds of coal for the week was 457,661 tons, and for the year 17,138,628 tons, against 13,041,446 tons to corresponding time last year, showing an increase of 4,097,182 tons.

☞ Mr. William Merritt, the accomplished superintendent of the Boston and Maine Railroad, has returned from his foreign trip. He has gained greatly in health, and the travelling public will be glad to know that he will soon resume his important duties. Mr. Merritt has served the Boston and Maine long and faithfully, and well deserves the high reputation which he holds as an experienced and able railroad man.

TO CAPITALISTS.

A DESIRABLE HOME INVESTMENT.

First Mortgage Gold Bonds

OF THE

New York, Kingston and Syracuse

RAILROAD,

PAYING 7 PER CENT. GOLD, FREE FROM U. S. GOV'T TAX.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

This road passes through the richest agricultural region of the state, and is speedily reaching completion. It is the most direct line between the great lakes and deep water navigation of the Hudson River from LAKE ONTARIO and the GREAT WEST.

The 78 miles of the road now in operation is unusually well built, and its net earnings already paying 7 Per Cent., Gold, on the cost of construction and its equipments.

We are now offering these bonds at 95 and accrued interest, feeling warranted in recommending them to our friends and investors generally as a safe and most desirable investment

Pamphlets with maps furnished, with full particulars, on application to

DEAN, McGINNIS & CO.,

Bankers, 30 Broad St., N. Y.,

And at the Office of the Company,

18 WILLIAM ST., N. Y.

☞ The First Mortgage Bonds of the New York, Kingston, and Syracuse Railroad—a very important route—are now being introduced into the market by Messrs. Dean, McGinnis & Co., bankers, of this City. This road passes through some of the richest counties of the State of New-York, tapping the main lines of the New York Central and other railroads, and so onward to the great cities of the West. The Bonds are placed on the market at 95, which should insure their being all taken up in a very short time. The interest on them, 7 per cent., is payable in gold, semi-annually, in New York and London. According to the engineer's report, this road, so far as yet constructed, is one of the best in the country—and, as it is thoroughly equipped, and its present earnings are sufficient to pay the interest on the Bonds, its Bonds may be looked upon as an eligible security.

☞ The Missouri, Kansas and Texas railroad is opened to Caddo station, thirty miles south of Aetoka. Trains are now run within twenty three miles of the Red river. Orders have been issued for the vigorous prosecution of the road to Dennison, Texas, which place is rapidly assuming the proportions of a city. The great bridge across Red river will be ready for the track by the 15th of November.

☞ Work on the Massachusetts Central Railroad, according to the Clinton *Courant*, is making favorable progress. Between forty and fifty miles are ready for the ties, but no track will be laid before next spring. One thousand men are at work on the line.

☞ It is rumored that the Boston and Providence Railroad Company, having bought the Stoughton branch, is seriously considering the matter of extending that road to North Bridgewater.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURIES TO ANIMALS—WHERE BOUND TO MAINTAIN FENCES.

The facts in the late case of The Jeffersonville, Madison and Indianapolis Railroad Company *vs.* Parkhurst, (34 Ind., 501,) are fully and clearly stated in the following opinion by—

PETTIT, C. J.—This suit was brought before a justice of the peace, by the appellee, against the appellant, for killing a cow by its train of cars. There was a judgment for the appellee before the justice, and appellant appealed to the said court of Common Pleas. Trial, and judgment for appellee in that court, from which it is brought to this court by the appellant.

The errors assigned in the record are, first, that the court erred in giving instructions one, two, three, four, five and six, excepted to by appellant; second, the court erred in refusing to give instruction one, asked by appellant, and excepted to; third, that the verdict was contrary to the evidence; fourth, that the court overruled the motion of appellants for a new trial; fifth, the court overruled demurrers to the first and second paragraphs of the complaint.

Upon the saying that the first shall be last, and the last shall be first, we will commence with the last assignment; and upon this it is enough to say that, as no objection in any form was taken to these paragraphs in the Common Pleas court, though they were demurred to before the justice of the peace, and the demurrer by that officer overruled, we cannot inquire as to their sufficiency.

We cannot reverse, affirm or modify, the rulings or judgment of a justice of the peace brought before us in this form. We can only take notice of the proceedings of the Court of Common Pleas.

As to the fourth assignment, we think there was no error in overruling the motion for a new trial.

As to the third assignment, we have only to say, that it is not known to our law or practice as an assignment of error, and can only be regarded as an argument or reason under the fourth assignment of error.

As to the second assignment of error, refusing to give instruction asked, which was as follows: "If the jury find from the evidence that the cow in question came upon the railroad track and was killed, within the corporate limits of the city of Franklin, then the plaintiff cannot recover on the first paragraph of the complaint herein," there was no error in refusing to give this asked instruction. The Indianapolis and Cincinnati R. R. Co. *vs.* Parker, 29 Ind, 471, and cases cited there.

The first assignment of error is the giving of instructions, which are as follows:

1st. This is an action by the plaintiff against the defendant to recover damages for the killing of a cow on the track of the defendant, in Johnston county, and the plaintiff sets up in his complaint two grounds of recovery.

"2nd. The first paragraph of the complaint alleges that the cow was killed at a point on the railroad where it was the duty of the defendant to fence against stock, and that the defendant had not so fenced in her track, by reason of which the cow strayed upon the track, and was thus killed.

"3d. The second paragraph of the complaint alleges that the defendant so carelessly and negligently ran her locomotive and cars over the road, that the cow was killed by reason of such negligence in the defendant.

"4th. To enable the plaintiff to recover on the first paragraph of the complaint, he must show that the place where the cow strayed upon the railroad was at a point where the company were bound to fence the road, and that such point was not so fenced, or that such point was where the company were bound to maintain a cattle-guard, and that such guard was not in proper condition to keep stock off the track of the road.

"5th. If you should find from the evidence in this case that the place where the cow got on the track was inside the corporate limits of the City of Franklin, you must further find that such place was not at the crossing of any street or alley, or at a point where, from the necessary use of the grounds, it would be unlawful or unreasonable to require the railroad company to maintain a fence, before the road would be liable for not fencing.

"6th. The railroad company would not be bound to erect and maintain cattle guards at the crossings of the public streets and alleys inside the corporate limits of the City of Franklin, nor would said road be bound to fence the lots lying on either side of her track between the crossings of such streets or alleys over the railroad; but beyond such crossings the road would be bound to maintain her fences and guards, the same as if running outside the corporation."

We think and hold that there was no error in giving these instructions, and that they were clearly the law of, and proper in the case. The appellant could not complain of them.

The judgment is affirmed, with ten per cent. damages and costs.

Western Maryland Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 16th inst., Nathan Harris., Esq., presiding. The president submitted the reports of the general superintendent, chief engineer and treasurer, which were read and approved.

The general superintendent reports the working of the road for the year to have yielded $188,192 72, and expenditures $154,008 68, showing a surplus of $34,184 04, and states that the road has been greatly improved by the use of 190 tons of new rails, 15,892 new cross-ties, and 13,237 perches of stone, five bridges having been renewed, and heavy stone abutments erected at three of them. The equipment has also been increased with 3 locomotives, 4 passenger coaches, 21 freight cars, 5 hand, and 6 truck cars.

The chief engineer's report shows that the construction of the Baltimore division is progressing satisfactorily, and will probably be completed by June, 1873. The work on the Williamsport division has been suspended, the contractors having stopped the work and left the locality. New contracts will be entered into and the work pushed forward.

The treasurer's report shows the receipts from freights, passengers, mail service, &c., to be $197,707 06; expended for transportation, repairs, machinery, cars, bridges, &c., $160,193 85; interest on loans and funded coupons, $30,474 83. The loans on the second preferred bonds have been placed at a much lower rate of interest than formerly; $525,000 of bonds, endorsed by the city, have been surrendered and cancelled, and $1,000,000 city stock received, of which $667,300 has been sold at full market rates, leaving $332,700 unsold and held as a separate fund, as required by the ordinance granting the loan.

The election for five directors, on the part of the stockholders, was proceeded with, and the old board—J. K. Longwell, Geo. W. Harris, John Welty, Issac Motter, and Joshua Biggs, Esqs.—were unanimously re-elected for the ensuing year.

The Port Royal Railroad.

On yesterday morning we stated that the track of the Port Royal Railroad had been completed from this city to the Savannah river, and that the first train would run on Tuesday afternoon. Major Geo. T. Jackson, of the Port Royal Railroad Company, desirous of giving our citizens an opportunity of judging how the work was progressing, got up an excursion over the road to the bridge, and issued invitations to the Mayor and the City Council and a number of our leading citizens. The excursion train was to leave the Union Depot at half-past three o'clock, and when that hour arrived a large and very pleasant party filled the cars. Among those present were President King, and Messrs. D. E. Butler, George T. Jackson, Stevens Thomas, W. W. Clarke, J. S. Hamilton, and M. H. Stovall, Directors, and Col. S. K. Johnson, Superintendent of the Georgia Railroad, Mayor Estes, and others.

The train consisted of two handsome passenger coaches and an engine, under the charge of Conductor Henry Edmondston.

A pleasant ride of a few minutes brought the train and its passengers to the trestle work, a short distance from the bridge. Here the party left the cars, and proceeded on foot a short distance to the Savannah river. They found the work upon the bridge, which is to span that stream, rapidly progressing. The piers—seven in number, including the abutments—are of brick work, but of the most substantial and durable character. The foundation consists of piling driven as deeply into the bed of the river as was practicable and, above the piling, three feet of solid timber. Upon this foundation the piers rise, made of Augusta brick and the finest quality of cement. When completed the bridge will be one of the handsomest structures of the sort in the country. It is believed—if no adverse circumstances intervene—that the bridge will be finished by the first day of December. Major Jackson's portion of the road—extending thirty miles from the other bank of the Savannah—will be ironed and ready for use by that time. It is thought that the lower end of the route will be finished thirty days later, and by the first day January Augusta will have a short and direct line of railway connecting her with deepest and finest harbor on the coast of the South Atlantic.—*Augusta Chronicle, Oct.* 16.

Finances of Texas.

The following figures are from a statement furnished by the Texas State Comptroller, under date September 20th, in response to inquiries:

The assessed value of property in the State for the year 1871, per rolls, is $220,290,524. For 1872, but few rolls have been received, which have not yet been compiled. The total taxation for 1871 is $6,309,846 15. The fund to be expended in erecting the schoolhouses does not pass through this office. This character of expenditures should be made from the one per cent. school tax, levied by the Board of School Directors, which is provided by law "for the purpose of building schoolhouses and maintaining schools." The amount of this tax, upon above valuations for 1871, if collected, would be $2,202,905 24, and is subject to the uncontrolled disbursements of the Superintendent of Public Instruction. There has been disbursed (from funds received at the State Treasury) during the fiscal year ending August

31, 1872, to teachers and employees, the sum of $496,596 14. For this disbursement vouchers have been filed in this office.

The debt of the State on the 4th of March, 1872, was $338,969 66. The present indebtedness is $2,724,969 66. The prospective liability of the State, arising from laws providing for subsidy to railroad companies, is $12,000,000, to be paid in bonds of the State, bearing eight per cent. interest, and redeemable in thirty years, making an annual requirement of $1,200,000, to which may be added the annual interest upon subsisting debt, which will closely approximate $160,000.

☞ A correspondent of a Roman paper, *La Riforma*, writing from Tunis, gives an account of the opening of the railway from Tunis to the Goletta, on the 31st of August. The Bey, with his family and ministers, the diplomatic and consular corps, and the heads of all religious bodies were on the train, and on its arrival at Goletta partook of a banquet. Two days later, the road was opened for regular traffic, and the ticket offices were thronged with persons desirous of trying the new means of locomotion. Over five thousand passengers were carried that day, and as many more the next.

☞ James H. Hoyt, General Superintendent of the New York and New Haven Railroad, who resigned on the 1st inst. had held that position for nineteen years, and during his long administration not a single passenger lost his life by collision of trains or mismanagement.

OFFICE OF THE PORT ROYAL RAILROAD CO., 39 South St., New York.

THE Coupons of the Port Royal Railroad Co's Bonds, due Nov. 1st, will be paid at the Office of the Company at maturity.

R. H. THAYER, Treasurer.

Locomotives for Sale.

SEVEN LOCOMOTIVE ENGINES FOR SALE, built for Peruvian Railways—all for Standard gauge of 4 feet 8½ inches. Five built at Rogers Locomotive Works, and two at Danforth Works; all of the very best materials, designs and finish. Six have cylinders of 17 inches x 22 inches, with six driving wheels of 49 inches diameter, and one pair truck wheels—One a tank engine, cylinders 10½ inches x 18 inches. Driving wheels four, 34 inches diameter. These engines sold on account of the construction of the railway they were intended for being suspended for a time. For further particulars apply to

W. W. EVANS, 47 Exchange Place, New York.

Oct. 7, 1872.

ROGERS CO. ENGINES, FOR PACASMAYO RY, PERU.

4 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 48½ inches diameter.
2 Truck wheels, 30½ inches diameter.
Furnace, steel.
Flues, 165 iron, 10 feet 8 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank, to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded 71,500 pounds.
Price, $18,500.

DANFORTH ENGINES, FOR PACASMAYO RY.

2 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 49 inches diameter.
2 Truck wheels, 30 inches diameter.
Furnace, Steel.
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded, 71,500 pounds.
Price, $17,500.

ROGERS ENGINE, PACASMAYO RY.

1 Tank engine—
Gauge, 4 feet 8½ inches.
Cylinders, 10½ inches x 18 inches.
4 Driving wheels, 34 inches diameter.
No truck wheels.
Steel Furnace.
Flues, 65 iron, 9 feet 10 inches long, 2 inches diameter.
Fuel, Soft Coal.
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BY MEANS OF THE PRISMOIDAL FORMULA.

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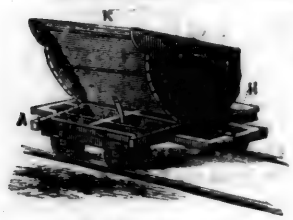
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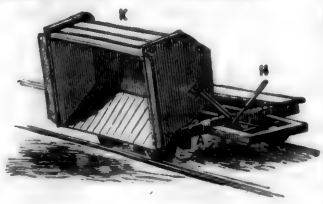


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Nov. 1, Steamer RISING STAR, CAPT. H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. ——, touching at Acapulco, San Diego and San Pedro, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

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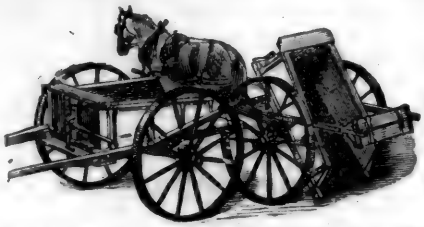
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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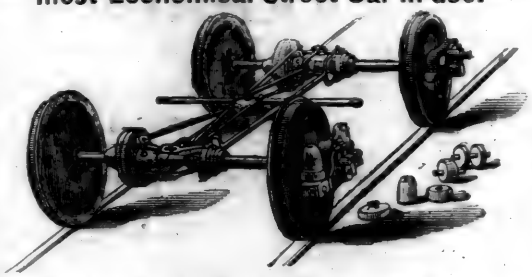
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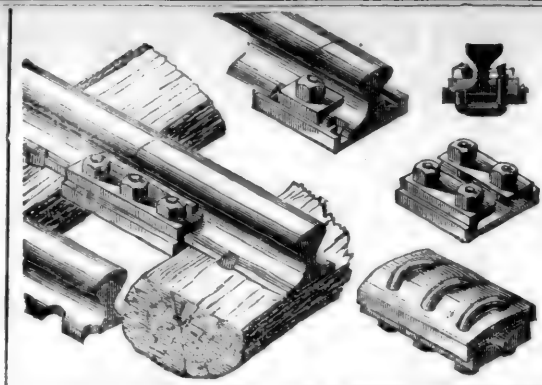
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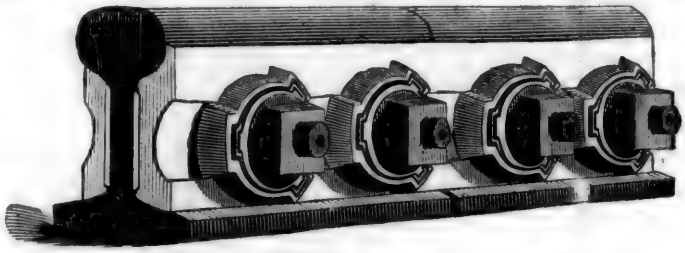
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, November 2, 1872.

St. Louis and Southeastern Railway.

The Frankfort (Ky.) *Yeoman*, of October 22nd, says articles of consolidation between the St. Louis and Terre Haute Railway Company of Illinois, and the Indiana, Evansville, Henderson and Nashville Railway of Kentucky, and St. Louis and Southeastern Railway Company, Kentucky division, and the Nashville, Chicago and St. Louis Railway Company, were, on Friday last filed with the Secretary of State, under the name of the St. Louis and Southeastern Railway Company, consolidated. It is further understood that the board of trustees may adopt the name of the St. Louis, Evansville, Henderson and Nashville Railway, instead of the consolidated name, or may use such name in the business. The capital stock of the consolidated company shall be $1,660,000, divided into 160,000 shares, 60,000 of which shall be held as preferred stock and the balance common. This stock shall be exchanged share for share with that held by the stockholders of the several companies so consolidated. The stockholders will meet in Evansville to-day for the purpose of electing their board of trustees. The board is authorized to borrow money on bonds or other evidences of debt not exceeding $21,000 per mile of stock.

NOVEMBER INVESTMENTS

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts, there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The Bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths Gold —equivalent to about Eight and a Quarter per cent. in currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States Five-Twenties and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

☞ We learn from the Detroit *Tribune* that the locomotive is rapidly making its way eastward, from Amherstburg, on the Canada Southern Railway. The work of track-laying is progressing at the rate of a mile and a half per day. The engine is now out some ten miles from the town and going forward every twenty-four hours, to the great delight of the people on the route. It is expected that the whole line will be opened this fall. The line north from St. Thomas is progressing equally as well, and will be completed nearly as soon as the main line.

Present Condition of the Northern Pacific Railroad.

It is announced that by the middle of November this new road will be completed to the Missouri River, 452 miles west of Duluth. This will be an addition of 200 miles since Spring. Trains have been running daily between Duluth and the Red River since April last, and new rolling stock is ready to equip the extension.

On the Pacific side in Washington territory a small section of 25 miles has been some time in operation. Forty miles more of track will be completed before the close of the season. Adding the completed portion on the Pacific side to the Eastern section it gives a total of 517 miles of track laid in little more than two years from the commencement of work. When the delays encountered the first year in making the surveys and deciding on the best line through the forest region are considered, the result is marvelous, and attests the energy with which the work is pushed forward. Some idea of the work accomplished will be conveyed by stating that the finished portion of the road in November will exceed in length the New-York Central, with all its lateral and branch lines included.

Besides the actual construction, the work of surveying and locating the entire line across the continent has proceeded with vigor. The exploring parties have fought a few scattering Indians, but have carried their surveys successfully to the Yellowstone. The portion of the road now in operation has a large and increasing local traffic. It intersects the Red River at Moorhead, and from Glyndon, eleven miles east of Red River, a new railroad is being constructed northward up the valley to Pembina, where it will meet and join a line now being built southward from Fort Garry. It commands the eastward bound freight and travel of the British settlements in Manitoba, and also of the Hudson's Bay Company. It will also be the outlet of a large portion of the grain grown in Minnesota.

When the contracts for this season are completed, the company will have a permanent business in the great traffic of the Upper Missouri River, with all the Government transportation in the North-West. A few miles beyond the point where the railway strikes the Missouri the river bends to the westward, and is navigable for steamboats for 1,000 miles of water way from the railroad crossing to Fort Benton, at the foot of the Rocky Mountains, in Western Montana.

Nearly forty steamers have been employed during a single season in the trade of these upper waters.

In April next, at the opening of navigation, there will be direct communication, east and west, by rail and river, from Lake Superior, in longitude 92 degrees, to the populous districts in West-

ern Montana, in longitude 110 degrees. From this point westward it is about 400 miles through the passes of the Rocky Mountains to that portion of the Columbia River whence it is navigable to the Pacific.

The finished sections of road entitle the Company to about ten million acres of land, granted by the Government, constituting an area about twice the extent of Massachusetts. Ten million contiguous acres belonging to the Government are at the same time rendered habitable and salable. The lands are situated on either side of the line, and principally consist of excellent farming land, with the productive soil characteristic of all the prairie region. Settlers have already applied for more than a quarter of a million of acres. The company has already begun the cancellation of its seven-thirty first mortgage bonds by the proceeds of its sales of land, and is accomplishing its great work with the utmost success and economy.

There is a prospect of a large emigration of the tenant farmer class from England in the coming Spring. One colony alone, recently formed there, through its pioneer agents secured a tract in Clay County, in Minnesota, of 185,000 acres directly on the line of railway. The intended settlement is to be named Yeovil, after a town in the West of England whence the majority of the colonists will come. The first contingent of this colony numbers about 2,000; the remainder will follow in 1873.

The bureau having in charge the Land Department of the road has built and furnished convenient reception-houses for the free accommodation of intending settlers and their families while engaged in selecting their farms. One of these is at Duluth, another at Brainerd, where the road crosses the Mississippi, and a third at Glynden, in the Red River Valley. Emigrants used to trundle with their ox-carts over forlorn and desolate prairies, and bivouac where the night found them. It is quite different now. They are carried in comfort to the very sites of their future homes—and the organization of the system is such that they are protected from imposition or spoliation from the time they leave their old homes across the water till they begin the foundation of their new ones under the sunset. Every able-bodied and industrious man and woman who comes hither makes the nation richer and contributes to the general prosperity, and in this view the condition and prospects of the road are a source of legitimate congratulation. Arrangements are making for pushing construction east and west during 1873.—*N. Y. Tribune.*

Carolina Narrow Gauge R. R.

In February last an act was passed by the North Carolina Legislature to charter the Carolina Narrow gauge Railroad in that State. The road is designed to run from Chester to York in South Carolina, and from thence in a direct line to Lenoir, North Carolina, passing through the towns of Dallas, Lincoln and Newtown, North Carolina, a distance of about one hundred miles. The road is to be a narrow gauge road, and the cost of its building and equipment will be about $7,000 per mile. The country through which it passes is a very rich grain bearing section, the product of which goes now by the way of Charlotte, North Carolina, to Baltimore. The president avers that corn which is now sold in that section for forty cents per bushel, costs about twenty-four cents transportation to Baltimore, and from Baltimore to Charleston as much more. Hence consumers at the latter place are compelled to pay double prices. He contends that by the completion of the new road, it can be taken direct to Charleston at a cost of about fifteen cents, a very material reduction in the price. The cost of the construction of the road being so much less, and the cost of running expenses being also so much less than that of the ordinary broad gauge road, will enable the new road to transport freight at proportionately lower rates, and by this means it is thought that a large and valuable trade will be diverted to Charleston. The capital stock of the road is fixed at $700,000. It is proposed to raise $200,000 by private subscription, and as soon as this shall have been done, the various counties through which the road will pass have promised to subscribe the balance.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JUNE 30, 1872.

The gross receipts upon the whole undertaking have been		£869,479
Deduct—The ordinary working expenses (being at the rate of 68.48 per cent., against 68.26 of the corresponding half of last year)	£595,416	
The renewals, &c., for the permanent way and works in the half-year debited to revenue.	76,781	
		672,197
Leaving an available balance earned in the half-year of		£197,282
Less amount of sundry expenditure as per revenue account		21,820
		£175,462
Deduct—Loss on American currency		10,635
Balance		£164,827
To this sum of		£164,827
has to be added the balance carried from the net revenue account of last half-year of		1,650
Making a total balance of		£166,477
From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of		16,339
Leaving the balance of		£150,138
Applicable for the following payments, viz.:—		
Interest on hired cars		£23,020
Interest, &c., paid on lands		1,775
Interest on mortgage to bank of Upper Canada		4,424
Interest on loans, bankers' balances, promissory notes, European exchange, &c		852
Interest on British American Land Company's debentures		616
Interest on Montreal Seminary debentures		616
Interest on Island Pond debentures		2,700
Half-yearly instalment on Portland sinking fund		2,568
Atlantic and St. Lawrence lease (in full)	29,088	
Detroit line lease (in full)	11,250	
Montreal and Champlain Railway	14,075	
Buffalo and Lake Huron	27,500	
		81,913
1st equipment bonds interest	15,000	
2nd " "	15,000	
		30,000
Balance carried forward		1,653
		£150,138

Comparing this half-year with the corresponding period of 1871, the gross receipts show an increase of £93,597, or 12.06 per cent. There was an increase in the passenger receipts of £6,278 or 2.40 per cent., and in the freight receipts of £87,050, or 15.02 per cent. The total number of passengers carried was 733,748 against 764,376, and the tonnage of freight was 737,361 against 666,092 tons. The falling off in the number of passengers mainly arose from there having been a smaller number of emigrants than last year. The average receipt per passenger was 6s. 5d. against 6s., and per ton of freight 16s. 3d. against 15s. 5d. The following table gives the numbers of passengers and tons of freight conveyed each half year since 1863, with the average receipts per passenger and per ton of freight for the same periods:—

	Passengers.			Freight.		
Half-year.	Nos.	Average per passenger. s.	d.	Tons.	Average per ton. s.	d.
1872, June	733,748	6	5	737,361	6	3
1871, Dec.	961,432	6	1	789,331	15	5
1871, June	764,376	6	0	666,092	15	5
1870, Dec.	937,879	5	11	691,301	14	0
1870, June	700,334	6	5	612 959	14	6
1869, Dec.	892,697	6	3	611,809	15	7
1869, June	655,850	6	9	520,881	16	0
1868, Dec.	804,815	6	9	557,157	16	3
1868, June	619,298	6	8	505,987	16	1
1867, Dec.	794,213	6	10	527,227	15	4
1867, June	623,227	6	8	489,647	15	1
1866, Dec.	792,487	7	2	523,685	15	5
1866, June	638,708	7	0	497,292	15	4
1865, Dec.	784,346	7	2	523,830	15	5
1865, June	596,571	6	3	477,837	16	11
1864, Dec.	722,446	6	6	443,930	16	1
1864, June	523,284	6	0	430,034	16	3
1863, Dec.	529,782	6	5	372,984	15	1
1863, June	395,056	6	0	339,484	17	3

The working expenses for the half year amounted, including renewals, to £672,197, or 77.31 per cent., as against £596,417, or 76.87 per cent. of the gross receipts for the corresponding period of 1871. Exclusive of renewals, of the ordinary working expenses were £595,416 against £529,636, or 68.48 per cent. against 68.26 per cent. of the receipts. Early in the year a heavy and rapid rise took place in the cost of all materials, and in the price of labour. The average increase in wages has exceeded 10 per cent., and the increase in the cost of fuel has exceeded 15 per cent. There was also a large additional consumption of fuel in the past half-year, in consequence of the winter 1871 2 having continued six weeks longer than in ordinary seasons. The general rise in the price of wood has rendered it difficult to obtain the necessary supplies except at greatly increased prices, and it has become desirable to provide for the consumption of coal. Arrangements have therefore been made for a supply of 40,000 tons from the Nova Scotia mines, for next year's delivery. The high prices which have ruled in this country for coals are somewhat increasing in their value on the American Continent, and it is not likely that the use of coal will result in any considerable saving on past expenditure for wood fuel; but the use of coal will probably check the further increase in the price of wood which would otherwise undoubtedly have taken place. The total train-miles run were 3,280,362, against 3,153,981, showing an increase of 126,381. The increase in the car mileage was 2 889,869 miles. The cost per train mile in the locomotive department was 33.36 cents, against 29.05 cents for June, 1871, and in the car department the cost per mile was 0.870 of a cent, against 0.819. This increase of cost was mainly due to the causes already referred to. The loss on the conversion of the American currency amounted in the half year to £10,635 against £7,129, arising from a higher rate of exchange and larger receipts from the through traffic. The President is still in Canada, where he has, during the past two months, been examining the actual condition and enquiring into the prospects of the undertaking; and the board learn from his letters that he has been engaged in many important matters, in regard to which he will, after his arrival, have much information to afford. As he may be unable, however, to sail from New York until the end of the present month, it becomes necessary to adjourn the half yearly meeting advertised for the 31st instant. That meeting will, therefore, be held *pro forma*, and will be adjourned until Thursday, 28th of November, when it is expected that Mr. Allport, who has accompanied

the president, will also be able to attend. The half yearly reports of the engineer and mechanical superintendent are appended, as is also the list of stock and bondholders whose names are now registered in the Company's books.—By order of the board,

J. GREEN, pro Secretary.

Grand Trunk Railway Offices,
21, Old Broad street, London, E. C.,
October 10, 1872.

DIRECTORS.—Richard Potter, Esq., Standish-house, Gloucester, president. Thomas Baring, Esq., M. P., Bishopsgate-street, E. C.; Charles John Brydges, Esq., Montreal; Hon. James Ferrier, Montreal; Robert Gillespie, Esq., 35, Onslow square; Kirkman Daniel Hodgkinson, Esq., M. P., Bishopsgate-street; Grosvenor Hodgkinson, Esq., M. P., Newark; Graham Menzies, 83, Queen's gate, W.; William Molson, Esq., Montreal; John Swift, Esq., 23, Great Cumberland-place, W.; Captain Tyler, Wyvenhoe hall, near Colchester; Lord Wolverton, 67, Lombard-street, E. C.

Nashville and Chattanooga Railroad.

The Nashville and Chattanooga Railroad owns the main line from Nashville to Chattanooga, Tenn., 151 miles; a branch from War Trace (56 miles southeast of Nashville) southwest to Shelbyville, 8 miles, and a branch from Bridgeport, Ala., (133 miles southeast of Nashville) northeast to Jasper, Tenn., 14 miles. It thus has 173 miles of road.

The Nashville, Memphis and St. Louis Railroad (late Nashville and North western), which is now substantially owned by this company, extends from Nashville west to Huntingdon, Tenn., 109 miles, and thence north-west to the Mississippi at Hickman, Ky., 63½ miles, being thus 172½ miles long.

The following is an abstract of the annual report:

The gross earnings for the past fiscal year, from passengers, freight and mail have been	$1,800,757 70
Total expenses	1,258,264 93
Net income	$542,492 77

Out of this the following payments have been made:

Interest on company's bonds	$103,860 00
$23,700 on State loan, paid in State bonds and coupons, cost	14,220 00
Interest on bonds paid to U. S. Government	40,000 00
Interest on bonds of Nashville and North-western Railroad, endorsed by the Nashville and Chattanooga Railroad Company	2,400 00
Damages on account of flood at Chattanooga in 1867	9,275 66
Capital stock bought in	1,319 62
Real estate and depot grounds	23,720 54
For locomotive engines	105,288 24
Expenses and lawyers' fee in settling with the U. S. Government claim	27,000 00
For new bridges	62,485 55
27 bonds on hand of the Nashville and Chattanooga Railroad Company; 22 of the State of Tennessee, and 3 of the City of Memphis bonds on hand	35,812 20
Old dividends paid	1,068 06
Stock in Edgefield and Kentucky Railroad Company, cost	165 00
6 per cent. dividend on $2,021,373 30.	121,294 40
Total expenditures	$547,909 27
Amount overpaid	$5,416 50

Liabilities credited:

For new railroad iron	$90,745 25
For new bridges	72,668 74
Real estate and depot grounds	19,250 00
Total new liabilities	$182,663 99

The large increase of $434,821 45 in receipts of freight last year over the year previous, is as gratifying to the directors as they trust it will be satisfactory to the stockholders.

The falling off in passenger earnings, and from rents and privileges is the experience of all principal roads in the South; which leads to the conclusion that scarcity of money was the principal cause of this falling off.

NASHVILLE AND NORTH-WESTERN RAILROAD.

This road, now purchased and operated by the Nashville and Chattanooga Railroad Company, shows the earnings from freight, passage, &c., to be $616,329 78. During the same time $982,526 has been paid on account of operating this road, renewing the track and bridges, purchasing equipments, &c.

The notes of the company with interest have been given for these amounts, falling due at different dates in the next twelve months, to which will be added $21,240, the cost of the "iron draw" in the Tennessee River bridge at Johnsonville.

The earnings of the road increased over the year 1869-'70 $200,240 01, and over the year 1868 69 to the amount of $362,295 26, from the beginning of which year we may date the opening of this road for business, practically although in bad condition at that time. The road will now compare very favorably with most of the Southern roads.

To operate this road and bring it up to its present condition, adding the amount paid for cars and, increase in motive power, depot grounds, &c., has cost $831,927 50 over and above the earnings received from it, counting from the 1st of September, 1868, date of first lease. Its importance to the Nashville and Chattanooga Railroad as a connection is shown by the through freight business, amounting to $243,063 91 for the last year, while for the year previous it amounted to only $75,178 64.

HUNTINGDON AND JACKSON BRANCH.

The construction of the branch between Huntingdon and Jackson was postponed until the title of the Nashville and Chattanooga Railroad Company to the Nashville and Northwestern road could be clearly established, about which there is now no doubt. This will give the shortest route, *via* the Nashville and North-western Railroad, to Mobile and New Orleans, and much the shortest route to Memphis.

Northern Railway of Canada.

The Canadian Directors have the honor to submit their report for the half year ending 30th June, 1872, with the usual returns of income and expenditure, details of accounts, and auditors' reports.

The gross traffic receipts from all sources have amounted to $390,271 03, as against $364,441 76 for the corresponding period of 1871, being an increase of $25,829 27 or 6.61 per cent. in favor of the last half year.

The ordinary working expenses of the half-year have amounted to $238,364 79, as against $229,561 02 in 1871, being at the rate of 61.07 per cent. of the gross earnings in comparison with 62.98 per cent. in the previous half year.

The additional outlay on works of extension has been $63,164 50, as against $46,927 25 in 1871.

The net revenue of the half year available for dividend has been $88,741 74, as against $87,953 49 in 1871. After payment of current dividends on all classes of company's bonds, a balance has been carried forward to the credit of revenue account.

The Directors are happy to report that the lines of the Northern Extension Railway Company are in rapid progress of construction. Twenty-two miles of the line between Barrie and Orilla have been in traffic operation during the last six months, and the earnings have been most satisfactory, and sufficient in amount to meet all interest liabilities, without any recourse to the guarantee of this company under the lease. A further length of the Muskoka branch, to the village of Atherly, will be opened for traffic on or about the 15th instant. Of the North Grey branch, 12½ miles to Thornbury were opened on the 2d instant, and the traffic is already active and satisfactory.

The traffic on the main line has been more active, and its earnings have reached a higher standard than at any previous period. Due to the late opening of navigation and to the insufficiency of lake craft, the trade of the line has been considerably embarrassed, and would seem to indicate the absolute necessity of immediate additions to the rolling stock equipment, to the shipping facilities at Toronto, and to some organization which will place lake transport on a sufficient basis to relieve the line of the freight constantly awaiting shipment.

Serious damage was done to the breakwater at Collingwood during last winter, and the necessity of restoration was so apparent in the public interest that a conditional grant of $35,000 was made last session by the Dominion Legislature. The Directors are now in negotiation with the authorities of Collingwood upon the subject, and they are not without hope that some arrangement may be arrived at which may secure the reconstruction of the works on the terms required by the Legislature.

JOHN BEVERLY ROBINSON, President.
Toronto, September 4, 1872.

Charlotte, Columbia and Augusta Railroad.

At the regular annual meeting of the stockholders of this company, held in Columbia, S. C., on the 22d ult., 18,306 shares of stock being represented in person or by proxy, the following gentlemen were elected directors for the ensuing year: Jno. B. Palmer, A. B. Davidson, J. H. Rion, W. R. Roberston, H. Robertson, J. H. McMaster, B. D. Hansard, South Carolina; H. B. Plant, S. D. Heard, Josiah Sibley, Jno. J. Cohen, Georgia; Wm. Johnston, R. R. Bridgers, J. W. Thompson, North Carolina; A. S. Budford, Virginia; W. T. Walters, Maryland; M. K. Jesup, New York; and B. F. Newcomer, Maryland.

Col. Jno. B. Palmer, of Columbia, S. C., was elected President of the Company.

Mr. B. F. Newcomer introduced the following resolution, which was unanimously adopted:

Resolved, That with a view of adjusting and providing for the payment of the floating debt of the company, and for the purpose of fully completing, equipping and operating its line of railroad, the President and Directors are hereby authorized and empowered to issue a series of one thousand bonds for the sum of one thousand dollars each, bearing interest at the rate of seven per centum per annum; and to secure the payment of said bonds they are hereby authorized to execute a mortgage on the railroad and all other property and franchise of the company, or any part thereof. The said bonds to be dated and made payable at such time, and to be signed, attested and otherwise executed in such manner as the said President and Directors may determine upon.

It was decided to hold the next annual meeting on the first Tuesday after the second Monday of November, 1873, at Columbia, South Carolina.

☞ The certificate of incorporation of the West End Union Station House and Junction Railroad Company of Cincinnati, with a capital stock of $125,000, was filed with the Secretary of State on the 25th ult. The Ohio and Mississippi Railroad Company and the Marietta and Cincinnati Railroad Company (as reorganized) are the parties to the Association, the object of which is to build a union depot in the Twenty-first ward of Cincinnati, and building a union track to unite the roads of the companies.

☞ Engineers are surveying a railroad route from Hancock, Maryland, through Fulton county, to the Broad Top coal regions.

Alabama and Chattanooga Railroad.

The following is the order issued by Governor Smith, which places this road in full possession of the new receivers and managers as tenants at will of the State of Georgia. It will be seen that the supreme power and authority of the State is fully acknowledged:

Executive Department,
State of Georgia,
Atlanta, Ga., October 7, 1872.

Whereas, William J. Haralson and Louis Rice, claiming to be receivers of the Alabama and Chattanooga Railroad, under decree of the Circuit Court of the United States in and of the State of Alabama, and J. C. Stanton, claiming to be general manager of said road, have, in writing, under their hands and seals, admitted the possession of said road lying and being in the State of Georgia, by the authorities of the State to be and to have been rightful and proper;

And whereas, The said parties have agreed to hold possession of said road under this State, and as the tenants at will of the Governor of this State, and to deliver the same on request to the said authorities without question as to their right to demand such possession:

And whereas, the said parties have also admitted that the State of Georgia, by its legal authorities, in case of refusal to deliver such possession, has the right to take the same by force; and have further admitted that, if either of said parties or their assigns shall set up claim to said possession adverse to the rights of said State of Georgia, such claim shall be an abandonment of the right and possession of said parties;

And whereas, The true interests of the State of Georgia require that said road shall be repaired and operated without expense to the State, and which cannot be done if the State, by its authorities, continues to operate the same;

It is therefore ordered, That W. T. Wofford, the receiver of the State of Georgia, the sheriff of Dade county and his deputies, and all other agents of this State, having and holding possession of the Alabama and Chattanooga Railroad in this State, without delay, deliver up the possession of the same to said Wm. J. Haralson and Louis Rice or their duly authorized agents; and the said Wm. J. Haralson and Louis Rice be, and they are hereby authorized to have and hold possession of said railroad lying within said State, as tenants at will of the Governor of this State, subject to be dispossessed of the same at any time, when the said Governor or his successors in office shall deem such dispossession fit and proper; and in every respect the said receivers shall hold said possession upon the terms specified in their written agreement delivered to the Governor of Georgia, bearing date of the 4th of October, 1872; and that they shall have no other rights, powers or privileges than such as are granted or allowed them in said written agreement.

The following document explains itself:

Georgia, Fulton County.—In consideration that His Excellency, James M. Smith, Governor of Georgia, will, upon the signing and delivery of this paper to him, deliver to us possession of so much of the A. and C. R. R. as is in said State, which he holds under the laws of Georgia:

We, Wm. J. Haralson and Lewis Rice, (claiming to be receivers appointed by the Circuit Court of the U. S. and for the State of Alabama under a bill filed by Seth Adams *et al. vs.* the A. and C. R. R. Co. *et al.*) and J. C. Stanton as general manager of said road, accept said possession held as aforesaid under said Smith as such Governor, and recognize the rightfullness of the possession of said road in the agents of said State under the laws of said State up to this date.

We agree to re-deliver possession thereof to said Governor and his successors in office, or his or their agents or appointees at any time upon demand of us or our successors or assigns without questioning the authority to make such demand; and that if such possession is not delivered peaceably, he has the right to take it per force.

And in case we or either of us or our successors or assigns shall set up any claim to such possession in opposition to said rights of said Governor, it shall be considered an abandonment of the right of possession given to us under this agreement.

Said receivers or their agents shall also have the right to surrender the possession of said road to the said Governor or his agents at any time.

Provided, nevertheless, that if hereafter said Governor or his successors in office shall demand possession of said road in said State, and the peaceable possession thereof shall be delivered to him, then after such possession so delivered, nothing in this paper shall be binding on us or such Governor; nor shall we be stopped or bound by any admission, attornment, recital or agreement herein, but we and such Governor shall stand in all respects as if this arrangement were never made.

In witness whereof, we have hereunto set our hands and affixed our seals the day and year first aforesaid.

Wm. J. Haralson, Receiver.
Lewis Rice, Receiver.
J. C. Stanton, Gen. Manager.
By Dan'l S. Printup, as
Attorney and Agent.

Signed, sealed and delivered in the presence of
N. J. Hammond,
Not. Public Fulton Co., Ga.

Pittsburg, Cincinnati and St. Louis Railway.

The financial condition of this company is exhibited in the annexed official statement made to the Committee on Stock List of the New York Stock Exchange—application having been made to have the securities of the company placed on call:

The Pittsburg, Cincinnati and St. Louis Railway Company was organized May 1, 1868, by the consolidation of the Steubenville and Indiana Railroad Company, the Holiday's Cove Railway Company, and the Pan Handle Railroad Company, under the laws of the States of Ohio, West Virginia and Pennsylvania. Length of road from Birmingham, opposite Pittsburg, to Newark, Ohio, 159 miles; one-half interest in Central Ohio Railroad, from Columbus to Newark, Ohio, 33 miles; branch from Cadiz Junction to Cadiz, Ohio, eight miles. Total, two hundred miles. Capital stock, 200,000 shares of $50 each. Of which 60,000 was preferred seven per cent. stock, and 140,000 shares common stock. There are also in the hands of the company 75,000 shares preferred stock, created by special action of the shareholders at their annual meeting February 5, 1872. Of this 70,000 shares preferred stock 60,000 shares are to be issued to the Pennsylvania Railroad Company at par for payment of that amount borrowed of that company for the purpose of improving and further equipping the road, leaving to be hereafter issued as occasion may require 10,000 shares. The funded debt of the company is: First-mortgage consolidated 7 per cent. bonds, dated August 1, 1868; maturing August 1, 1900, interest payable February 1 and August 1 at the office of the Pennsylvania Railroad Company in Philadelphia—$10,000,000; denomination, $1,000 each. First mortgage six per cent. bonds, dated May 1, 1864, maturing May 1, 1884, interest payable monthly, according to series (of which there are 12), at the agency of the company in New York, $3,000,000, denomination, $1,000 each; first mortgage 7 per cent. bonds, dated Sept. 1, 1864, maturing Jan. 1, 1890, interest payable Jan. 1 and July 1, at the office of the Pennsylvania Railroad Company, in Philadelphia, $775,000, denomination, $1,000 each. The company has an additional debt, incurred for equipment, double track, extension of side tracks, depots, shops and other improvements, amounting to $3,925,971 56. Of this debt $3,049,893 21 are held by the Pennsylvania Railroad Company ($3,000,000 of which, as already stated, is payable in preferred stock at par, and the remainder in income bonds of the Columbus, Chicago and Indiana Central Railroad at par), and $876,078 35 are held by the Pennsylvania Company. To meet this debt the company holds securities to the amount of $4,104,000.

The following roads are leased by this company, viz: Chartiers railway, 23 miles; Little Miami, Columbus and Xenia Railroad, 197 miles; Columbus, Chicago and Indiana Central Railway, 587; Jefferson, Madison and Indianapolis Railroad, 210; St. Louis, Vandalia and Terre Haute Railroad, 165. Total, 1,159 miles.

Lynchburg and Danville Railroad.

At a meeting of the stockholders of the Lynchburg and Danville (Va.) railroad, held in Lynchburg, on the 15th inst., the proposition of consolidation made by the directors of the Orange, Alexandria and Manassas Railroad Company was accepted, and the contract signed by the representatives of both roads. The basis of consolidation is that the shares of the consolidated company shall be of the par value of $50 each, the stockholders of the Orange and Alexandria Company receiving share for share, and in the other receiving two shares for each share so held, the present par value of the Lynchburg and Danville shares being $100.

The chief engineer of the Lynchburg and Danville road reported the work on the road progressing rapidly; that the work upon the first division, extending from Lynchburg south, a distance of thirty-three miles, will be finished during next month, with the exception of the tunnel in Lynchburg and the masonry of Stanton river bridge. The former, under favorable circumstances, can be completed before the close of winter. The second division will be finished by the end of the year.

This extension of the Orange and Alexandria Railroad will unite at Danville with the road to Greensborough, North Carolina, although of a different gauge, which ramifies through all the Southern States. It is contemplated in the same interest to build a road to Statesville that will give even better advantages to the increased trade of Baltimore. The latter link of the one gauge in the system of roads will give from Baltimore an additional continuous line of rail piercing the very centres of the Carolinas, traversing through Georgia and to the coast, all feeders of the main line that has its nearest eastern terminal at this city.—*Balt. Sun.*

Milwaukee and Northern Railway.

The steady progress of this road to the north is exceeding the highest anticipations of its projectors. The track is already laid to Menasha Junction, 84 miles from this city; and the iron is being laid at the rate of one mile per day towards Menasha, 16 miles further. If the weather continues as favorable as it has been, cars will be running to Menasha, 99 miles distant, by the 1st of November. At Menasha, the road will tap the Wisconsin Central Railroad, which is already completed 140 miles to the northwest, passing through Stevens Point. It will also meet there the travel of the Northwestern Railroad coming down from Marquette, on Lake Superior. The road will be finished to Green Bay, 110 miles distant, by the 1st of January.

Probably no road was ever projected from this city which is likely to produce such marked advantages to Milwaukee, it being an air-line, and thus the nearest and most direct route to the north. It has compelled the Northwestern Railroad to construct the Fond du Lac air-line. It has also compelled the Wisconsin Central to finish the road from Manitowoc to Milwaukee. It is not too much to say that the construction of a single hundred miles of railway will necessitate the termination in this city of 800 miles of other railroad. It now promises to be one of the great trunk roads of the state; for its projectors are determined to carry it to the inexhaustible beds of iron west of Green Bay, and thence to Lake Superior. Its Vice President, E. B. Greenleaf, is one of those clear-headed, practical and careful men who thoroughly comprehend the necessity of what

is to be done, and do that in time.—*Mil. Wis, Oct.* 16.

James River and Kanawha Canal.

From Major Alderson, who has just returned from the Greenbrier region, we learn that the work of surveying for the proposed steamboat canal, to be called the James River and Kanawha canal, across the State of West Virginia, to unite the waters of the the James and Ohio rivers, has been finished.

Last winter Congress made an appropriation of $50,000 for the purpose of making this survey. The proposed canal is to be over 200 feet wide, wide enough to admit of the passage of steamboats carrying three hundred tons. It will follow the James and Jackson rivers to the foot of the Allegheny mountains, at a point a few miles from Covington, where it is proposed to make a tunnel under the mountains, nine miles long, and of the full width of the canal. This tunnel will be over 2,000 feet above tide-water. Two miles from the western end of this tunnel the canal will enter the Greenbrier river, near the iron bridge of the Chesapeake and Ohio Railroad over the stream. It is proposed to lock and dam the Greenbrier, New and Kanawha rivers to a point five miles below Charleston.

The engineers found the greatest fall in the three rivers at Richmond Falls, on the New river. At this point they found a fall of over sixty feet per mile for three miles. The falls of the Kanawha are 640 feet above tide water. Two miles above the falls the water was found to be 104 feet in depth, the deepest place in the three rivers.

It is proposed to furnish water for the nine-mile tunnel, spoken of above, from a large reservoir to be made on Howard's creek, two miles from the tunnel, and connecting it with the canal by means of another tunnel. The engineers think that it will not take longer than two years to cut the large tunnel through the mountains. The supply of water for the purposes of the canal they consider amply sufficient. As low as the rivers are now, they found the discharge of water from the Greenbrier river to be 60,000 gallons per minute, and from the New river over 20,000 per minute.—*Wheeling Register.*

The New Baltimore Railroad.

In October, 1869, an unusually high freshet in the Schuylkill and its affluents flooded the line of the Baltimore railway between Gibson's Point, below Gray's Ferry and the Lazaretto, interrupting the usual course of travel for about a week. To avoid such a mischance in the future the company determined to construct a new line of road along the range of "upland," which skirts the old line at an average distance of about a mile to the northwest. The new road is so far completed that a special train was taken over it on Saturday afternoon. The line is a double track of steel rails, one track being of American steel, and the other of English for purposes of comparison as to durability.

Everything about the new line is constructed in the most substantial manner. The bridges and culverts are of massive masonry; the station-houses are either of stone or brick, and all of them of exceedingly tasteful architecture. The line leaves the old road immediately at the west end of Gray's Ferry bridge, and passing to the "upland," through a deep cut, follows the plateau of high land for a distance of about twelve miles, and again unites with the present road about a mile east of Chester station. Following this high ground, some of which is rolling country, it has been quite an expensive piece of road to construct but it avoids at once the chance of interruption by freshets, and the necessity for draw-bridges over the numerous affluents of the Schuylkill, which it crosses.—*Phila. Ledger, Oct.* 21.

☞ Work has been commenced on three divisions of the Texas Pacific Railroad—from Dallas, east, from Sherman, east, and from Long View, west. The company's office at Marshall has been commenced.

CHESAPEAKE AND OHIO RAILROAD.

A telegram to the Richmond *Dispatch*, from Huntington, West Virginia, which is the present contemplated terminus of the Chesapeake and Ohio railroad, says that a number of railroad officials have been in consultation in that place on the contemplated extensions. The *Dispatch* says:

"The survey for the Symmes creek line from Huntington to Dayton, Ohio, via Hillsboro', has been completed, and a very favorable route is reported. The distance from Huntington to Dayton is 157 miles. A route from Dayton to Chicago for the contemplated extension of the Symmes creek road has been examined, and the distance on a direct line found to be 249 miles between these points. The engineer corps in charge of Captain Dandridge, recently engaged upon the Symmes creek line, has been directed by Gen. Huntington to make an immediate survey of an alternate line from this city, via Portsmouth and Piketon to Hillsboro.' Active operations will commence at once for an early completion of the Lexington and Big Sandy road westward from this city. The track layers upon the Chesapeake and Ohio road have averaged five and a half miles per week through this month. Less than forty miles remain to unite the eastern and western divisions, upon which work is being vigorously pushed forward."

Vicksburg, Pensacola and Ship Island R. R.

The Vicksburg *Times* says that the work on this road is progressing finely. Grading has commenced within one mile of the elevator, which is nearly finished to Big Bayou, four and one-half miles from the city, and from this point the road-bed, with all the bridges and culverts, are finished to a point within one and one-half miles of Big Black, a distance of 14 miles. The bridge across Big Bayou is 436 feet in length, and is constructed with seasoned 12 by 12 cypress. The three and a half miles between Big Bayon and the city, on which hands are at work, will be completed to the upper line of Reading's plantation within one month. We were assured that the work would be finished to Big Black within ten days. The gauge of the road is to be three feet. The Warrenton switch is also completed, ready for the ties, and is 5,800 feet in length.

The company is considering three routes from Big Black—one route leaves Port Gibson to the right, running up the north fork of Bayou Pierre, crossing the New Orleans and Jackson Railroad at Hazelhurst. Another which is being considered is to run up the south fork of Bayou Pierre and cross the New Orleans and Jackson Railroad, at Brookhaven; and still a central route, crossing the other road at Beauregard. Vicksburg subscribed to the stock of this road $100,000, and Warren county $300,000. It is expected that other counties through which it will pass will also give aid.

Maryland Coal for Bombay.

That the effect of the present high prices of coal in England is being sensibly felt in the United States is evident by the fact that within a few days past the Consolidation Coal Company, of Georgetown, has received orders, transferred from Liverpool, England, for large quantities of Cumberland coal to be shipped to Bombay, Point de Gal, Auden, (East Indies,) Madeira, Alexandria, (Egypt,) Rio Janeiro, Aspinwall, St. Thomas, Martinique, Havana, Valparaiso, and several other distant points. This circumstance is unprecedented in the history of the Cumberland coal trade. The coal will be mainly shipped in foreign bottoms from Georgetown. The American bark Orient is now loading at the Consolidation Company's wharves for Aspinwall. In a few days quite a number of foreign vessels will doubtless be in the Potomac to fill the orders referred to.—*Washington Star,*

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE CHICAGO AND CANADA SOUTHERN

First Mortgage Sinking Fund

THIRTY YEARS'

7 PER CENT. GOLD BONDS

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically STRAIGHT AND LEVEL, and SHORTER by THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,
Bankers, No. 27 Pine Street.

Leonard, Sheldon & Foster,
Bankers, No. 10 Wall Street.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	495,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	546,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	.....	.....	.... ..	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,860	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.683	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	660,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,573	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,408	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	628,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	765,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98.482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144.023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,603
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	469,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,454	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,563	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	365,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260.449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	389,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	599,924	8,735,082
1869	479,236	525,490	755,433	904,854	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,193,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155.081	150,719	129,567	167,305	158,027	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	164,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,789	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	460,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,706	311,833	312,580	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,699	340,592	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393,455	443,611	463,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	482,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,685	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 189	589,288	706,603	802,586	746,450	643.058	644 951	728,521	719,698	570.168	505,053	7,664,094
1871	479.573	373,925	492,599	584.540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	534,115	565,861	699 450	890,442	825,459	743,382	789,567	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass	56,138	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	8,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,709	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	330,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,498	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harim.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	1½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,666	1,250,000	—	455,566	905,066	153,192	10	100	100	62
Sept. 30,'71	15.00	280	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,093	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,283	118,500	188,000	—	80,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	52	32	Salem.....Mass.	203,735	150,000	35,900	8,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	580	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	50
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	9.88	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,908	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,.07	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
O t. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	21
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,678	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	....	....	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	sing b.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	116	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,600	18,256	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31, '71	3.88	12	4	Williamsport .....Pa.	38,825	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,850	—	—	3,000	3,001	4	100	100	....
Sept. 30,'71	4.16	81	26	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,600,000	7	J.&D.	1864	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.&N	1891	....
Germantown:					
1st mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris's & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1890	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1890	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	183,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1867	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	16,300	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1869	....
Third Avenue (N. Y.):					
1st Mortgage.....	1,000,000	7	J.& J.	1890	....
Real estate.....	319,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,500	7	A.&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M.&N	1885	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	6	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
Genera! Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham:					
1st Mortgage.....	200,000	7	J.& J.	1869	....
Watervliet:					
1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,891,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*...50	250,000	J. & D.	June'72 2½
Boston and Albany.....100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence.100	3,950,000	M & N.	Nov. '72 6
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J.A. J.O.	Oct. '72 2½
Camden and Atlantic...50	377,100	— & —	.....
" " pref.50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville*50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,119,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,860,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.A J&O.	Oct. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June'72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....50	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref.100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916 300	J. & J.	July '72 4
Chicago & N. Western.100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*...50	2,967,800	— & —	Apl. '72 10s
" " pref...50	428,646	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*.50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.50	7,494,588	F.M.A N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A & A&O	July '72 2½
Columbus and Xenia*... 5	1,788,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord.....50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A	Aug. '72 3
Connecticut River.....50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn.50	18,808,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,300,200	J. & J.	July '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan.'72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,640,000	J. & J.	July '72 4
Georgia.....100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O	Oct '72 3½
Hannibal & St. Joseph.100	4,151,700	F. & A	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref.....100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	538,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	2,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J.A. J.O.	Oct. '72 3½
Little Miami.*.....50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*.....50	2,645,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley.....20	600,000	F.M.A N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	14,665.848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*.....50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*...50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428,330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May'67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R...50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport...100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*...100	630,000	J & J.	July '72 4
Paterson and Newark*...100	500,000	J. & J.	.....
Paterson and Ramapo*...100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*...100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
Saratoga and Schenec.*..100	300.000	A. & O.	Oct. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '72 2½
South Western, (Ga.) *..100	3,979,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,570	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch.....100	550,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,985,150	J. & J	July '72 6
Tol.,Peo.& War.1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass.....100	2,000,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '72 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000.000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,(00,000	J. & J.	July '72 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
Second & Third Sts.(Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston).....100	75,000	M. & N.	Nov.'72 3
South Boston.....50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug. '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania.....50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 5c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	5,893,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common....100	5,700,000	— & —	.....
" preferred....100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '72 2½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. '72 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '72

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable	Market Price.
National Securities Oct. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115
.. .. coupon	4,678,000	6	" "	1880	116¼
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109¼
Loan of July 17, and Aug. 5, 1861....registered	125,352,350	6	Jan. & July	1881	115
.. .. coupon	63,968,850	6	" "	1881	116¼
Loan of Feb. 25, 1862 (5-20s).....registered	232,840,250	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon	36,852,650	6	" "	1882	116¼
Loan of March 3, 1863 ..... registered	53,434,650	6	Jan. & July.	1881	115
.. .. coupon	21,565,350	6	" "	1881	116¼
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	34,017,300	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	36,964,100	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s).....registered	37,085,000	6	May & Nov.	1885	114¼
.. .. .. (5-20s).....coupon	119,993,900	6	" "	1885	116¼
.. .. 2d series (5-20s).....registered	59,997,400	6	Jan. & July.	1885	114¼
.. .. .. (5-20s).....coupon	154,948,450	6	" "	1885	114¼
.. .. 3d series (5-20s).....registered	91,792,250	6	Jan. & July.	1887	115¼
.. .. .. (5-20s).....coupon	227,471,600	6	" "	1887	115
.. .. 4th series (5-20s).....registered	13,706,500	6	Jan. & July.	1888	113¼
.. .. .. (5-20s).....coupon	25,364,400	6	" "	1888	115
Loan of March 3, 1864, (10-40s)....registered	135,918,150	5	Mar. & Sept.	1904	108¼
.. .. .. (10-40s).....coupon	55,649,150	5	" "	1904	108¼
Consols of July 14, '70 & Jan. 20, '71.registered	127,251,050	5	F. M. A. & N.	1881	110
.. .. coupon	72,748,950	5	" "	1881	111¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	412,196,590	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,866):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	100,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1880	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99¼
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" " "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	8,630,545	6	Jan. & July.	1893	102
.. Bounty War Bonds, 1865.....	511,365	6	J. A. J. & O.	1895	....
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107¾
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	588,000	5	" "	1883	98¼
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	96¾
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	..	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92¾
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'75	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	99
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'76	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'93	....
.. War Loan Bonds, 1864, tax free.....	554,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,103,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	..	" "	1877	106¾
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	24
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	11
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,850	6	" "	'72-'77	101¼
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	102¾
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1932	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '6.-'69.....	2,262,714	6	Jan. & July.	'87-'97	26
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,874,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1900	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	74¼
.. State Bonds (direct)	4,619,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	74¼
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'66-'00	....
.. Funded Interest, 1866-'67.....	6,692.425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	6	" "	'86-'97	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nobraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,986	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	93½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { A. Co. and	498,500	6	March & Sept.	Princeton.	1885	84½
3d Mortgage { Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	45
Mass. I.(sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d. Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, 30 years bonds,gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	...
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.).	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	609,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	..	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.P'aul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m. & 76,000 ac.)	152,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	94½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	---
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.Fy.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	81½
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790.500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	96
4th (now 3d) Mortgage guar.	1,096.000	6	Jan. & July	" "	1892	83½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	57½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1869	....
Cowaneseque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85.....	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	102
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage...	6,000,000	7	" "	" "	1883	95
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage...	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	....
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & uly	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & N v	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort' not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,050,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	90
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103½
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	86
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	56½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1900	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jameet'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	98½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	95½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	95
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	93½
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1868(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	89
Lehigh and Luckawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.	336,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	47½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	487,489	6*	Jan. & July.	London.	1872	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	90
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,142,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	98
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, sk g fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) sk g fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, sk g fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land sk g fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	92
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	80
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	98
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1890	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage sk g fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage sk g fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage sk g fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84½
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	94
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1902	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £507,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(U.C of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6*	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1860	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1860	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,600,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	80
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	220,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,060	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-,90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	195,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,000,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	98
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,236,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,195,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	99
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadel phi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	5,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Shef.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	295,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	98
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	96½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	91½
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	74
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	—	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,684	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	25.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	287.0	110.0	154.4	105.0	28	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,582,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,658	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	—	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	¶	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	153
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	.....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21 2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe...Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.0	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,982,342	2,127,983	10	100	148½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass	1,221,520	537,420	241,981	85,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,472	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	135,384	—	100	7½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	140½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	139½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	577	Boston and Providence.....Mass. & R. I.	2,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,401	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	151,167	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0	—	(Leased to Erie.)					—	100	....
Sept. 30, 1871	40.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,345	96,659	249,442	54,021	7	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,104	2,764,526	10,118,290	734,145	433,651	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	112
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	—	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,151,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,509	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[94 m.	28,540	.....	32,411	7 052	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)			113,552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	640.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,664	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3.702 373	3,944,103	990,591	6,841,379	3,035,235	10	100	103
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,9 2,554	5,021.251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578.000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8	—	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	—	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*		304,930	84,463	2,153,300	834,262		90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900					871,900	500,000	955,000		21.5	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*		864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,490	5,278,910	1,810,051	10	100	113
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	320	Chicago, Burlington and Quincy	Illinois.	35,444,090	*				18,649,910	5,594 957			754.0				7,569,009	2,619,177	10	100	135½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*				2,000,000	1,500,000			—	(Traffic guar. & oper. by C. B. & Q.)					—	100	....
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,582,000	*				2,100,000	1,482,000			—	(Opened during 1870–'71.)					—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*				1,500,000	1,000,000			73.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000			1,500,000	2,925,000			—	(Opened in December, 1871.)					—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn	4,925,000	*				2,000,000	2,200,000			—	(Recently opened.)					—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*				1,280,000	810,000			—	(Leased to C. & N. W.)		371,319	371,319	10	100	112½
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000					3,916,300	4,200,000			—	(New road—No returns.)					—	100	....
Mar. 31, 1872	140.0	25.0	16.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*				752,000	2,224,705			—		2,224,705	11,402,161	11,402,161	4,592,135	—	100	81½
May 31, 1872	1389	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*		2,342,919		35,878,644	20,474,000	724,299	1,465,694	1,271.0						—	100	....
Mar. 31, 1872	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*				1,500,000	1,340,000			—	(New road—No report.)					—	100	....
Mar. 31, 1872	67.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*				1,400,000	700,000			—	(Under construction—length 160 m.)					—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*				1,400,000	700,000			—	(Under construction—length 160 m.)					—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa	28,761,3 6	*		387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0			5,900,797	5,900,797	2,950,554	8	100	108½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*				3,078 000	3,078,000			—	(Under construction—open 19 miles.)					—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*				7,000,000	6,000,000			—	(Leased to Chic R. I. & Pac.)					—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—			365,000	500,000			36.5	(Leased to St. L., K. City and North'n.)					—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—			500,000	274,000			7.0	(Leased to Marietta and Cincinnati.)					8	100	....
Mar. 31, 1872	60.3	—	85.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,465	1,066,251	948,600	752,547		3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,923	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*				3,027,450	2,035,000	1,061,798		125.0						—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000					460,000	400,000			38.0	(Leased to Ind., Cin. and Lafayette.)					6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*				4,000,000	1,500,000			152.1	199,442	115,971	96,522	325,238	40,364	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813		382,600	565,000	86,298		42.0				211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000	—	—			3,000,000	1,800,000			—	(Leased to Gr. Rapids & Indiana.)					—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060		3,409,956	2,419,421	93,855	149,119	191.0	648,855		239,205	800,702	304,706	—	100	19½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	—	5,000,000	6,000,000			—	(Under construction.)					—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629 225	1,386,437		12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	90
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934		421,616			2,056,950	1,512,600			—	(Leased to Atl. & G. W. Tn.)			274,272		7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,041.501	*				1,165,000	1,500,000			76.3	127,000	129,770	125,090	245.304	90,523	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719				7,867,950	3,859,500			225.0	1,568,331	609,758	1,066,903	3,080,647	1,549,609	10	100	90
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,674	*				13,000,000	23,230,174			586.7	3,952,726			4,170,388	1,040,232	—	100	35½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*				347,800	225,000	282,126		18.0	34,500	17,404	12,811	58,537	5,219	....	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158		899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,788	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	—	1,000,000	1,000,000	—	—	—	(Leased to Cin., Sa. & Cleveland.)					—	100	....
Mar. 31, 1872	35.0	—	49.0	—	82	33	12	711	Concord	New Hampshire	1,500.000	*	63,041	106,631		1,500,000	—	134,853	34,819	119.5				925,000	153,088	10	50	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	—	350,000	—	—	—	41.0	(Leased to Concord.)				25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744		2,126,778	1,015,229	127,689	111,747	143.7	337,464	150,026	128,555	695,587	283,965	6	100	90
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	354	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897		1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	137
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*				1,500,000	1,000,000			41.6	(Recently opened—no returns.)					—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*				1,497,223	2,008,500			68.0	Recently opened.)					—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	—	1,278,300	1,000,000	—	—	6.8	(Leased to Phila. and Trenton.)					6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,091	*				308,405	100,000	28,580		16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798		1,326,650	382,300	67,856	448,865	140.4	258,452	302,804	297,367	557.639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	—	—	584,235	1,400,000	164,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,509	137,783	74,882	52,838		600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	45,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	8	620	Dayton and Michigan	Ohio	8,95 ,575	765,256	373,725	1,851		3,317,497	3,430,000	265,173	—	202.0				1,101,612	371,576	—	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*				82,350	527,445	12,906	—	31.8	104,600	69,285	73,300	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	—	309,276	701,000	—	—	—	(Leased to Little Miami.)					—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*				1,230,941	873,250			99.3				441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694			15,000,000	10,000,000	—	—	62.0		95,781	1,532,649	72,715	—	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,039	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109			10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,418,006	234,108	2,363,568	3,351,484	1,549,093	10s	100	97½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	—	—	—	—	2,500,000	2,500,000	—	—	121.0		19,795	42,869	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	—	—	—	—	—	1,216,000	1,216,000	—	—	—	(Opened in May 1872.)			772,962	285,001	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be re-organized as the St. Louis, Keokuk and Dakota R. R.)					1,000,000	1,500,000	—	—	—						—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*				343,150	1,470,000	—	—	65.0	(Recently opened—no returns.)					—	100	....
Dec. 31, 1871	66.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*				2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,2 9	377,769	1,507,217	565,633	—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005		3,000,800	3,275,000	—	—	164.0	(A new line—no returns.)					—	100	....
Jun. 30, 1872	14.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*				122,000	175,000	—	—	14.0	(Leased to Maine Central.)				18,000	3	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	—	—	—	—	—	33.5		11,404	5,161	21,480	6,985	—	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No information furnished.)					—	—	—	—	28.5	(Leased to Boston and Maine.)				29,000	6	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	—	480,000	—	—	—	—	(Leased to Illinois Central.)					4	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	—	4,999,200	894,000	—	15 901	—						—	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	81,677		1,174,977	560,000	14,247	68,075	64.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320.000	*	—	—	—	1,075,500	1,190,000	55,000	—	—	(Opened August 20, 1871.)					—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	—	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73.443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,497	—	—	40,185	—	350,000	—	—	716	17.5	5,897	28,136	815	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800	—	—	—	—	89,800	175,000	2,000	—	—	(Leased to Pennsylvania.)					—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—	—	—	—	1,209,200	495,900	—	—	—	(Leased to Phila. and Reading.)					6	50	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138 971	222,368		1,969,624	3,581,400	244,991	3,731,197	285.5			185,834	1,287,323	383,377	—	100	....
Sept. 30 1871	44.2	34.4	49.0	—	65	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,509	1,334,751	270,491		4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610 277	365,995	1,871,637	635,308	8	100	106
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No information furnished.)					295,000	580,000	—	—	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	—	—	—	Eastern Shore ¶	Maryland.	875,000	*	—	—	—	—	—	—	—	40.0	(No statement furnished.)					—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207		3,107,060	2,982,000	374,475	—	—	(Completed in 1871 and 1872.)					—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796 854	409,592	361,521	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	—	1,000.000	1,620,000	—	—	78.0	504,154	108.714	360,870	541,297	—	5	50	56
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842.740	*	—	—	—	86,536,910	20,398,800	—	—	914.0	10,579,766	3,509,462	4,344,208	17,168,095	1,895,403	—	100	53½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	—	—	—	134,600	—	40,000	—	....						—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	—	—	—	3,500,000	3,880,000	—	—	37.0				70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*	—	—	—	2 000,000	3,177,000	—	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	—	—	—	522,300	3,098,800	1,802,982	—	114.0	....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683		1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	—	—	—	2,000,000	1,000,000	—	—	98.0		(No returns furnished.)				—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	—	—	—	750,000	750,000	—	—	—	(Recently completed.)					—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,187	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	—	107,400	—	—	—	12.7	(Leased to Pitg. and Connellsville.)					7½	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	—	—	817.680	177,000	98,824	41,740	93.3	666,657	1,793,22 2	—	1,327,341	316,738	8	100	132
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	—	150,000	—	244,095	—	12.0	(Leased to Belv. Delaware.)			17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	389.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461.409	*	.....	.....	300.000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,611	.....	.....	—	100	....
Dec. 31, 1871	109 6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,666,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶ .....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*			99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—			560,000	319,300	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	—			1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—			750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	33
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,189	7.8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116.850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*		1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—			1,182,550	700.000	.....	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597.232	12	100	142
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7.000	—	47.6	.....	.....	.....	17.774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,738	*	.....	.....	150.000	—	—	—	5.5	.....	.....	83.892	45.628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450 000	—	.....	.....	200.000	200,000	50.000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.000	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520.000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,800	2,008.096	.....	—	62.5	197,972	52,246	453.182	378,689	87,686	—	50	....
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,358	*Illinois Central* .....Illinois.	28,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5.710.854	1.286,584	1.831,944	8,401,142	2,732,847	10	100	122
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338.000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402.000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	5.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314.000	1.314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,661	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282.000	.....	400.000	100,000	.....	.....	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506.342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800.000	.....	—	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789.414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	.....	515.5	5	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.6	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430.333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—	—	(Recently opened.)					—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	.....	.....	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,988	2,551,656	174 036	2,313,950	903,946	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.0	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—		—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420		35 0	.....	42,948	274.628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	364,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99.049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	...	...	...	...	North Louisiana and Texas	La.	(No r	ccounts o	btainabl	e.)					72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6.815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	78
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	114½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....		278 0		(No acc	essible re	turns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	124
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	396	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145 0	336,349	234,305	211.003	814,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	76½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450.000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,327	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534.8 0	298,943		393.0	2,426,696	884,514	664,676	3.197,153	798,212	—	100	46½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	6	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	73½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395.157	1,671.478	599,236	6	100	114
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640.258	195.356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574.313		292.6	555,236	185.604	12'.911	969,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & O.de	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000			21.0		(Opened	April 17,	1871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	25	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635.750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	64½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnish	ed.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250.000	—	—		—		(Under	construc	tion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—		47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—		34.0		(Construc	tion in pro	gress.)	245,662	5	100	144
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330.000	—	—		14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500.000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80.000	—		15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076.000	—		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	638,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875.000	—	—	—	500,000	375,000	—		18.0	(Leased	to New J	ersey Sou	thern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779.000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452.616	16,009,353	41,339,475	34,418.205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	119
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,439	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132.412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000.000	415,008		142.7	.....	187.119	862.065	1.271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200.000	600,000	—		46.0	(Leased	to Chicago	R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	82 0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,724	131,216	333,403	.....	—	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200.000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100.000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia	1,719,113	*	—	63,753	1,342,200	358.500	50,305	31,860	82.	168.592	34.955	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,406	1.500.000	90,089		58.1	167.474	254,944	109,939	271.205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000 000	149,362		298.6	2,430,206	684,884	1,828,491	3,542.264	842,596	—	50	54½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		33.0	405.605	2,806,120	572,728	709,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,426	615.4	6,543,138	5,766,934	9,465,572	12,562,813	5,006,940	10	50	116
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,000	—	329.620	.....	1,259.100	—	—		30.8	.....	1,276.762	663,196	1,308.498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1.555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10.997.900	1,745,000	284,988	496,889	105.1	1.065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	112
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased to Phila. and Read | ing.)				—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,0 .0,444	*	3,637,30	150,476	5,424.350	10,004,140	6,389.738		201.0	2,747.565	540.576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250.000	100,000	8,247		7.0	9.000	8 679	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330 816	620,631	83,196	.....	1.969,976	5,500,000	1,960,775		120.0	932,848	700,423	717 299	964.9 9	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714.286	13,663,000	.....		369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	94½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—		—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551.000	218,333		41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800.000	.....		.....		(Not in r	unning or	der.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250.000	218,500	.....		27.5	.....	2,880	6.375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85.570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1.500.000	.....	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	131½
May 31, 1872	50.0	—	....	60.0	2	....	—	....	Port Royal	South Carolina.	1,200.000	*	4,300,000	.....	3,000.000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	97½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830		....	40,208	83,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	62,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

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REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	76
Catawissa,* pref. and guar.	2,200,000	7	7	113½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	79½
Chicago and Alton, pref.	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	88½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	52
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	30½
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	27
" " 2d pref	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.	3,500,000	7	7	75½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	.. .
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	121
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness per ton	— — @ — —
Gartsherrie	55 — @ 56 —
Glengarnock	53 — @ 54 —
Eglinton	52 — @ 52 50
Pig, American, No. 1	53 — @ 55 —
Pig, American, No. 2	50 — @ 52 —
Pig, American, Forge	42 — @ 47 —
Bar, Refined, English and American	115— @120 —
Bar, Swedes, assorted sizes (gold)	120— @130 —
—Store Prices.—	
Bar, Swedes, 1½ x⅜ & ⅜ 1½x⅜ to ⅝ & ⅜ sq. 1⅜ to 5x⅜ to ⅜ & ⅜ to 2sq. 6 to 12 x ⅜ & ⅜	145 — @155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in.	120 — @ — —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 in.	125 — @ — —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16	127 50 @ — —
Large Rounds, 2⅜ to 2⅞ to 3⅜ to 4 in.	127 50 @140 —
Scroll	140 — @170 —
Ovals and Half-round	140 — @160 —
Band, 1 to 6 in. by 3-16 to No. 12	— — @135 —
Horse Shoe	130 — @140 —
Rods, ⅜@3-16 inch	125 — @165 —
Hoop, ⅜ by No. 22 to 1 & 1⅛ by 13 & 14	145 — @190 —
Nail Rod per lb.	— — @ — 9
Sheet, Russia, as to assortment (gold)	16½—@ 17 —
Sheet, Single D. and T. Common	— 7½@ — 8½
Sheet, Doubles and Trebles, Charcoal	— 8½@ — 9
Sheet, Galvanized	List. 15 per ct. disc.
Rails, English (gold) per ton.	73 — @ 74 —
Rails, American, at Works in Penna. c'y.	85 — @ — —
Anvils, (Eagle) per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.: over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality) per lb.	— 16½@ — 22
English Spring (2d and 1st quality)	— 9½@ — 10½
English Blister (2d and 1st quality)	— 11½@ — 16
English Machinery	— 11½@ — 14
English German (2d and 1st quality)	— 11½@ — 12
American Blister	— — @ — 11½
American, Cast, Tool	— — @ — 17
American, Spring	— — @ — 11
American Machinery	— — @ — 11½
American German	— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common per keg.	— — @ 6 —
8d. and 9d. "	— — @ 6 25
6d. and 7d. "	— — @ 6 50
4d. and 5d. "	— — @ 6 75
3d. "	— — @ 7 50
Cut, 2d and 3d. Fine	— — @ 8 25
4d. and 4½d. Sugar Box	— — @ 7 —
Cut Spikes, all sizes	— — @ 6 25
Horse Shoe, Forged (No. 10 to 5) per lb.	— 21 @ — 33
Copper	— — @ — 45
Yellow Metal Sheathing and Slating	— 27 @ — 30

TIN—Duty: Pig, Ears and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca (gold). per lb.	— 36 @ — —
Straits (gold).	— 32½@ — —
English (gold).	— 32 @ — —

Plates—Fair to good brands. —Gold.—	—Currency.—
I. C. Charcoal per box. 12 25 @12 50	14 25 @ 14 75
I. C. Coke 10 50 @11 —	12 — @ 12 50
Coke Terne 9 50 @10 —	11 — @ 11 50
Charcoal Terne 10 75 @11 50	12 50 @ 13 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 12½ @ — 14½
Crude, 40 @ 47 gravity (in shipping order)	— 19½ @ — 19½
Refined, Standard White (in ship'g order)	— 26½@ — —
Refined, S. W. (in jobbing lots)	— 27 @ — 27½
Refined, S. W. (in tin)	— 32½@ — 32½
Naptha, Refined, (65 @ 73 gravity)	— 18½@ — 19½
Residuum per bbl.	— 12 @ — 12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 45
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @— 28
Copper, English Pig	— 29 @— 32
Copper, American Ingot	— — @— 27

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish (gold) per 100 lb.	— — @ 6 62½
German (gold)	— — @ 6 62½
English (gold)	6 62½@ 7 —
Bar	— — @ 9 25
Sheet	— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe	1.5c pr lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas per ton of 2240 lb.	nominal.
Liverpool Gas Cannel	14 50 @15 —
Liverpool House Cannel	22 — @23 —
Anthracite (by cargo) per ton of 2,000 lb.	4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W 30
Canton Co.	105	105	....	105	105	105
Central Pacific 6s.	100½	...	....	101	100	100½
Central of N. Jersey	102½	....	....	....	....	103
Chicago & Alton	113	....	....	115	....	....
" pref.	114½	....	115	115	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	138½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	76	80½	83½	80½	82½	78½
" pref.	87½	89½	89½	88½	88½	88
" 1st M.	....	....	93	93	....	....
" S. F.	....	....	....	99	....	....
" Consol.	....	94	....	....	....	....
Chic., Rock Isl. & Pac.	110	111	110½	109½	110½	109½
Chi., R. I. & Pa. 7s, 1896	....	....	101½	....	101½	101½
Clev., Col., C. and Ind.	....	....	91	90	90	90
Clev. & Pittsburg guar.	89½	89	89½	89½	89½	90
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	83½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	36½	37	35½	36½	35½
" 1 M.	87½	87½	....	87½	87½	87
" 2 M.	....	73	73½	73½	73½	73½
Del. & Hudson Canal	117	....	115	....	117	115
Del. Lack. & Western	97	96½	97½	97	97½	97½
" 1 M. 7s.	....	....	101	....	....	....
" 2 M 7s	....	....	....	95	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	51	52	51½	53	54½	53½
" pref.	74	....	74	74½	....	....
" 1 M. 7s, 1897.	....	....	....	104	....	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	95	....
" 4 M. 7s, 1880.	....	....	91½	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	....	....
Great Western 2d mort.	....	90½	....	....	90½	90½
Hannibal & St. Joseph,	34	33½	34	34½	34	35½
" pref.	53½	....	54½	54	....	....
" 8s, conv.	90	....	....	90	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	123	....	126	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	92½	92½	92½	93½	93½
Lake Shore Div. bonds	....	....	....	....	93½	....
Marietta & Cin. 1st pref.	....	....	....	....	27	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116½	....	....	116½	116½	115½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I.	1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	100	100
Mariposa Mining Co.	2	2	2½	2	2	....
" pref.	4½	4	3½	....	3½	....
Milw. and St. Paul	57½	58½	58	58½	57½	56½
" pref.	76½	77½	77	....	76½	76½
" 1st mort.	92½	92½	....	....	....	....
" 2d mort.	86	....	....	....	....	....
" 8s.	106	....	....	....	....	....
" 7 3-10s con.	94	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s.	92	93	....	....	93	92½
" H. & St. J. iss	91½	....	....	....	91½	....
Morris and Essex	92	....	....	92	....	92
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	97	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876.	101	....	....	101	101	....
" 6s, S. F. 1883.	....	....	....	....	....	....
" 6s, S. F. 1887.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	94½	95½	96½	95½	95½	94½
N. York and Harlem.	112	114	114	114	113½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	....	....	....	....	....
N. Carolina 6s. old.	....	33½	....	33½	33	....
" new	....	....	....	....	....	....
Ohio and Miss.	46	47½	46½	47	47½	46½
" pref.	....	....	75½	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	97½	102½	102½	93½	94½	92
Panama	....	145	148½	144½	144	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	95	94½	94½	95	94½	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	99	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	48½	48½	48	48	47	47½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	90	....	90	....	....
" Income bds.	....	83	....	....	....	....
Tennessee 6s, old.	74½	75	75	74½	....	73½
" new.	75	....	....	74½	....	....
Tol., Wab. & Western.	70½	72	71½	70½	71½	70½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	96	....	....	....
" 2 M.	....	95	....	....	98	....
" Equipment	....	....	....	....	....	87
" St. Lou. Div.	....	....	....	....	89½	....
Union Pacific	....	39½	39½	39½	39	38½
" 1st mort.	89	....	88½	88½	88½	88½
" L. Gt. 7s.	77	76½	77	77½	77½	....
" Inc. 10s.	80½	80½	....	....	80½	80½
Virginia 6s, old.	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	54½	54	....	54
" def. cert.	....	....	....	15	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108⅜	....	108¼	....	108¼	
U. S. 5s, 1881, reg	....	110	....	....	....	....
U. S. 5s, 1881, coup	111⅜	111⅜	....	....	....	....
U. S. 6s, 1881, reg	115	....	....	....	....	115
U. S. 6s, 1881, coup	116¼	....	117	116¼	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	116½	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	112⅜	....	....	....
U. S. 6s, 5-20s, c. 1864	115⅜	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116¼	....	....	116¼	116¼	
U. S. 6s, 5-20s, r. n. '65	114⅜	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114⅜	115	114⅜	....	....	....
U. S. 6s, 5-20s, reg. '67	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	115⅛	115	115½	115	115	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	115	....	....	....	....
U. S. 6s, Pac.R.R.issue	....	....	....	....	....	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Catawissa preferred	56⅜	56	56	56½	56⅜	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	99	....	....	99
Elmira & Williamsport	....	28	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39½	39	39¼	39⅜	39½	39¼
" 6s, 1884	83¼	....	....	....	....	....
" Gold L.	92	92	....	92¼	92¼	92¼
" R. R. L.	....	....	....	....	....	95
" Conv. L.	....	....	....	....	83	....
Lehigh Valley R. R.	59½	59½	59⅝	59¼	59⅜	59¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	98	98	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53	....	52⅜	....	....	53¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	121	....	....	....
North Pennsylvania	49⅛	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	100
" 7s	....	....	97	....	....	97
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	39	39	....
Oil Creek & Alleg. Riv	....	....	35½	35	36	36⅛
" 7s	....	....	....	....	....	80
Pennsylvania R. R.	58⅜	59⅜	59¼	59⅛	59⅜	59¼
" 1st M.	101½	....	....	....	....	....
" 2d M.	....	....	....	....	....	98
" Gen. mort.	93⅛	....	93¼	93⅛	93¼	....
" " reg.	....	....	....	....	....	....
Penn. State. 6s.1st series	....	....	....	....	101½	101½
" 6s, 2d series	....	....	....	....	....	106
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98⅛	98⅛	....	....	....	98⅛
" new	102	102½	102¼	102¼	102¼	102⅛
Philad., Germ. & Nor.	....	87½	87⅝	....	....	....
Phila. & Reading	57⅜	58	58	58⅛	58	58
Philadelphia and Erie	....	....	26¼	....	....	27⅜
" 6s	....	....	....	....	....	....
" 7s	....	....	....	90¼	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	77	....	....	77	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	125⅜	125	....	....	125½	125
Hestonville, (Horse)	18⅜	....	....	17⅜	18	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	59	....	....	....	....	....
Spruce and Pine	32⅜	....	....	....	....	....
13th and 15th sts.	21	21	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	W.23.	Th.24.	F.25.	Sat.26.	M.28.	Tu.29
Baltimore City 6s, 1875.	....	....	....	....	....	....
" 1886	97⅜	....	....	....	....	....
" 1890	97½	97	97	97	97	97⅛
" 1884	....	....	....	....	....	....
" 1900	97	....	....	....	....	....
Balt and Ohio	153	153	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	95½	....	....	95	....	....
" " 1885. 93	....	....	....	....	....	....
Marietta & Cin. 1st M.	98	....	97⅞	....	....	....
" 2d M.	91⅜	92½	92½	....	92½	....
" 3d M. 8s	....	....	....	....	....	....
Northern Central	....	....	39¼	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	92	....	....	....	....	....
Pittsb. & Connellsv. 7s.	94⅜	94½	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	54	54	....	54½	54	....
" Defer. Certif	....	15	....	....	15½	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 30.

	Th.24.	F.25.	Sat.26.	M.28.	Tu.29.	W.30
Boston and Albany	148½	148½	148	148½	....	148½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	139	139¼	....	....	....	139½
Boston and Providence	149	....	....	....	....	....
Boston, Hartford & Erie	....	6	....	....	....	....
" 7s, new	41½	....	41½	41½	41⅜	41⅜
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	136⅜	....	....	136⅜	....	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	137
Eastern	107	107	107½	108	107	106
Fitchburg	....	133	133	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116⅜	116⅜	116½	116⅜	115⅜	
Northern, N. H.	114	....	114	114½	....	....
Ogdens. & Lake Champ	77	....	....	....	76⅜	76⅜
" pref.	99	....	....	100	100	100
Old Colony & Newport	114	114	114	114	....	114
Ph., Wil. & Baltimore	57	....	56½	....	56½	56½
Portl'd, Saco & Ports	....	....	131⅜	....	....	131⅜
Union Pacific	....	....	....	39	....	....
" 6s	87	....	....	86½	....	86⅜
" Land Grant 7s	....	....	....	....	77	....
" Income 10s	79	....	....	....	79½	79½
Vermont & Canada	76½	....	....	....	77	76⅜
Vermont & Mass	....	....	....	....	85	85
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	100	....	101½
Metropolitan	....	....	62⅜	....	....	62
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12	12½	....	12⅛	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	5⅜	....
Pewabic	....	....	....	....	....	10½
Quincy	43⅜	....	43½	44	....	43⅜

London Stock Exchange.

	Closing Prices. Oct. 18.	Oct. 11.
Atlantic & Gt. W. 1st mort., $1,000	69 — 68	69 — 71
Do. 2d mort., $1,000	55 — 56	55 — 57
Do. Con. mort. B'nds Bisch'n Cert.	28 — 32	33½ — 34½
Do. Reorg. Scrip	95 — 93	94 — 96
Do. Leas. Lines, Rental Bonds	84 — 84	84 — 86
Detroit & Milwaukee 1st mort. Bonds	70 — 76	70 — 75
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	39⅞ — 40½	39 — 39½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 93	90 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	103 —104	103½—104½
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	90 — 92
Pennsylvania, 2d mort.	96 — 98	96 — 98
Do. General mort.	94½— 95½	94½— 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, November 2, 1872.

Stock Exchange and Money Market.

Money has been more active and firmer in price. The speculative inquiry for aid has been quite brisk, and the offerings have been on a restricted scale, both at bank and from private hands. The fluctuation as to rates, however, have been unusually frequent, and extreme, within the range of 4@7 per cent. on call, with several negotiations reported at the full legal rate in gold, during the most severe pressure for accommodation on the part of needy stock firms. The activity was in part, due to speculative manipulations of the supply, with a view to influencing values at the Stock Board, where the dealings have been extensive, and the changes in prices more violent than customary even on this speculative market. The discount business has been seriously checked by the stringency in the call loan line, and even the best grades of commercial paper have been less salable within the range of 9@12 per cent. per annum. The city banks have been weakened considerably in the line of their specie and legal tender reserves, more especially in the specie average, which has been reduced about 1⅞ millions. Their deposit line has been augmented about 2⅛ millions. They enlarged their loan and discount average about 4⅜ millions. The U. S. Sub-Treasury added moderately to its coin reserve, while reducing its currency balances about 2⅛ millions. Money closed up quite stringently for speculative borrowers on the basis of 7 per cent.

The U. S. Sub-Treasury office last week received $3,685,952 of currency, and $3,432,120 of gold, the latter including $2,245,000 from customs; and disbursed $3,296,421 of currency and $5,898,210 of gold, the latter embracing $547,420 of coin interest. The city banks increased their loan and discount average about 4⅜ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $23,688,717, and a coin reserve of $50,061,075.

The city banks, in their latest return, show a decrease of $244,800 of legal tender notes, and of $1,830,200 of specie, with an increase of $2,171,103 of deposits, and of $4,367,400 in their loan and discount averages, also a contraction of $20,300 in their item of circulation. The city bank exchanges, last week, averaged 146½. The banks now hold $5,415,300 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $10,795,300, against $10,702,100 same time last year. The city bank deposits are now $203,202,500 against $203,342,200, week ending Oct. 28, 1871. The legal tender reserve amounts to $52,342,100, against $49,670,500 same time last year. The circulation now stands at $27,686,000 against $49,670,500 same time last year. The loans are now $203,202,500 against $283,342,200 at this date last year.

The coin reserve of the city banks is now about 10¾ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 52⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 203¼ millions, against 247¼ millions on the 20th of July.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $43,103,450. The customs at the port of New York last week were $2,117,329; and at the outports, equal to about $700,000, all in coin or coin certificates.

Gold has been more confidently dealt in, especially early in the week, and the price then ruled firmer, the demand having been mainly speculative. The later transactions were lighter in amount, and indicative of weakness. The range of the price during the week has been from 112⅜@113⅜, and the closing quotation on Wednesday was 112⅜@112½ against 113½ the preceding Wednesday. The specie outflow last week, was $1,416,536. The Gold Exchange Bank clearances have averaged about 65¼ millions per day during the week.

The customs demand for Gold last week, averaged $374,167 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $119,250 and since Jan. 1, 1872, were $5,301,492 against $8,888,854 same time in

1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $127,218,269 against $134,347,868 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $64,700,633, against $69,945,203 during the same time in 1871.

The export drain of specie was $1,416,536 last week, against $413,825 same week preceding year. The shipments since January 1, 1872, have been $62,276,907 against $57,733,061 during the same portion of 1871.

Foreign Exchange closed tamely, and in favor of buyers. Bankers' sixty day bills on London closed on Wednesday at 108¾@108⅞; sight bills on London, 110⅛@110¼.

The week's exports hence of domestic produce have been to the currency value of $5,470,104.

Government securities have been strong in price on very meagre offerings, checking business though the investment inquiry has been good.

On Wednesday, Government bought in $359,250 of the offered Five-Twenties at from 112 36 @112 87. The aggregate offering was only 868,550 from 112 36@112 86.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116½@116⅝; U. S. Five-Twenties of 1862, 115⅝@115⅞; U. S. Five-Twenties of 1864 at 115⅝@115⅞; U. S. Five-Twenties of 1865, 116¼@116½; U. S. Five-Twenties of 1865 consolidated, 114⅜@114⅝; U. S. Five-Twenties of 1867, 114¾@115; U. S. Five-Twenties of 1868, 114½@114¾; U. S. Ten-forties at 108⅛@108⅜ U. S. Fives of 1881 (Funding Loan) 111@111½; Six per cent. currency

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 16.	Oct. 23.	Oct. 30.
Consols	92⅜	92¼	92½
U. S. 5-20s, 1865	*91¼	*91	91¼
" 1867	92⅞	92⅝	93¼
" 10-40s	87½	87⅜	88
New Fives of 1881,..	*88⅝	*88½	89
Erie	42	41	43⅛

* Ex Nov. coupon.

State bonds have been in moderate request, but irregular in price.

Railway and Miscellaneous share property has been quite active, but unusually variable as to values, especially the speculative favorites, such as Pacific Mail, Western Union Telegraph, North Western, and Lake Shore shares.

Railway Mortgage Loans have been in fair investment demand at steady prices. Central Pacific Sixes have been in request closing from 100½@101.

In the Metal line, there has been rather more animation. Copper has been quoted steady, but has been inactive; sales, 50,000 lbs. Ingot at 32c. cash. Scotch Pig-iron has been more freely purchased at steadier prices, with sales reported, since our last, of 121 tons Glengarnock at $53@54; 50 tons Gartsherrie at $54; 150 tons Carnbro on private terms; and 700 tons Monklin at $51@$52 here, and $48 at Philadelphia. Of American Pig, 200 tons No. 2 Crane sold at $53; market firm; Wrought Scrap-iron has been active and quoted at $45; sales, 2,000 tons No. 1 (Philadelphia) on private terms. Of Russian Sheet-iron 200 pks. sold on private terms. Iron Rails have been quiet, but held with confidence on the basis of $78, gold, for English, and $85@$87 50, currency, for American. Lead and Spelter inactive at former figures. Pig-tin dull and heavy; sales, 5 tons English at 32¼c., gold, with Straits quoted at 32¾c.@33c., gold. Tin plates have been in light demand at yielding prices; sales 200 boxes assorted Charcoal at $12 37½. gold; 2,000 boxes Charcoal Terne on private terms. Of Sheet Zinc 25 casks Musselman sold at 8⅝., gold.

General business has been on a restricted scale, the prevalence of the horse plague impeding deliveries of both produce and merchandise. The leading kinds of produce, attracted less attention. Breadstuffs were cheaper. Provisions rather firmer. Middling upland cotton, closed on Wednesday at 19 cts. per lb. The receipts at all the ports, since Sept. 1, have been 588,611 bales, against 416,387, bales same time in the preceding year; exports 190,500 bales against 139,100 bales in the previous year; stock at the ports at latest dates, 257,893 bales against 216,980 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 9@14½ cts.; Veals in fair request at 7½@11½cts.; Sheep less active at 4@7; cts.; Lambs, 6@8½ cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipts were 8,170 Beeves, 1,855 Veal Calves, 27,431 Sheep and Lambs, and 59,476 Swine.

Foreign merchandise has been generally less freely dealt in, Sugars and Coffee have been exceptionally active, and quoted firmer. The week's imports of foreign goods reached the amount of $7,459,511 including $2,284,027 of dry goods.

Ocean freights have been less active, at easier rates, closing however, with more firmness.

At the auction sale of Scranton Coal on Wednesday 75,000 tons were disposed of at about steady prices, ranging from 3 65@4 70 per ton of 2,240 lbs.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 7⅞; do. 1st mort., 41½; do. guar. bonds, 55; Long Dock bonds, 95½; Pacific R. R. 7s, guar. by Mo., 97; Toledo, Wabash and Western consols, 89¼; Burlington, Cedar Rapids and Minnesota 1st mort., 91¼; Lake Shore and Michigan Southern consols, reg., 100; Ohio and Miss. 2d mort., 84½; do. consols, 94½; North Missouri 1st mort., 90½; Milwaukee and St. Paul 7s, Iowa Div., 88; St. Louis and Iron Mt. 1st mort., 94¾; Toledo, Peoria and Warsaw 1st mort., W. D., 88½; do. 2d mort., 81; Central of New Jersey 1st mort. new, 103; Gt. Western 1st mort. 1888, 95¼; Cedar Falls and Minnesota 1st mort., 83; Missouri, Kansas and Texas R. R., 42½; New Jersey Southern R. R., 27¼; do. 1st mort., 80; Albany and Susquehanna R. R., 94; do. 2d mort., 94; St. Louis Kansas City and Northern pref., 96; Western Union Tel., 78⅛; Quicksilver pref., 58¼; Atlantic Mail S. S. Co., 16½; Am. Mer. Union Exp., 71; U. S. Exp., 78; Wells-Fargo Exp., 87; Adams Express, 94; Maryland Coal, 21¾; Am. Coal, 55; Consol. Coal of Md., 45¾; South Carolina 6s, new, Jan. and July, 26; New York State 7s, B. L., reg., 106½; North Carolina Fund Act, 1868, 24; Alabama 8s, 85.

Philadelphia.—Wilmington and Reading 7s, 97½; Huntingdon and Broad Top Mt. R. R., 10¾; do. pref., 15⅜; do. 2d mort., 86; do. consols, 56¼; Warren and Franklin 1st mort. 7s, 80; Philadelphia and Reading Gen'l mort. 7s, reg., 103⅛; do. coup., 102¾; Westchester and Philadelphia 7s, 100½; Ithaca and Athens 7s, 1890, 100; Sunbury and Lewistown 7s, 85; Lehigh Valley 7s, new, 103; Sunbury and Erie 7s, 100½; East Pennsylvania 7s, 98½; Harrisburgh and Lancaster 6s, 92; Morris Canal Boat Loan, 92; Pennsylvania and New York Canal 7s, 97; Pittsburg, Cincinnati and St. Louis 7s, 79; Allegheny Valley 7 3-10s, 94; Belvidere Delaware 2d mort., 84½; Nesquehoning R. R., 55; Delaware Division Canal, 48¾; Camden and Atlantic R. R., 33; Catawissa R. R., 21¼. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102⅛@102¼; Pennsylvania State 6s, 1st series, 101¼@101½; do. 2d series, 106@106½; do. 3d series, 107¼@—; Philadelphia and Reading, 57⅞@57⅞; do. Gen'l mort. 7s, 102@102; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 125@125¼; Camden and Amboy mort. 6s, 1889, 99@99¼; do. 1883, 92@93; do. 1889, 92@92; Pennsylvania R. R., 59@59½; do. 1st mort., 101@101½; do. 2d mort., 97¾@98½; do. General mort. coupon, 93½@94¼; do. reg., 93¼@93¾; Little Schuylkill R. R., 47@—; Morris Canal, 48@50 do. pref., 120@120½; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 76@76; Schuylkill Nav., 7@7⅜; do. pref., 14@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 94@95; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39¼; do. 6s, 1884, 88@88½; do. R. R. Loan, 95@95¼; do. Gold Loan, 92@92½; North Pennsylvania, 49¾@50; do. 6s, —@100; do., 7s, 96½@97: do. Chattle 10s, 104½@—; Philadelphia and Erie, 27@27½; do. 6s, 90@90¼; Minehill, 53@53½; Catawissa, 21¾@22; do. pref., 56⅞@57; Lehigh Valley, 59¼@59½; do. 6s, new coupon, 97½@97½; do. reg., 98@98¼; do. 7s, 103@103⅛; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 59@60; Thirteenth and Fifteenth, 20⅞@21; Spruce and Pine, 32@33; Green and Coates, 45½@46; Chestnut and Walnut, 57@60; Hestonville, 17@18¼; Union, —@73; Germantown, 33@35.

Boston.—Fitchburg and Worcester R. R. 7s, 90; Eastern R. R. 7s, 1882, 102; Cincinnati, Sandusky and Cleveland R. R., 19¾; do. 7s, 81¾; Mississquoi R. R. 7s, 1887, 60¼; Cedar Rapids and Missouri 7s, 1916, 83¼; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 77¾; do. Land Grant 7s, 77¾; Chicago and Michigan Lake Shore R. R. 8s, 1889, 80; Rutland R. R., 14; do. pref., 60; do. scrip, 91; do. 8s, 88; Burlington and Missouri River R. R. in Nebraska, 71; do. 8s, 100¾; Summit Branch R. R., 43⅜; Norwich and Worcester R. R., 124; Connecticut and Passumpsic Rivers R. R., pref., 90; Portsmouth, Gt. Falls and Conway R. R., 97½; Waverly Land, 4¼; Boston Water Power, 55; Cary Imp. 11; Brookline Land, 8¼; Massachusetts 5s, 1893, gold, 98¼; do. 1894, gold, 98⅞; Maine 6s, 1889, 99½; New Hampshire 6s, 1884, 98; Cambridge 6s, 1883, 97¼; Cook Co., Ills., 7s, 1885, 97; Lowell 6s, 1890, 96¼; Boston 6s, 1876, currency, 99; do. 1888, 99¾; do. 1876, reg., 98¾; Chicago 7s, 1884, 98¼; Roxbury 6s, 1878, 98¼;

St. Louis 6s, 1889, 88½; Allouez Mining Co., 11; Calumet and Hecla, 155; International Silver, 1⅞; Humboldt, 85; Hanover, 1⅜; Hancock, 3; Petherick, 2¼; Ridge, 10½; Superior, 50c.; Shuniah Silver, 2¾; St. Clair, 2⅜; Toltec, 1.

Baltimore.—Maryland Defense 6s, 102; Virginia consol. 6s, new, 45¼; Orange and Alexandria 2d mort. 6s, 86; Central Ohio 1st mort., 85¼; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 2d mort. 6s, 78½; do. 3d mort. 8s, 91; Western Maryland R. R. 2d mort. guar., 96½; Orange, Alex. and Manassas 7s, 81⅞. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@94½; Baltimore and Ohio, 149@153; do., 6s, 1875, 97½@98¾; do. 1880, 94@95¼; do., 1885, 93½@94; Parkersburg Branch, 10@14½; Washington Branch, 135@150; Northern Central 39@40; do. 6s, 1885, 93@93½; do., 1900, 86¾@87; do., 6s, 1900, gold, 93@93¼; N. W. Va. 1st mort., 101@101; do., 2d mort., 100@101; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98@99; do., 2d mort., 7s, 92@92½; do., 3d mort., 8s, 84½@85; Central Ohio, 35½@35½; do., pref., 38½@40; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 94@96½; do., 2d mort. guar., 94@96; do. 3d mort., guar., 94@96; do. 2d mort pref., 79@84; do., 2d mort. guar. by Washington Co., 84@88 Richmond and Danville 1st mort., 79⅞@81; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 93½@95; do., 4th mort. 8s, 83½@84; Orange, Alex. and Manassas 7s, 81¾@81⅞; Virginia and Tennessee 1st mort. 6s, 95@100; do., 6s, 2d mort., 78½@79½; do. 8s, 3d mort., 90¾@91¼; Baltimore 6s, 1875, 96@98; do., 1884, 96½@98; do. 1886, 97@98⅛; do., 1890, 96¾@96⅞; do., 1893, —@97; do. 1893, exempt, 98½@100; do., 1900, exempt, 96½@97; do. 1900, new,—@97; do. 1902, 97¼@98; Memphis City 6s, 52¼@53; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 102@102¼; Virginia 6s, old, 38@39; do. consol. 6s, 54@54½; do. reg., 47⅝@48½; do, Peelers, 45¼@45½; West Virginia, 15@16; City Passenger R. R., 22@23½; George's Creek Coal, 96@100.

Chesapeake and Ohio Railroad.

The Western States of America, enjoying such cheap lands, fertile soil, and genial climate, have naturally drawn, and are still drawing, so many millions of the industrious settlers from the farther east, that the influence of the agricultural and mineral products of the west are felt in the leading markets of the world. The cotton of the southern states, the wheat, corn, tobacco, hemp, meats and hides of the middle, western and northwestern states, and the petroleum of West Virginia and Pennsylvania have long been exported in immense quantities; the time is rapidly approaching when the same region will furnish also vast quantities of coal, pig and wrought iron, ores, hides, &c., &c. The principal drawback hitherto has been that the number of lines of transportation reaching from the seaboard ports of the west has been altogether too few to move the surplus of the west to market, and high rates have been the consequence.

This deficiency of the means of transportation is now about to be remedied, to a large extent, by the completion of the new line reaching from our most central and commodious harbor on the North Atlantic coast, westward to the head of the Ohio and Mississippi Valleys. This great work, whose progress we have frequently had occasion to notice, is now so nearly completed that the officers of the company can speak with certainty of the opening of the whole line for traffic from the navigation of the western rivers to that of the ocean early in the new year. By means of a liberal expenditure on the part of the State of Virginia many years ago, the benefits of which inure to the present company, the CHESAPEAKE and OHIO, this line was so laid as to cross the intervening elevation by a shorter line and by remarkably easy grades, so that it will be admirably adapted to the immense work of moving the western crops to the seaboard for distribution.

The Financial Agents of the company, Messrs. Fisk & Hatch, following their usual custom, have published in a small pamphlet, for the information of the Bondholders and others, a description of the present condition of the work and the prospective traffic of the road, which is so full and truthful an account of the present state of the transportation problem that we regret we cannot re-produce it in full in our columns, as it will be interesting to all parties who follow the progress of internal improvements. The statements therein concerning the valuable deposits of iron and coal along the route, and the advantages of shipment and market are well known here to merchants and iron men; and the coal traffic, both to the east and west, may readily be believed to yield a gross earnings sufficient to make it an independent and prosperous road without reference to the through traffic it must share with the existing lines, or the local traffic in grain, live-stock, tobacco, &c., which it must inevitably receive. The company can therefore indicate with certainty the very items of business from which the revenues and profits are to be earned, as given in their estimates.

Toledo, Detroit and Canada Southern R. R.

The Detroit *Tribune*, of 24th ult., says that the contractors on this road are pushing forward their work vigorously, and the line is progressing satisfactorily. The grading between Toledo and the Ohio and Michigan boundary is getting well forward and a bridge across the river Raisin is being built by the Toledo Bridge Company. It is to be a Howe Truss Bridge, of three spans of 150 feet each, built on stone piers and will cost $20,000. Two vessel loads of iron have been delivered at Trenton and the work of laying the iron between Trenton and Toledo will soon be commenced. The bridge across the Detroit river is being pushed forward rapidly and the work on the Canadian line is rapidly advancing toward completion.

☞ The Missisquoi and Clyde River Railroad, from Richford to Newport, Vt., is being pushed rapidly to completion. Iron is being laid at both ends, and the through line from Montreal to Boston is expected to be in good running order by January 1, 1873.

☞ The Uniontown *Genius* says that the engineers of the Hempfield Railroad extension have located their road to Dawson station on the Pittsburg, Washington and Baltimore Railroad, crossing the river at that point.

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Owing to the present high rate of interest and consequent dullness in American Securities in Europe, and the demand for money here to move the crops, the present is a favorable time to make investments in these favorite Securities, as they can just now, for the above reasons, be purchased below their usual market prices, and a considerable advance is reasonably certain.

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FISK & HATCH.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR NON DELIVERY OF FREIGHT BY REASON OF NOT KNOWING SHIPPING MARKS INDICATING CONSIGNEE.

The case of The Great Western Railway of Canada *vs.* W. Ward Wheeler, (20 Mich., 419,) was an action on the case brought by W. Ward Wheeler, in the circuit court for the County of Wayne, against the Great Western Railway of Canada, for neglecting to deliver two casks of zinc received by the Railway Company at Suspension Bridge to be conveyed to plaintiff at Detroit. The plea was the general issue. The evidence on the trial showed that the goods were delivered to the Company at Suspension Bridge on the 12th of April, 1866, in two casks, marked "W. W. W. Detroit, Mich;" that they arrived in Detroit on the 14th of April and remained in the warehouse of the company until the 26th of April, when the warehouse was destroyed by fire, and the goods so much damaged as to be useless.

The jury found a verdict for the plaintiff.

The following is the opinion of the Court delivered by—

GRAVES, J.—The defendant in error sued the company to recover the value of two casks of zinc brought over the railway and deposited in the depot of the company on the 14th day of April, 1866, and destroyed by fire, which consumed the depot on the night of the 26th of the same month. The goods were marked "W. W. W." and had nothing else upon them to indicate to whom they were consigned. In consequence of this the company claimed they had no information as to the consignee and could do nothing more than to warehouse the goods on their arrival, until the consignee should appear, or in some way be pointed out to them. The defendant in error urged that the company were chargeable with notice that goods marked as these, were meant for him, and in order to prove this, he testified that, occasionally from September 1863, to November 1865, the company had brought zinc for him, marked like that in question, and that in more than one instance it had been delivered to him by the company without his interference. He further testified that on two or three earlier occasions, he called for zinc, which he then expected, and saw the agent on the subject, who, he says, knew his mark perfectly well. He did not recollect who this agent was, but thought it was McDonnell. The witness was unable to fix the date of any of these interviews or deliveries. The company gave evidence with a view to show that none of their agents in April, 1866, had any knowledge that the mark upon the zinc in question, signified the defendant in error, and further gave evidence to prove that it was the business of the delivery clerk to attend to the delivery of goods to the consignees, and that such clerk had been several times changed within a year or two before the fire, and that the clerk employed in the month of April, 1866, had been in the company's service for sometime before.

In view of the testimony given on the subject, the court at the instance of the defendant in error, instructed the jury as follows: "If the jury find that the defendants had frequently received, transported and delivered to plaintiff before the shipment of the goods sued for, goods of the same nature and description and marked in the same manner it is evidence tending to show that the company's agent knew that "W. W. W." was the shipping mark of the plaintiff. The plaintiff in error then requested the court to charge that "the plaintiff is bound to show that some of the officers or agents of the company, who were such when these goods arrived here, were chargeable with notice that they were intended for the plaintiff. It is not enough to show that former officers and agents were chargeable with such notice." But the Circuit Judge being in doubt, as he stated to the jury, about the law involved in this request, refused to give the direction prayed for, and advised the jury "that it was not necessary that this agent who had this knowledge was in the employ; if the company knew it before by any of its agents that would be sufficient."

We think in this charge and refusal the court erred. The case was not one in which the jury could rightly infer a continuance of knowledge in the company in consequence of notice to a former agent.

In fact, if admitted that the mark upon the goods had been understood by former agents as the mark of the plaintiff below, was an isolated and transient one, and capable of affecting the company only, because the latter as principal was identified with the agents possessing the knowledge so far as to make such knowledge in the agent, the knowledge of the company. Any change of agency which would remove that knowledge from the company's service would sever all connection between the company and the means of knowledge, so effectually exclude all idea of notice through the medium of former agents. The subject of notice in this case had no relation to any usage, system, course of business, or persistently impressive circumstance upon which a presumption could be raised that knowledge of it once brought home to an agent must permanently attach to the corporation. From the nature of the thing the notice could only attach to the principal, so long as the knowledge should remain present in the agency. A corporation has no memory except through its agents and its records, and while the letters "W. W. W." might appear in the company's books, the meaning ascribed to them by defendant in error would not. The circumstance that these letters personated this or that individual would still be an extrinsic fact known or unknown to the agent, and if unknown to the agent, then unknown to the Company.

We feel called on to observe farther, that when carriers are receiving daily a multitude of differing packages for distribution, delivering among a very large number of persons of whom a considerable portion at least, must be strangers to the agents, a notice to an agent on one or more occasions, that certain arbitrary marks indictate ownership in a particular person, ought not to affect the principal with notice of the same fact in any future transaction, unless it is affirmatively shown that the agent at the time of the latter transaction actually remembers the previous notice, and in view of the circumstances has reason to suppose that the same marks still denote the same ownership. And where one, instead of having his goods marked with his name, chooses to adopt some arbitrary or equivocal mark or device, which any other has an equal right to employ, he should be considered as thereby taking upon himself any risk of failure of the goods to reach him, in consequence of such imperfect marking, and should at his peril see that the carrier in each instance understands the complete significance of his mark or device.

The record presents some other questions, but as they will probably not arise on another trial, we do not consider them.

The judgment below must be reversed with costs, and a new trial ordered.

Judgment reversed.

Baltimore and Potomac Railroad.

That part of the Baltimore and Potomac Railroad from Bowie Station through Prince George's and Charles counties, Md., to Pope's Creek, on the Potomac, forty-nine miles, is now about completed. The road from Baltimore to Washington has been in regular running order some months. The ballasting on the Pope's Creek branch, as the road through Prince George's and Charles counties is called, will not be finished, however, before next January, when trains will be run regularly. During the early part of the week a trial passenger trip was made from Bowie to Pope's Creek for inspection purposes by a number of officers of the Baltimore and Potomac Railroad Company, which showed satisfactory progress. It is understood that trains are now running from Marlboro to Baltimore, which occasionally bring heavy freights of tobacco and other Maryland produce. At the Pope's Creek terminus there are as yet no buildings whatever, though the site and its nearness to deep water, and other advantages, it is expected will soon invite enterprise as at Crisfield, Md. The distance from Pope's Creek to Baltimore is seventy-three miles. Bowie Station, the point of divergance from the Baltimore and Washington line, is twenty-four miles from Baltimore, and the distance from Baltimore to Washington is forty-one miles.—*Balt. Sun.*

MARYLAND COAL FOR ENGLAND.

In this shifting world of ours no wise law or pithy maxim can hold good against the modern instances. "Carrying coals to Newcastle" has been a pet phrase for illustrating an absurdity, but now we have it as a practical fact. Several hundred thousand tons of American coal have recently been purchased on orders transferred from England, to the United States. The greater portion of these purchases is of the soft or bituminocs coal of Maryland and Pennsylvania, as the consumption of that kind of coal, which greatly resembles the English production, is much greater in Europe than anthracite or hard coal. A large number of these English orders will be filled at the Cumberland mines. Several vessels have already left Georgetown with cargoes of soft coal for foreign countries, and others are expected to arrive and clear before the close of navigation. Only last winter we were quarreling about the duty on English coal, and already we have become exporters instead of importers.—*Balt. Am.*

☞ The Philadelphia *Ledger* of 28th inst., reports the net anthracite coal tonnage for the week ending on the 19th inst., from all sources, at 462,860 tons, and for the year 15,898,558 tons, against 12,030,883 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,867,672 tons. The production of bituminous coal for the week was 52,169 tons, and for the year 2,039,198 tons, against 1,784,827 tons to the corresponding time last year—an increase of 254,371 tons. The total production of all kinds of coal for the week was 515,029 tons, and for the year 17,937,756 tons, against 13,815,710 tons to corresponding time last year, showing an increase of 4,122,046 tons.

Colorado Railroads.

A correspondent of the Baltimore *Sun*, writing from Denver under date Oct. 6, says:

The Colorado Central Railroad is progressing lively, and is now about sixteen miles west of Golden, running through Clear Creek canyon. This road is being built on the narrow-gauge principle, and promises to compare favorably with the Denver and Rio Grande Railway, which is proving such a success. This road is designed to run from Denver to Golden broad gauge, thence by narrow gauge to Central Black Hawk and Georgetown, passing through Idaho. Its principal traffic east will be ore, which comes to this point by teams. By this enterprise all the second-class ore lying at the mines will soon find an eastern market. There is also another railroad under way from Gulesburg to Golden, and it is expected will be finished in the next eight months. These improvements are in the interests of the Union Pacific Railroad, and superintended by T. E. Sickles, of the Union Pacific Railroad.

Our board of trade met last night to take into consideration the issuing of bonds and building a branch road from Denver to Fort Morgan, to intersect the road from Gulesburg going to Golden, to be known by the name of the Denver and Platte Valley Railroad. I think this road will be built.

☞ The first forty-five miles of the road-bed of the Wisconsin Valley Railroad is ready for the iron. Strong efforts are making to put the track down this fall.

☞ The Lee and West Stockbridge Railroad is making good progress and it is intended to have it in running order in September, 1873.

☞ The contractors have resumed work on the disputed portion of the Athol and Enfield Railroad at Springfield.

Locomotives for Sale.

SEVEN LOCOMOTIVE ENGINES FOR SALE, built for Peruvian Railways—all for Standard gauge of 4 feet 8½ inches. Five built at Rogers Locomotive Works, and two at Danforth Works; all of the very best materials, designs and finish. Six have cylinders of 17 inches x 22 inches, with six driving wheels of 49 inches diameter, and one pair truck wheels—One a tank engine, cylinders 10½ inches x 18 inches. Driving wheels four, 34 inches diameter. These engines sold on account of the construction of the railway they were intended for being suspended for a time. For further particulars apply to

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47 Exchange Place,
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Oct. 7, 1872.

ROGERS CO. ENGINES, FOR PACASMAYO RY, PERU.

4 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 48½ inches diameter.
2 Truck wheels, 30½ inches diameter.
Furnace, steel.
Flues, 165 iron, 10 feet 8 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank, to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded 71,500 pounds.
Price, $18,500.

DANFORTH ENGINES, FOR PACASMAYO RY.

2 Engines, Mogul design—
Gauge, 4 feet 8½ inches.
Cylinders, 17 inches x 22 inches.
6 Driving wheels, 49 inches diameter.
2 Truck wheels, 30 inches diameter.
Furnace, Steel.
Flues, 175 iron, 10 feet 4 inches long, 2 inches diameter.
Fuel, Soft Coal.
Tender tank to hold 2,000 Winchester Gallons.
Weight, empty, about 63,000 pounds; loaded, 71,500 pounds.
Price, $17,500.

ROGERS ENGINE, PACASMAYO RY.

1 Tank engine—
Gauge, 4 feet 8½ inches.
Cylinders, 10½ inches x 18 inches.
4 Driving wheels, 34 inches diameter.
No truck wheels.
Steel Furnace.
Flues, 65 iron, 9 feet 10 inches long, 2 inches diameter.
Fuel, Soft Coal.
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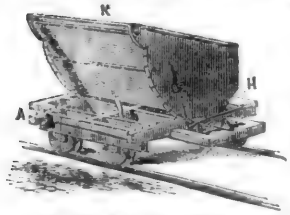
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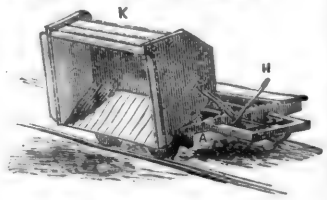


Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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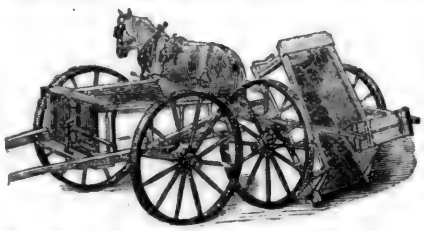
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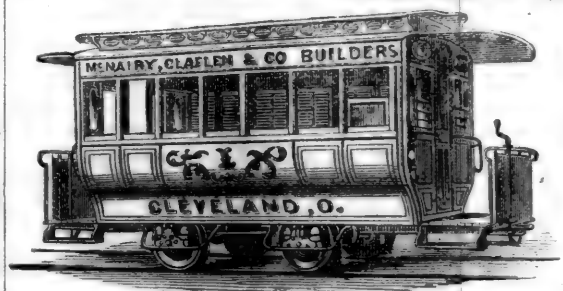
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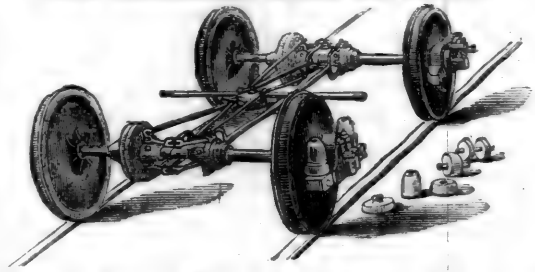
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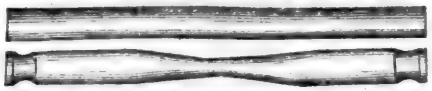
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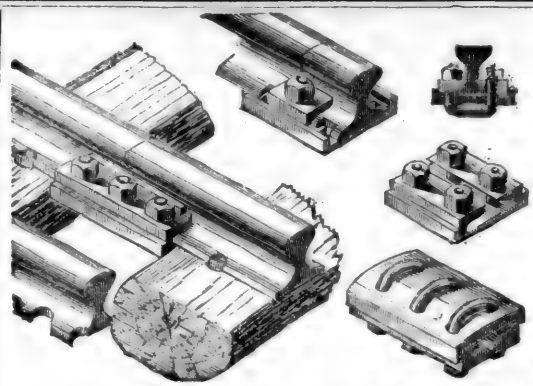
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RAIL JOINTS,

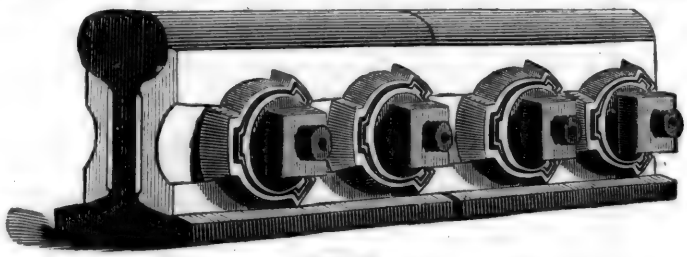
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail,* with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
71 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails,** and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.
91 & 93 Thomas-St. }

IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

AGENTS FOR

FUNCKE and ELBERS,

HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.

BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, November 9, 1872.

Monroe and Dubuque R. R.

After long years of struggling and weary effort and discouraging delay, at last the important section of road between Monroe, the present terminus of the Southern Wisconsin Railroad, and Dubuque, on the west bank of the Mississippi, is to be completed. Yesterday the section between Monroe and Shullsburg, about thirty miles, or one half of the whole distance from Monroe to Dubuque, was let to efficient contractors, who will proceed immediately to work.

The backers of this enterprise are the Milwaukee and St. Paul R. R., and the Lafayette and Mississippi R. R. In the course of 1873 the whole line will be completed to Dubuque, where this road can form connections with the Dubuque and Pacific R. R. already completed 400 miles west of that city. The company which built the great bridge across the Mississippi at that point, is compelled by its charter to grant facilities to other railroads to cross its bridge equal to those now granted to the Illinois Central R. R. This provision becomes very important, as it will enable the Monroe and Dubuque R. R. to construct its depot within Dubuque city limits. This road when constructed, will bring an enormous business here from Central Iowa, in the form of wheat, corn, and pork, and invite the return of merchandise from our warehouses. For over twelve years the inhabitants of Southern Wisconsin have longed for the completion of this road, and now they are to see its fulfillment.—*Milwaukee Wisconsin, Oct.* 30.

NOVEMBER INVESTMENTS

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts, there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the Road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of Road also entitles the Company to Ten Million Four Hundred Thousand Acres of Land, located in Central Minnesota, Eastern Dakota, and in the Columbia Valley on the Pacific Coast. The Bonds are secured by a first mortgage on the Road, its Traffic and Franchise, and on the entire Land Grant received from the Government. The rate of interest is Seven and Three-Tenths Gold —equivalent to about Eight and a Quarter per cent. in currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States Five-Twenties and high-priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

☞ The income of the Boston and Albany Railroad for the year ending September 30, 1872 was $9,259,598 81; the expenses, $6,896,984 12; and the net income, $2,862,614 69. In 1871, the income was $7,962,342 40; the expenses, $5,807,-859 44; and the net income, $2,154,982 96—showing an increase in gross income of $1,297,256 41; in expenses of $1,089,624 68; and in net income of $207,631 78. The number of passengers carried in 1872 was 5,247,576; do. carried one mile, 113,-047,831. Tons of freight carried, 2,782,901; do. carried one mile, 290,064,965.

Commerce of New York.

The foreign imports at New York for the month of September, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$21,432,482	$17,298,016
Do. for warehousing....	8,869,861	9,143,531
Free goods....	2,708,233	7,849,413
Specie and bullion.....	331,679	2,088,045
Total entered at port...	$33,342,255	$36,379,005
Withdrawn fr. wareh'use	12,889,575	15,156,684

The foreign imports at New York for the nine months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$165,096,546	$159,292,057
Do. for warehousing...	111,353,165	147,989,463
Free goods....	22,584,178	37,998,958
Specie and bullion.....	5,586,766	5,002,488
Total entered at port...	$304,620,655	$350,282,961
Withdrawn fr. wareh'se.	98,625,022	127,868,482

The duties received at New York for nine months from January 1, were:

	1871.	1872.
Six months.....	$73,692,107 93	$73,822,709 76
In July....	11,984,967 33	7,251,160 85
In August....	16,932,839 65	19,835,156 81
In September	15,733,891 86	18,274,126 81
Nine months	$118,293,796 77	$118,683,153 78

The exports from New York to foreign ports in the month of September, were:

	1871.	1872.
Domestic produce.....	$20,100,569	$18,950,574
Foreign free goods.....	193,707	81,297
Do. dutiable.....	569.026	652,927
Specie and bullion.....	2,130,320	1,432,635
Total exports	$22,993,622	$21,117,433
Do. exclusive of specie.	20,863,302	19,684,798

The exports from New York to foreign ports for nine months from January 1, were:

	1871.	1872.
Domestic produce.....	$166,414,661	$158,102,659
Foreign free goods.....	996,862	1,147,348
Do. dutiable	5,898 916	7,418,010
Specie and bullion.....	57,619,924	58,382,370
Total exports.....	$280,925,363	$225,050,382
Do. exclusive of specie.	173,305,439	166,668,012

☞ East Windsor, Conn., has subscribed $110,-000 to the capital stock of the Connecticut Central Railroad Company. This action, it is said, insures the building of the road.

Tonnage of New York.

The official returns of the tonnage of the port of New York for the year ending June 30, 1872 give the following statistics:

	Vessels.	Tonnage.
Sailing vessels under permanent register, which enables them to engage in trade with foreign as well as domestic ports.	495	331,013.01
Steamers under permanent register	78	119,351.00
Sailing vessels under temporary register	276	128,911.23
Steamers under temporary register	12	11,468.00
Total under register	861	590,743.24
Sailing vessels under permanent enrollment and license engaged in the coasting trade exclusively	1,213	107,289.04
Steamers under permanent enrollment and license engaged in the coasting trade exclusively	479	174,621.12
Sailing vessels under temporary enrollment and license	78	17,335.15
Steamers under temporary enrollment and license	4	910.87
Sailing vessels under 20 tons licensed only	317	3,668.25
Canal boats under permanent enrollment and license	1,242	126,885.44
Barges under permanent enrollment and license	246	55,051.60
Steamers under 20 tons licensed only	20	176.76
Total under enrollment and license	3,599	485,938.23
Total under register	861	590 743.24
Aggregate number of vessels and the tonnage of the port.	4,460	1,076,681 47

The official report of tonnage for the year ending June 30, 1871, was as follows:

	Vessels.	Tonnage.
Vessels under permanent register	561	450,898.18
Vessels under temporary register	234	134,642.13
Total	795	585,540.31
Vessels under permanent enrollment and licensed	3,946	548,936.10
Vessels under temporary enrollment and licensed	80	15,922.00
Vessels under 20 tons, licensed only	476	5,460.92
Total under enrollment and license	4,502	570,319.02
Total under register	795	585,540.31
Aggregate number of vessels and tonnage in 1872	5,297	1,155,859 33

These figures exhibit a decrease of 837 in the number of vessels and 79,177.86 in the tonnage since 1871.

☞ The St. Mary's *Beacon* states that two corps of engineers of the Southern Maryland Railroad, one operating from Point Lookout by way of St. Mary's river, and the other from Mechanicsville by way of Leonardtown, have formed a junction at or near the Clifton Factory and Great Mills, thus connecting the entire line of surveys from Point Lookout to a point in Prince George's county on the line of the Baltimore and Potomac road. A large force of hands and carts are at work between Mechanicsville and Leonardtown. The energy displayed gives hope that they will soon have an early communication by rail with the cities of Baltimore and Washington.

Wisconsin Central Railroad.

On the south end of the line 115 miles of this road are completed. The passenger trains run as far north as Stevens Point, 62 miles; from thence north passenger and construction trains run 42 miles farther. Beyond the Point, to which the iron is laid, the road is being graded in sections all the way through to Ashland. The whole distance from Menasha to Ashland is 255 miles. At the Ashland end the docks are being built and a contract for the construction of the road between Ashland and the Penoka Iron Range, 30 miles, was let, to be finished November 15. This work can not be done as soon as that. There are two locomotives and a construction train on that end, and there is iron at Ashland and more to be delivered there this month, to complete the road as far as the Penoka Range.

Six miles from Ashland the road will cross the White River on a handsome and substantial iron trestle bridge, now mostly on the ground and being erected. The bridge is 1,700 feet long and 109 feet high, and is manufactured at Buffalo, N. Y. The abutments are of red sandstone, similar to that of which the Milwaukee court house is constructed. Near that is another bridge, 600 feet long, also built of iron, which will be finished within a month.

The owners of the Penoka iron mines are now opening their mines, and the railroad company has contracted to transport the ore for 20 years. The road is contracted to be completed by a year from next September. G. Colby, of Boston, is President of the company, and George Reed of Menasha, Vice President.—*Green Bay Advocate Oct* 26.

☞ The directors of the Boston and Albany Railroad have decided to substitute steel for iron rails upon the road as fast as practicable. About 9000 tons of steel rails have already been purchased in Europe, 4000 tons of which will be delivered this year and 5000 next year, and they will be laid as fast as received. This policy is dictated not only by regard to the safety and comfort of the traveler, but by a wise economy. This is evident from the fact that of 1,200 tons of iron rails laid last year, 800 tons have been taken up as unsafe or useless.

☞ On the 17th of October the Board of Public Works of Virginia received from the Orange, Alexandria and Manassas Railroad Company the sum of $842,000 in State bonds, in full settlement of the deferred payments of the company on its purchase of the State's interest in the road. In March last the company paid $188,000 in State bonds on this purchase, making the whole amount thus paid by the company $1,030,000, which goes to the reduction of the public debt.

☞ It is announced that the Great Western Railway Company of Canada will pay a dividend at the rate of 6½ per cent. per annum on the operations of the past half-year. Mr. John Cleghorn, one of the Directors of the North Eastern Railway Company, has been elected to a seat at the board of the Great Western Railway of Canada, vacated by the resignation of Mr. M. K. Jesup, of New York.

☞ The whole of the Lee and New Haven Railroad has now been sub let. Kelly & Rogers of West Stockbridge have the first five miles, and C. C. Churchill of Hastings, New York, the remaining twenty miles. The road is now being located.

☞ The rails on the Boston and Maine Railroad extension are laid between Salmon Falls and Wells Village.

Wisconsin Central Railroad.

The Wisconsin Central Railroad, which is under contract to be finished by November 1, 1873, is progressing rapidly and well from its eastern terminus toward Penoka Gap, and is finished to a point north and west of Stevens' Point, which promises to become an important place, as the machine shops of the company are located there. From Penoka Gap to Ashland, the ground to be worked is of such a character as to make it extremely difficult to prosecute the work, and several sub-contractors have already given it up as a bad job. It is completed to White River, a distance of five miles, and a bridge is being built which delays matters considerably. Twenty-seven miles remain to be completed between Penoka Gap, where there are immense iron mines, of the finest quality of ore, and White River. It has been reported that work would have to be suspended on the road on account of the failure of some of the contractors to fulfill the conditions imposed, but this is not so, for it is now decided that building shall progress all winter. Some ideas of the difficulties of the work may be formed from the fact that it has cost the contractors $70 per ton to send supplies out to their working force, as everything had to be carried on the backs of pack men.—*Mil. Wis.*

Wilmington and Western Railroad.

The Wilmington and Western Railroad, which was formally opened on the 19th ult., by a celebration at Landenburg, Pa., is designed as a section of a line that will open up a trunk line to connect the Great West with Wilmington, Delaware. It is said the road traverses a rich and fertile agricultural region. The new road was chartered in 1867 by the Delaware Legislature, and its construction was commenced seventeen months ago. The whole of the capital stock of the company has been actually paid in. In length it is nineteen miles, and the present western terminus is Landenberg, in Delaware county, Pa. At this point it forms a junction with the Delaware and Pennsylvania Railroad, which starts at Pomeroy, on the Pennsylvania Central. This is an important line, running from the interior of Pennsylvania down into Delaware, and thence affords a connection with the Eastern Shore of Maryland.

Statistics of Manufactures of the United States.

The tabulation of statistics of manufactures of the United States for the year ending June 1st, 1870, as returned at the ninth census, has just been completed at the census office. The number of establishments is 252,149; the number of steam engines 40,191, with a horse power of 1,215,711; number of water-wheels 51,017, with a horse-power of 1,130,416. The average number of hands employed during the year was 2,150,984, of whom 1,615,594 were males above 16, 823,768 females above 15, and 114,626 children and youths.

The amount of capital invested was $2,118,247,069; of wages paid, $775,621,593. The value of the material consumed was $2,488,291,952; of product, $4,232,625,896; of this production $18,040,644 is returned from the State of Alabama; $185,410 from Arizona; $4,629,284 from Arkansas; 66,594,556 from California; 2,852,820 from Colorado; $161,065,474 from Connecticut; $178,570 from Dakota; $16,791,882 from Delaware; $9,292,173 from the district of Columbia; 4,685,403 from Florida; $31,196,115 from Georgia; $1,047,624 from Idaho; $205,560,672 from Illinois; $108,617,278 from Indiana; $46,534,822 from Iowa; $11,775,823 from Kansas; $54,625,809 from Kentucky; $24;161,905 from Louisiana; $79,497,521 from Maine; $87,593,613 from Maryland; 553,912,558 from Massachusetts; $118,394,676 from Michigan; $23,110,700 from Minnesota; $8,154,758 from Mississippi; $206,213,429 from Missouri; $2,494,511 from Montana; 5,738,512 from Nebraska; $15,870,589 from Nevada; $71,088,249 from New

Hampshire; $169,237,732 from New Jersey; $1,489,868 from New Mexico; $785,194,651 from New York; $1,921,527 from North Carolina; $269,713,610 from Ohio; $6,877,387 from Oregon; $712,178,944 from Pennsylvania; $111,418,354 from Rhode Island; $985,898 from South Carolina; $34,862,626 from Tennessee; $11,517,302 from Texas; $2,343,019 from Utah; $32,184,696 from Vermont; 38,364,222 from Virginia; $2,851,052 from Washington; $241,180,051 from West Virginia; $77,214,326 from Wisconsin, and $765,424 from Wyoming.

New York, Providence and Boston Railroad.

The business of this company for the years ending August 31, 1871 and 1872, has been as follows:

Receipts:	1871.	1872.
From passengers	$384,016 81	$445,891 12
From freight	298,394 49	342,539 25
From mail service	7,968 78	7,968 76
From rents, etc	6,476 08	9,763 08
From dividends Stonington Steamboat Co	114,103 00	77,797 50
Under contract FallRiver Line	8,266 19	7,879 65
Interest account	1,520 79	3,601 88
Merchants' Navigation and Transportation Co.	.....	15,580 00
	$820,746 14	$911,020 74
Expenditures:		
Repairs of road	$86,600 53	$131,968 39
" engines	26,448 33	26,092 61
" cars	35,025 09	42,503 64
" bridges	10,113 83	7,321 47
" depots	10,548 98	6,602 62
Ferry	16,890 94	23,044 40
General expenses	23,509 18	26,700 10
Salaries	12,806 00	15,240 08
Wages	114,174 48	124,268 87
Fuel	36,062 43	55,462 65
Insurance	2,365 84	2,546 45
New cars	31,271 52	24,056 48
Taxes	22,394 32	22,137 24
Fire damage	.....	561 65
Water works	56 87	.....
	$428,268 34	$509,106 65
Net earnings	$392,477 80	$401,914 09
From which deduct—		
Dividends paid	$169,866 00	
Interest on 6 per cent. bonds	8,051 13	
Interest on Extension road bonds	15,000 00	
Interest on Improvement bonds	7,000 00	
Interest on 7 per cent. bonds issued 1869	47,005 00	
		246,922 13
Surplus		$154,991 96

Compared with the previous year the receipts of 1872 show an increase of $90,274 60, with an increase in expenditures of $80,838 31, making the increase in net receipts, $9,436 29. The president in his report says:

The receipts in each department of our business have been larger than in any previous year, and excluding dividend on stock held in steamboat Company, are $125,000 in excess of those of 1871. There is an apparent increase in expenditures of about $80,000, the larger portion being for filling in the pile work at Poquonnock river and Munford's Cove. This work, which has been progressing for years, is now nearly completed, and a large saving in the annual outlay for repairs will thereby be effected. The road has received requisite repairs, and is now in good running order.

A second track has been laid between Providence and Wickford, with a superior quality of 60 pound English rails, and proves a great service in moving expeditiously the increasing number of trains. A branch track has also been laid from our main line to Providence river, about one and one-fourth mile. There has also been laid 116 tons new and 725 tons re-rolled iron, and 18,633 ties; 5,512 rails have been repaired at our shops and relaid.

The number of miles run is 441,485, at a cost of 12.676 cents per mile for fuel.

The superintendent recommends that the double track be continued from Wickford to Kingston, seven miles, in time for the next summer business. It would be well that you authorize the directors to have a second track laid, not only to Kingston, but in case the business of the road warrant it, from that point to Stonington. The probable outlay of the entire distance—30 miles—will be about $300,000.

In April last we resumed the payment of quarterly dividends, and confidently rely on their continuance.

We have no floating debt, and the construction account, which was opened last year, has been charged with no rolling stock except two locomotives, the other items carried to the account are for second track, and for enlargement of ferry, &c.

Since the completion of the new ferry boat on the Thames river, there has been a marked increase in through travel.

More than half a million passengers—a larger number by 50,000 than in any previous year—have been carried over the road without loss of life or any serious accident, a result affording ample proof of the vigilance and skill which our worthy superintendent and his associates have exhibited, entitling them to your hearty thanks.

The number of passengers carried over the road the past two years is as follows:

	1871.	1872.
Through passengers	130,452	152,962
Local passengers	333,163	363,948
Commuters	82,004	97,301

The amount of freight transported over the road the past two years is as follows:

	1871. Tons.	1872. Tons.
Through freight	153,214	171,134
Local freight	56,863	58,543

CONSTRUCTION ACCOUNT.

New engines	$20 000 00
New ferry boat	2,346 42
New scales	1,074 26
Second track	236,013 40
Track from main line to Prov. river	15,293 42
Alteration ferry slips	5,430 13
Real estate	9,000 00
	$289,157 63

STOCK and BONDS.

Capital stock	$2,000,000
Less held by the company	112,600
	$1,887,400 00
Six per cent. bonds due 1873	$150,000
Less exchanged for 7 per cent. bonds	95,000
	$55,000 00
Six per cent. bonds due 1878	$100,000
Less exchanged for 7 per cent. bonds	23,000
	$77,000 00
Seven per cent. bonds due 1899:	
Sold to cover interest in Steamb't Co.	$425,000
Sold on account of construction	74,000
Issued in exch'ge for 6 per ct. bonds	118,000
Sold this last year on account construction	115,000
	$732,000 00
Seven per cent. improvement bonds.	$100,000 00
Extension road bonds:	
Six per cent. bonds due 1878	$200,000
Six per cent. bonds due 1881	50,000
	$250,000 00

GENERAL BALANCE SHEET

Of receipts and expenditures for the year ending August 31, 1872:

Balance cash assets from last annual report		$83,060 13
Receipts		911,020 74
115 bonds sold on account construction		115,000 00
		$1,109,080 87
Expenses		$509 106 65
Dividends		169,866 00
Interest		77,056 13
Construction account		289,157 63
Balance cash assets carried to new account:		
Newport and Wickford R. R. and Steamboat Co.	$439 41	
Cash in hands M. Morgan & Sons	9,025 14	
Cash in Stonington	21,123 75	
Due from connectingroads	31,786 18	
Due from Stonington Steamboat Company	191 86	
Due from Post Office department	1,328 12	
		63,894 46
		$1,109,080 87

President.—SAMUEL D. BABCOCK.

Vice-President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock, James B. Johnston, Charles Morgan, William F. Cary, Jr., Nathan F. Dixon, John A. Burnham, David S. Babcock, Edward Morgan, S. B. Stone.

Superintendent.—A. S. MATHEWS.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

Chesapeake and Ohio Railroad—Opening of the Iron and Coal Deposits of Virginia.

Office of FISK & HATCH, 5 Nassau St.,
NEW YORK, November 1st, 1872.

By the close of the present year, or early in January, 1873, the CHESAPEAKE AND OHIO RAILROAD will be completed and open for traffic from the wharves at its present eastern terminus, immediately below Richmond, to the head of continuous navigation, at Huntington, on the Ohio River, 420 miles.

The portions of the road now in operation and completed, are as follows, viz.:

From Richmond, westward, to the White Sulphur Springs	227 Miles.
From Huntington, the western terminus on the Ohio River, eastward, to Ganley	90 "
Additional miles completed westward from White Sulphur	65 "
Total completed	382 Miles.

Leaving a gap between Richmond and the Ohio River of only 38 miles, upon which the rails are being laid at the average rate of three-fourths of a mile per day; and the grading, masonry, bridging, &c., are so nearly completed, that tracklaying can be continued without material interruption until the whole is finished.

In connection with this announcement, a brief review of the character, advantages and prospects of the Chesapeake and Ohio Railroad will not be out of place, and cannot fail to be of interest to those to whom this communication is addressed.

The opening of this new East and West line of communication is an event of the highest importance, both to the populous States of the Atlantic seaboard and to the producing regions of the great West, and is destined to exert a marked influence upon the solution of the problem, so much discussed, of the cheaper transportation of Western products to the sea.

The great significance of a through line of railroad, leading directly from the best harbor and the most westerly indentation of deep water on the North Atlantic coast line, into the very heart

of the Ohio and Mississippi Valleys, with their twelve thousand miles of connected and constant navigation, having grades lighter than those between New York and Philadelphia, and with an abundance of cheap fuel along its route, must be apparent to those who produce, and those who trade in or consume the great staples of commerce.

The virtual monopoly hitherto enjoyed by the three or four lines of communication penetrating the West, has added to the cost of its products the highest rates for transportation which they could be made to bear, and limited the area and extent of production to a degree that has attracted the attention of all classes interested, more than almost any other question of our times. The closing of the lake navigation by storms and ice during four months of the year, and the limited capacity of the Erie Canal at its best, have hitherto left so large a surplus of produce subject to rail transportation over long distances, that high rates have inevitably followed, profits have been swept away, and production and shipment discouraged.

The means of transportation and distribution between the East and the West have not kept pace with the increase of population and production. The following, from a recent issue of the Chicago *Tribune*, forcibly illustrates how much the need of a new and efficient line of transport is felt at the West:

HIGH FREIGHT CHARGES.

"It is becoming a serious question what is to be done with the grain products of the country. During the last sixty days there has been a general advance in the rates of freights all over the country, and the effect is crushing upon those who produce the lower-priced varieties of grain. This advance has not affected the wheat growers so much, because there is comparatively very little wheat going forward. This is, however, accidental. As an illustration, let us give some figures. The cost of moving corn from a point one hundred miles distant from Chicago, by way of the lakes and Erie Canal, including the intermediate charges, to New York, is 41½c. This does not include any charge or profit in that city. The price of corn in New York is 65c. Allowing 3c. per bushel to cover profits and expenses in New York, there is left to the producer just 21c. per bushel for his corn. In oats the case is even worse. It costs to deliver oats from a point like distant from Chicago, in the boat at New York, 31c. per bushel. Oats are selling in New York at 40@44c. If 2c per bushel be allowed for expenses and profits in New York, there is left to the producer 6c. to 10c. per bushel for his oats at the place of growth. Of course, there is a limit beyond which wheat, corn and oats cannot be transported except at a cost equalling or exceeding the value of the article. The rate of freights on oats has almost reached that point now. They may be still further advanced until they prohibit the transportation of corn, and even of wheat. The present freight charges to New York are nearly double the average rates of last year, and the advance in freights is of necessity taken from the price of the grain in the hands of the producer."

For years the residents along the banks of the Ohio and Mississippi and their numerous tributaries have been devising plans by which their cotton, breadstuffs, provisions, fruits, tobacco, hemp, and minerals, might be cheaply shipped to the American and European seaboard cities. The route *via* the Mississippi and Gulf of Mexico, besides involving such a loss of distance and time, is found to be attended with insuperable difficulties, and the demand for cheap freights has continued to increase, and to seek other outlets.

It has been estimated that the average cost of moving heavy freights on these inland streams is but three mills per ton per mile, while the average cost of the same class of freights by all rail lines can not be less than four or five times that of the water lines.

Nothing can be more certain, therefore, than that a line of railroad affording a short, economical and reliable portage between cheap river transportation which is available at all seasons, and an Atlantic port favorable for distribution and shipment, will command a freighting business limited only by its capacity.

The Chesapeake and Ohio Railroad reaching the cheap navigation of these western streams at the head of navigation on the Kanawha River, (during the season in which this river is navigable), only 342 miles from tide water, and at the head of continuous navigation at low water on the Ohio River, only 420 miles from tide-water, is the shortest portage between uninterrupted water carriage at the West and an Atlantic port, while it enjoys all the conditions of economical, continuous and profitable operation.

At Huntington, its terminus on the Ohio, steamers and barges may at all seasons of the year transfer to the cars their cargoes brought direct from New Orleans, Shreveport, Yazoo, Memphis, Fort Smith, Tuscumbia, Nashville and Paducah in the southwest; from St. Paul, Fort Benton, Omaha, Leavenworth, Burlington, Quincy, Keokuk and Peoria in the northwest; and from St. Louis, Cairo, Louisville, Cincinnati in the mid-west, and receive in return the fabrics and wares of Eastern manufactories and imported merchandise for transport to those points. Grain, live stock, meats and other products can be delivered at the river terminus of the Chesapeake and Ohio Railroad from the various points of the Mississippi River system, at less cost than it is possible to place freight from the same localities so far eastward by any other route, and from thence find the shortest and cheapest rail transportation to the seaboard, that can be reached by floating cargoes at all seasons.

All the more northerly routes by which the economy of water transportation can be secured to any considerable extent are available for only a portion of the year, during which they are always overcrowded. Water communication with the Western termini of the other roads reaching the Ohio River from the East is impracticable for several months in the year in consequence of low water or ice in the Upper Ohio. Communication with the open sea and coastwise navigation from their Eastern termini at Philadelphia and Baltimore are also frequently interrupted by ice.

The water communications at both ends of the Chesapeake and Ohio Railroad are comparatively constant and uninterrupted. The Chesapeake Bay is always free from ice, and the navigation of the Ohio River as low down as the terminus of this road is rarely obstructed.

The economy of this route for the transportation of Western products to Atlantic ports is therefore continuous and available throughout the year.

In addition to these advantages of a short and economical portage between continuous and unobstructed cheap water transportation, the Chesapeake and Ohio Railroad will soon have direct and low grade all rail connections with the principal produce and railroad centers of the West, and with the entire system of western railroad communication.

The ELIZABETHTOWN, LEXINGTON, and BIG SANDY RAILROAD, which will form the last link in the shortest and easiest line to and from Louisville, St. Louis, and the Southwest is already in operation under lease to the *Louisville, Cincinnati and Lexington* Company, from Lexington to Mount Sterling, 33 miles. The remainder of the distance, 85 miles, from Mount Sterling to a connection with the Chesapeake and Ohio, has been carefully surveyed and will be completed at an early day.

The SOUTHERN OHIO RAILROAD COMPANY, whose purpose is to complete the line from Dayton to the Ohio River, at a point opposite Huntington, so as to afford a short and favorable connection for the Northwestern cities over this route, have been prosecuting their surveys and improving their lines.

The CINCINNATI and CHESAPEAKE Railroad Company, have also made careful surveys of their line following the Valley of the Ohio, from Huntington *via* Portsmouth to Cincinnati, which establish the important fact that the road can be cheaply and rapidly constructed with grades *not exceeding* 15 *feet per mile throughout.*

The importance of this line, and the value of the connection which it will form with the Chesapeake and Ohio, are strongly appreciated at Cincinnati and throughout the populous and wealthy towns and counties along the route.

Another important result of the completion of the Chesapeake and Ohio Railroad, will be the very great stimulus it will impart to the COAL and IRON industries, and the various branches of manufacture associated therewith, in the Ohio valley, and along its line in Virginia and West Virginia.

While the Extension of the road to the Ohio river has been under construction, mining engineers and exploring agents of capitalists have been traversing the great iron ore belt of Virginia and the coal beds of the Kanawha and New rivers. Large tracts of valuable mineral lands have been purchased by practical miners and iron-workers from Europe, Pennsylvania and other States, as the result of these examinations.

The natural advantages and attractions for the investment of capital in coal mining extend for a hundred miles along the line of the road; and advantageous locations for iron furnaces, rolling mills, foundries, and iron works of various kinds, are found along almost the entire road. The time cannot be far distant when the various industries requiring cheap iron, coal, timber, water-power and cheap transit, will cluster along 300 miles of the Chesapeake and Ohio Railroad and create a local traffic which alone would render it one of the most valuable railroads in America.

Some of the most prosperous and profitable railroads in the country derive their revenues almost exclusively from the transportation of iron and coal; and those railroads which traverse prolific regions of iron and coal have been uniformly remunerative. The receipts of the Reading Railroad from the transportation of coal alone for the year ending Nov. 30, 1871, amounted to $8,287,248 14.

We think it is no exaggeration to say that there is no railroad in the United States whose route is so rich in iron ores and coals as that of the Chesapeake and Ohio, or whose location is better calculated to command for these products the widest distribution to the best markets.

Prof. T. S. Ridgway, a mining engineer and geologist of repute, who has had more than thirty years' experience in the field, has made a full and careful examination of the minerals of commerce along the line of the road. The concluding summary of his Report,* in relation to coal and iron ores, is as follows:

MAGNITUDE OF THE DEPOSITS.

"The lower coal measures, which I have just described in detail, are comprised in twenty-four seams, eleven of which—containing an *aggregate thickness of fifty-one feet*—are workable. The pick and shovel may disclose new beds in addition.

"Any attempt to estimate, by calculation, the amount of coal contained within a given number of miles of your road would be futile. Without deeming it necessary to resort to a trigonometrical survey of even a small portion of the field, it is quite obvious, even to the practised miner, that there are above the water level, between Big Sewell Mountain and Charleston, within five miles on either side of the line on your road, thousands of millions of tons. The same seams could, of course, be reached by pits of moderate depth, between Charleston and Huntington; and the amount of coal available from West Virginia is incalculably large—sufficient, allowing for a normal ratio of increase in consumption, to supply the Western markets for a thousand years to come.

ADVANTAGES FOR IRON AND STEEL MANUFACTURE.

"Reviewing the ground between a point in the Piedmont District of Virginia, say Gordonsville, and the point where your line debouches on the Ohio, Huntington, a distance of 325 miles, as traversed by your road, I find an almost constant succession of the minerals prominently used in the mechanic arts and commerce; and I am convinced, from the way in which they are presented at the surface, from their abundance and variety, and from their proximity to, and elevation above, the road, that all the elements of successful, continuous, and profitable coal mining and manufacture are here found closely associated, and under the most favorable conditions for use. The iron ores are especially rich, of great variety; the carboniferous limestone is especially superior for fluxing purposes; the several kinds of coal, are, in their several ways specially adapted for the manufacture, refining and working in iron and steel; and I am decidedly of the opinion that both the crude metal, and its more finished products, may be produced along this portion of your road at less cost, or, in other words, so as to yield a larger profit, than in even the most favored localities in other States. Having heretofore investigated and reported upon various furnaces, and having in view the cheapness of coal and charcoal, fuel, labor in Virginia (colored), and the resources of water power, I am satisfied that pig iron can be made at numerous points along the road at from $18 to $20 per ton.

* Copies of this Report, with Geological Map, may be had on application at the office of the CHESAPEAKE & OHIO R. R. Co., 54 William Street, or at the Banking House of DISE & HATCH, 5 Nassau Street, N. Y.

"The fact that good serviceable coal can be placed in your cars at $1 per ton, exclusive of royalty, is one of the first importance, both to the workers in iron, and to the immense distribution of coal for various uses throughout the Mississippi Valley. It will be observed also that, unlike most railroads, by the establishment of iron-works between these extreme points, a reciprocity of freights would follow, the cars passing one way loaded with coal, and the other with ores. The light grades of your line will not only admit of this interchange, but also enable you to distribute the minerals to the works along the line at less cost, and also add to the net revenues of the Company. Finally, there is no better outlet for coal and manufactured iron and other products to the Mississippi Valley on the one hand, by means of the 12,000 miles of internal navigation, added to the vast net-work of railroads with which the Chesapeake and Ohio Stem Line is destined to be connected; or, on the other hand, to the Seaboard Cities by way of the cheap coast navigation which your line reaches at its eastern terminus on the Chesapeake Bay."

To understand the value of these resources it is only necessary to glance at the growth of the Coal and Iron trade of the world and of the United States within the past few years.

Mr. Abram S. Hewitt in his very able and eloquent address before the American Institute of Mining Engineers, says:

"In 1856 I had occasion to trace the history of the manufacture of iron, and established what may be termed its law of development, rather rude indeed, but plainly dependent upon the growth of population and the spread of civilization throughout the world. At that time the annual production of iron had reached about 7,000,000 tons, of which Great Britain produced 3,500,000 tons, and the United States about 1,000,000 tons. The consumption of Great Britain was 144 pounds, and of the United States, 84 pounds, while the average consumption of the world was only 17 pounds per head, of population. It was shown that the consumption per head was steadily on the increase, and that consequently the annual production was enlarging so rapidly as to double once in 14 years; and it was predicted, after making due allowances for all the drawbacks, such as the wars which have unhappily taken place in the interval, beyond any possible expectation, that in 1875 the production of iron would surely reach 14,000,000 tons. The actual returns show that in 1871 the production amounted to 13,500,000 tons, and in 1872 the limit 14,000,000 will undoubtedly be passed, so that the estimate made in 1856 is more than realized. Meanwhile the consumption has risen in England to 200 pounds, in the United States to 150 pounds, and in the whole world to 30 pounds, per head. It is not possible to convey a more striking idea of the progress of the world, during the last 17 years, than this statement affords. The consumption of iron measures the progress of civilization, and it is impossible not to believe that the whole world will ultimately require as much iron per head as we now use in the United States, when a total annual production of over 70,000,000 tons will be required. But, if these figures seem to be at all wild, no one can for a moment doubt that the next 17 years will double the present annual production of iron, bringing it up to 28,000,000 tons per annum; and I feel quite safe in asserting that the beginning of the twentieth century, which some among you may hope to see, will witness an annual production of over 40,000,000 tons.

"You need not be told that iron is produced at less money-cost in Great Britain than any other quarter of the globe. This has enabled her to produce about one-half of the total annual make. Of the 7,000,000 tons made in 1855, Great Britain produced 3,585,906 tons, and, of the 13,500,000 tons produced last year, she turned out nearly 7,000,000 tons. It is evident, however, that there are limits in the way of raw material and labor beyond which Great Britain cannot go. While I see no reason to doubt that there will be a steady increase in production, it is evident that she will not be able to supply hereafter, as heretofore, so much as half the annual wants of the world for iron. But, allowing this proportion to Great Britain, there will still remain 14,000,000 tons to be made by the rest of the world. The history of the trade, as well as the natural resources of the several nationalities, prove that the bulk of this additional product can only be made in the United States. We are, in fact, the only people who have kept pace with Great Britain in the ratio of increase. In 1855, when Great Britain produced 3,500,000 tons, we produced 1,000,000 tons. In 1872, when Great Britain will produce 7,000,000 we produce 2,000,000 tons—the quantity produced in Great Britain in 1847, showing that we are only 25 years in arrear of her magnificent production. At the same rate, therefore, we could make 7,000,000 tons in 1897. But, as Great Britain cannot possibly maintain her rate of increase, there does not seem room for a doubt that our annual production will reach at least 10,000,000 and will probably amount to 15,000,000 tons before the close of the present century. This means that 25,000,000 to 40,000,000 tons of iron ore shall be annually extracted from our mines, and that our coal-production will exceed 100,000,000 tons per annum, required for iron and other branches of industry. It means that an investment of capital to the amount of $500,000,000 at least, and probably $1,000,000,000, shall be made in opening mines, erecting works, and supplying the requisite machinery of production."

The following figures will give an idea of the growth of Coal production and consumption in the United States:

The Anthracite Coal trade of Pennsylvania amounted in 1840, to 959,973 tons; in 1850, it had increased to 8,358,899 tons; in 1860, to 8,513,128 tons; and in 1870, to 16,849,899.

These figures cover a single variety of Coal and the Coal area of part of a single State only. The statistics of the production of Bituminous Coal would show an equal or greater ratio of increase.

It is safe to assume, in view of the rapid increase in the manufacture of iron and in the numerous other industries in which Coal is employed, and the constantly widening field of Coal consumption in place of wood, as the forests disappear, that the ratio of increase in the demand for Coal—especially for the bituminous varieties in which the route of the Chesapeake and Ohio Railroad abounds—will in the next ten years, exceed enormously that of any previous period.

The recent remarkable advance in the price of coal and iron, steel and allied manufactures, in the markets of Great Britain and continental Europe, is giving a great impulse to the rapid development of coal mining and iron manufacture in this country, and especially on the line of the Chesapeake and Ohio Railroad.

Coal and pig-iron have risen from 50 to 150 per cent. in value in the principal markets of Great Britain. The limited coal-bearing territory of England is being probed and bored anew, and every device tried to satisfy the demand for coal and iron. The novel spectacle is seen of coal being imported from Belgium and Holland to the North of England, while iron ores have long been exported from Sweden, Norway, and Spain, to supply the deficiency of English mines. The cheap labor of England which has enabled her hitherto to supply so large a proportion of the iron consumption of the world, is itself disappearing: and the flow of labor and capital to America, combined with our natural advantages for these two important branches of industry, must render the United States the great iron and coal producing country of the future.

These facts add a new importance and value to our rich deposits of iron ore and coal, and to the lines of communication which open them to market. Already American coal is taking the place of the English article as fuel in several ports hitherto supplied exclusively with the latter. Orders have recently been transferred from Liverpool, England, for the large supply of large quantities of bituminous coal from American ports, to be shipped to Madeira, Rio Janiero, Aspinwall, St. Thomas, Martinique, Havana, Valparaiso, and other distant points.

The bituminous coals of the Kanawha and New River Valleys are of superior quality for shipping and fuel purposes. These coals can be delivered over the light grades of the Chesapeake and Ohio Railroad, at low rates, and placed on board vessels at a point on deep water much more accessible, and 160 to 180 miles nearer the open sea, than those at which the Cumberland and Allegheny coals, with which the Eastern markets have hitherto been supplied, are delivered for shipments.

The Baltimore and Ohio Railroad delivered at its wharves and depots in Baltimore, during the past year, 1,500,000 tons of the Cumberland coal. The same amount delivered from the Kanawha and New River coal mines by the Chesapeake and Ohio at its seaboard terminus, would yield to the road upwards of $5,000,000 in freights; and it is believed this amount will be reached within two or three years.

Parties operating mines on the Kanawha and New Rivers have already made and are making contracts for the transportation of large amounts of coal over the Chesapeake and Ohio Railroad in both directions.

There will be a large demand for the Kanawha cannel coal for gas purposes and for use in grates, and large quantities, already mined and sold to gas companies at the East, are awaiting transportation over the railroad for delivery on board vessels at Richmond. The importations of cannel coal into this country have been nearly 850,000 tons per annum; and the average price in New York $14 to $18 per ton. This whole supply may be drawn from the Kanawha mines at a large reduction in cost, which must lead to a greatly increased consumption, and there can be no doubt that a very large proportion of the cannel coal consumed on the Atlantic seaboard, hitherto mostly imported, will hereafter pay freight to the Chesapeake and Ohio Railroad.

The coal traffic to the West is also destined to be of great importance and value to the Chesapeake and Ohio Railroad. The common fuel of the Western prairies, and of the towns and cities of the Ohio and Mississippi Valleys, is bituminous coal. The manufactories of the West, of course, depend almost wholly on coal for their operation. They, in common with the whole lower Mississippi Valley, from the Ohio to the Gulf of Mexico, have been dependent hitherto upon coal shipped from the region near Pittsburg, subject to the risks, uncertainties and delays of the navigation above the terminus of the Chesapeake and Ohio Railroad. The quantity of coal from Pittsburg passing Huntington, in a single year, was 60,000,000 bushels, equal to 2 143,000 tons. The amount of coal received at Cincinnati during the past year is stated at 36,894,000 bushels, or over 1,300,000 tons.

It has been estimated by business men in Cincinnati, that not less than $3,000,000 per annum, on the basis of past consumption and the average cost for the past two years, would be saved to that city alone, by a continuous connection with the Kanawha coal fields.

As the bituminous coals of the Kanawha are equal in all respects, for use in the Ohio and Mississippi River markets, to those from Pittsburg, and as they can be delivered at Cincinnati and other river points at a less average cost, and with far greater certainty and regularity at all seasons of the year, it is reasonable to assume that in time a large proportion of the coal supply for these markets will be drawn from the line of the Chesapeake and Ohio Railroad, thus giving to the road a very large and profitable westward coal traffic.

Recent explorations more than confirm all that has hitherto been said of the variety, richness and abundance of the IRON ORES along the line of the Chesapeake and Ohio Railroad, and their superior quality and value for the purposes of commerce.

They consist of very rich Brown hematites, magnetic, fossiliferous, argillaceous, specular and other varieties, required for the manufacture of superior qualities of iron and steel, which can be produced, as shown by actual demonstration upon the line of this road cheaper than anywhere else in the United States.

In the immediate vicinity of the Iron Ores there is an abundance of LIMESTONE, suitable for iron manufacture, and the railroad will bring within easy reach the cheap and abundant coals of the New River and Kanawha, which are especially adapted for the use of iron furnaces.

These favorable conditions for the manufacture of iron have attracted increased attention during the past six months. Large tracts of iron ore lands have been taken up. Arrangements have been already made for the erection of several large furnaces on the line of the road, those previously in operation are preparing for renewed activity and enlarged production, and numerous other similar enterprises are in progress and under consideration.

These movements are but the beginning of what it is believed will, in a few years, render the line of the Chesapeake and Ohio Railroad the chief iron manufacturing district of the United States.

In connection with the Iron and Coal, the variety and abundance of TIMBER in close proximity to them becomes of great importance, and is attracting attention to the line of this road, as possessing unusual advantages for the various manufactures in which cheap iron, fuel and timber are essential, such as car building, the manufacture of agricultural implements, &c.

Arrangements have recently been made by parties possessing ample capital, for the erection at Huntington, the western terminus of the road, of a very extensive Car Wheel establishment, which, from present indications, will be followed in quick succession by other manufacturing enterprises of equal magnitude and importance.

The rich and productive AGRICULTURAL LANDS of the Valleys of Virginia, offer great inducements to immigration and settlement, and are proving especially attractive to the class of English agriculturists of considerable means who are seeking homes and landed estates in America, and to whom the soil and climate of Virginia are more inviting than those of the Far West.

During the past Summer, a considerable number of this class have purchased lands and settled in the vicinity of Staunton and Gordonsville, and the subject of emigration to and settlement in Virginia, is attracting so much attention and exciting so much interest in England, that arrangements have been made for a series of public meetings to be held during the coming winter, through the populous' middle counties of that country, at which well-informed citizens of Virginia have been invited to present the information so eagerly desired on this subject. These English settlers all bring money enough to pay for their lands, and to improve and develop them to the highest state of productiveness.

The beauty, productiveness and salubrity of the Valley of Virginia, will, under the new order of things which the completion of the railroad is introducing, attract a large agricultural population, and furnish an important addition to the local traffic in agricultural products.

The present TRADE of the City of Richmond is of far greater magnitude and importance, in its bearings upon the business of the Chesapeake and Ohio Railroad, than is generally supposed.

The flour Mills of Richmond are probably the most extensive in the United States. The "*Haxall*" and "*Galligo*" brands have a world-wide reputation, and are considered superior to any other for shipment to South American and other tropical and semi-tropical ports, owing to the influence of the climate in which they are ground. The Richmond flouring mills have therefore long commanded those markets to the extent of their ability to supply them. Their receipts of wheat during the past two years have been entirely inadequate to the demand for their flour and the capacity of the mills, leaving a yearly deficiency of over 3,000,000 bushels, equal to 90,000 tons, per annum, or 80 car loads per day. The additional amount required will be drawn from the West upon the opening of the Chesapeake and Ohio Railroad, and there is no doubt that when an ample supply of wheat can be relied upon at a reasonable cost of transportation, the flour business of Richmond will be largely increased.

The ships which take the flour of Richmond to South America and the West Indies, will bring back to that port return cargoes of coffee and sugar, with which the Western markets can be supplied, to a considerable extent, by importation at Richmond and transportation over the Chesapeake and Ohio Railroad, at less cost and in better condition than through any other channel.

Probably one-half at least of the coffee imported into the United States, which amounted in 1871 to 322,000,000 pounds, is consumed west of the Alleghanies. When the coffee ships, waiting orders at Hampton Roads, can place their cargoes on board cars there, or at the Richmond Docks, for transportation westward, it is believed that a large proportion of the coffee required for the Western markets will find its way over the Chesapeake and Ohio Railroad.

The water power of Richmond is among the finest in the country, and its manufactures of iron, heavy machinery, agricultural implements, &c., are gaining an extended reputation. The celebrated Tredegar Iron Works are already competing successfully with the best establishments elsewhere in the manufacture of cars, car-wheels bridge-iron, heavy castings, &c., for the West, with the cost of transportation heretofore greatly against them. With the opening of the Chesapeake & Ohio Railroad their facilities for supplying the Western railroads and markets with their products will be unsurpassed, and they will send an immense tonnage over the Road.

Richmond will also have a large trade in Western corn, oats and bacon for neighboring markets, and for North and South Carolina and coastwise consumption.

Richmond at the East and Louisville at the West are the leading TOBACCO MARKETS of this country. There are now at Richmond between 50 and 60 tobacco manufacturing establishments, in which about 5,000 hands are employed. A large proportion of the tobacco of Virginia, Kentucky, Tennessee and Missouri, will hereafter seek this market over the Chesapeake & Ohio Railroad for manufacture or shipment.

From the foregoing, it is apparent that the present trade of Richmond will ensure a large tonnage to the Railroad, without reference to the great increase in her domestic and export trade, and in her manufactures, which the completion of the Railroad, and direct communication with the West, is certain to create.

The celebrated *White Sulpher Springs*, one of the most beautiful and attractive watering places in the country, together with the *Old Sweet, Warm, Rockbridge Alum*, and other widely known MEDICINAL SPRINGS of the Alleghanies, have during the past Summer attracted a great increase of pleasure travel, though they have as yet been accessible by rail from the Eastward only. With the opening of the road through to the West, there will be an enormous increase of this travel, as these springs will be the favorite and most accessible watering-places and Summer resorts for the people of the entire West and Southwest.

This brief review of the advantages of the Chesapeake and Ohio Railroad, the investigations and researches of the past year, and the movements of capital and enterprise in the direction of the various industries for which the line of the road is so remarkably adapted, during the last few months, warrant the belief that the development of its business will be more immediate and rapid, and of greater magnitude than we have hitherto ventured to predict.

For the year ending Sept. 30th, 1872, the earnings of its disconnected portions, without mineral or through business, and with the rolling stock and motive power of the road, and the energies of the Company almost entirely devoted to the work of construction, were about $850,000 and steadily increasing, reaching in the month of August $114,000, or at the rate of nearly $1,400,000 per annum.

These indications as to the immediate business and requirements of the Road have led to a larger outlay than was at first contemplated, before its opening for business, the Directors being convinced that the necessary additional expenditure for thorough and permanent work and enlarged equipment, made now, must yield a large return in the early future of the Road.

Permanent embankments, masonry of the most substantial character, and the best Iron Bridges known to engineering skill have been adopted instead of trestle-work and wooden structures; Steel instead of Iron rails have been laid upon a portion of the route, where the demand upon the endurance of the track would be the heaviest and the contracts and orders for Locomotives, Coal cars and other equipment have been increased. The following will show the motive power and rolling stock with which the through line will begin business early in the coming year.

Locomotives	63
Passengers Cars	33
Baggage, Mail, and Express Cars	22
Box, Stock, and other Freight Cars	600
Coal and Mineral Cars	490

The company are also constructing a Tunnel under Church Hill, from their present Depot at Richmond to the Docks, toward the cost of which the City of Richmond has voted $300,000 besides granting to them free of cost the right of way along the entire water front of the city, which is of great value.

To meet these enlarged views and improved plans, and to fully prepare and equip the road for the business awaiting it, the Company have issued $5,000,000 in SEVEN PER CENT BONDS, payable in twenty years, from July 1st, 1872, or redeemable at the option of the Company after five years, and convertible into any Mortgage Bonds, which they may hereafter issue. Interest payable semi-annually on the first days of January and July. Principal and interest payable in gold in the City of New York.

A large proportion of these Bonds have already been sold, and the proceeds of the issue will be sufficient to fully complete and liberally equip the main line from Richmond to the Ohio River and leave the Company free from floating debt.

The Chesapeake and Ohio Railroad occupying the middle belt of temperature of the United States, comparatively free from the extremes of heat and cold, will have its Eastern terminus on the central and most commodious harbor of the Atlantic Coast, where navigation is never obstructed by ice, and where the largest vessels in the world can lie directly alongside its track; and its Western terminus on the Ohio River, at a point from whence transportation by water is more continuous and unobstructed throughout the year, than from any other point reached by rail from the East.

A bridge spanning the Ohio River, at this point, will connect it with all the great railroad lines of the West and Northwest, and it will have a nearly air-line connection, via Lexington and Louisville, with St. Louis, and the Pacific Railroads.

For a great portion of the Southwest it will be the most direct and economical route for passengers and freight to the great markets of the Atlantic Coast and Europe.

Its route is lined with iron ores and coals, unequalled in variety, quantity, quality and accessibility, by those of any equal area in the world, the beautiful and productive valleys of Virginia, immense virgin forests of valuable and marketable timber, salt wells, mineral springs and a profusion of almost all the natural resources with which a region of country can be enriched.

With these striking features, and the advantages which it possesses over the East and West through lines, in its low grades, slight curves and the economy with which it can be operated and maintained, it cannot fail to attract the attention and excite the interest of every intelligent man who notes its position and traces its course on the map, and to afford the profoundest satisfaction to every capitalist and investor who has any direct interest in the railroad itself, or in the resources and industries to which its completion is imparting so wonderful and rapid a development.

This magnificent work, which has for years been steadily cutting its way through the Blue Ridge and the Alleghanies, and upon the western half of which, the constant labor of over 5,000 men has been employed during the past three years, is now substantially completed at a cost of over $35,000,000.

We believe it is not too much to predict that within a very few years it will become one of the greatest thoroughfares in America; with a large and populous manufacturing city at Huntington, its Western terminus; with the city of Richmond taking its place among the leading manufacturing and commercial cities of the East; with its deep-water terminus on the Chesapeake Bay one of the principal points for the shipment of American products to foreign ports and their distribution along the Atlantic Coast; with lines of Ocean Steamers connecting it direct with the chief commercial ports of Europe; with iron furnaces and coal mines thronging its route and crowding it with their products, and exhibiting a growth and development of business which has not been excelled by that of any of the great highways of commerce in the history of the country.

FISK & HATCH,

Financial Agents Chesapeake & Ohio R. R. Co.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City)....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	...	Boston & West Roxbury. Mass'	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.88	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in operа.)		—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in operа.)		—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	18
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,223	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	63
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,574	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,932	85,193	23.5	50	15	....
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	....
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31,'71	8.50	174	25	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham...Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,158	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,623	888,100	1,163,500	—	585,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	696,223	573,417	109,300	—	484,034	151,583	15.0	50	30	59
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.6	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,908	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,484	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,296	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,990	12.0	100	100	....
Oct. 31,'71	8.50	216	82	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	49,074	3.50	50	....	21
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	18,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	289,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper. to Troy & Lansingo.)				—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,155	31,672	10	100	170	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	16.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,239	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport.....Pa.	38,625	15,000	6,000	22,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	51,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st. Rate.	Inter. st. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	208,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	99
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	187,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Phila.): 1st Mortgage.....	62,500	7	.....	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1888	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (ds & 7s)..	62,350	...	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1886	....
Second and Third st. (Phi.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1870	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1880	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1s. Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1s. Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	33,000	7	.....	.....	....
2d Mortgage.....	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	---- ---- ..
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	... .
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	---- ----
Avon,Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	---- ----
Berkshire* 100	600,000	J. A. J. & O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	---- ----
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref.100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence.100	8,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " prof.100	1,683,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Oct. '72 2½
Camden and Atlantic... 50	377,100	— & —	---- ----
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	---- ----
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J. A. J. & O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June'72 3
Chemung*..... 100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref..100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June'71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	3,914,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,496,585	F.M.A.N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June'72 2
Colum. & Hocking Val..100	848,984	F. & A.	Aug. '72 5
Concord..... 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Riv. 0	1,600,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	---- ----
Cumberland Valley..... 50	1,326,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J. A. J. O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,300	— & —	---- ----
" " pref. 50	2,093,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,300,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,000	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,588,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Sept.'72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,150,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,184,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J. A. J. O.	July '72 3
" " scrip.. 50	1,500,000	J. A. J. O.	July '72 3
Housatonic, pref. 100	1,150,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	---- ----
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,487	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	638,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	13,159,400	J. A. J. O.	Oct. '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. 6s 3
Michigan Central 100	14,685,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Con. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven..100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	July '72 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	---- ----
" " pref.100	4,024,474	J. & D.	June'72 5½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*...100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	---- ----
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*...100	630,000	J & J.	July '72 4
Paterson and Newark*...100	500,000	J. & J.	---- ----
Paterson and Ramapo*..100	249,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 2
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	---- ----
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams...100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '72 5
Providence & Worces....100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	---- ----
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	---- ----
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	---- ----
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,948,150	J. & J.	July '72 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 5½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass 100	2,000,000	M. & N.	Nov. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug.'72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	---- ---- 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F.Fy.(NY)100	900,000	— & —	---- ----
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	---- ----
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.100	500,000	— & —	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	600,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	---- ----
Malden and Melrose.....100	200,000	— & —	---- ----
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	---- ----
Orange and Newark.....100	282,555	— & —	---- ----
Philadelphia City..... 50	750,000	J. & J.	July'71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July'71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May'71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 100	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 100	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	---- ----
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug.'72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	---- ----
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	---- ----
Union..... 50	2,907,850	— & —	---- ----
" preferred 50		— & —	---- ----
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	---- ----
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	781,250	— & —	---- ----
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	---- ----
" pref.....100	8,698,400	— & —	---- ----
" certif.....100	2,324,000	J. & J.	---- ----
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	---- ---- 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	---- ----
" preferred ...100	4,300,000	— & —	---- ----
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	---- ----
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegrapn.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... ...100	3,400,000	M. & N.	Nov. '66
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Prices.
National Securities Oct. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	115½
.. .. coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,352,350	6	Jan. & July	1881	115½
.. .. coupon	63,968,850	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	232,840,250	6	May & Nov.	1882	112
.. .. .. (5-20s).....coupon	36,852,650	6	" "	1882	116½
Loan of March 3, 1863.....registered	53,434,650	6	Jan. & July.	1881	115½
.. .. coupon	21,565,350	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,295,000	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s).....registered	34,017,300	6	May & Nov.	1884	111½
.. .. .. (5-20s).....coupon	36,964,100	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	37,085,000	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	119,993,900	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	59,997,400	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	154,948,450	6	" "	1885	114
.. .. 3d series (5-20s).....registered	91,792,250	6	Jan. & July.	1887	114
.. .. .. (5-20s).....coupon	227,471,600	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	13,706,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,364,400	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	138,918,150	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	55,649,150	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	127,251,050	5	F. M. A. & N.	1881	110
.. .. coupon	72,748,950	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	6,585,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	412,196,590	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,534	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1551	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—$12,438,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	102
.. Bounty War Bonds, 1866.....	511,355	6	J. A. J. & O.	1886	....
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	864,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	660,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'95	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'96	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	....
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'70-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	612,000	6	Jan. & July.	'71-'76	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'87-'92	....
New York—($38,121,600):					
.. General Fund Stock	900,000	6	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'75	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,374,000	...	" "	1877	106½
North Carolina—($29.900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	85
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	29
.. State (new) Bonds, 1867 to 1870	1,359,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	24
.. Special Tax Bonds.....	11,407,000	6	" "	'90-'99	11
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	8,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'82	106½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271 850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	87-'97	26
.. Funding Stocks and Bonds	899,000	7	" "	1888	30
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	74½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,600	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	74½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($8.2,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,268):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,602,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	446,200	6	" "	'86-'03	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	757,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	363,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	93¾
Loan of 1856-'90 (Balt.) sk'g fd.	3,645,833	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Canton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	480,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1864	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (ass'd)	2,340,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	89
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").....	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	94½
Equipm't (Eng &Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.), '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov.), '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	850,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	85½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						85
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	86
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds(Del.Lack.&W.).	3,000,000	7	June & Dec.	" "	1892	90½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150.867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	[illegible]
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1888	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194.400	6	Jan. & July.	"	1876	....
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872–'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	96
3d Mortgage	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	94
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,039,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (62,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135.000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1885	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1*st Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	90
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	103½
1st Mort. (K. City & Cam. R.R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1921	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	867,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	67
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1.700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101¼
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103¾
Consol. registered July 1, 1870	3,689,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	94
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	255,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	89
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	...
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	...
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1870	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	748,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	238,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	88
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	....
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov.	" "	1902	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	" "	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	56
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1850	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1889	55
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	——
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	80
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	98
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $4,0000,000	.....	7	" "	.....	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	94
Chattel Mortgage	360,000	10	April & Oct.	"	1877	112
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	....
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	84½
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	76
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(O.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1907	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	98
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	80
Bridge (O. & P. R. R.) bonds	163,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	102
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.):						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	96
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	81
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92½
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	96
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	74½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	*	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	30 ,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	80
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1895	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1836	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	83
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	235,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	75
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1885	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	77
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$				$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,820	77,964	12,769	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)				—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore closed and sold—No returns.)				—	100	....
Sept. 30, 1871	142.0	—	86.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399.000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)				—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No returns furnished.)				part in use.)	—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	—	(No returns furnished.)				—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	.....	2,500	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	28	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,807,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,157	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	—	53.2	—	(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,269	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,389	4,006,563	8	100	152
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	16.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	...	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21 2	1.5	3.4	—	5	2	—	5*	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,684	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	750,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	148
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,302	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass	1,221,520	537.420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21 373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294.177	691,852	135,384	—	100	85
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,400	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	140
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass.. N. H. & Me.	5,277,949	*	909,876	392,913	4,921,274	—	646,895	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	132
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844.114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	450,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,106	424,704	1,664,202	131,127	646,867	87.0	235,167	88,957	107,277	260,999	115,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 .0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	.....	.....	2,286,000	583,500	.....	—	26.0	—	(Leased to Erie.)				—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	—	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349 6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	112
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487.452	654.329	202,576	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6.000.000	4,000,000	.....	—	180.0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	16,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702.373	3,944,103	990,591	6,841,379	3,035,255	10	100	104
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,9 2,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	284	Charlotte, Columbia & Augusta... S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	460,000	60,484	—	22.8	—	(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	762,265	290.008	—	100	....
									Cheshire.....New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	955,000	90,738	63.8	586,386	197.274	370,840	787,815	157,649	5	100	....
																									50	....
																		21.5	(Leased to Phila. and Reading.)						100	113
														871,900	500,000			599.6	3,359,997	715.662	1,501,496	5,278,910	1,810,051	10	100	155

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	19.0	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Dec. 31, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1871	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11 381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1871	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	200.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,585,830	*	6,421,233	2,064,502	17,442,945	86,608 620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,923 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	—	120,.86	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,895	—	—	—	130,090	150,000	—	—	14.0	17 528	15,714	7,416	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,256	111,264	9,254,924	9,508,000	2,679,805	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	33½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,589	37,050	.....	.....	1:3 300	50,000	—	38,159	7.8	19.200	75,124	13.019	62.662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31.903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113.082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263 447	939,344	191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7.000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,538	*	.....	.....	180.000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	10	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50.000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,643	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378.689	87,686	—	50	25
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1.212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	120
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500.000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3.338.000	702.486	—	72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,681,800	*	16,078	4c,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585.000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			364,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28.882	120,501	92.878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....		—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	606,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....		—	(Leased to Chicago & Alton.)					7	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....		—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....		32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened.—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	124
Aug.31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2.020.000	6.730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.6	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1.000.000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.8	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138.261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,203	10,430.333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178.603	1,945,102	3.725.425	14,797,975	4,984,369	8	100	92½
Aug.31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley .Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—	—	(Recently opened.)					—	100	....
Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,661,939	*	.....	.....	5,128,000	7,700,000	.....		211.0	.....	.....	.....	429,225	10,733	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	635,170	—	—	14,682	285,050	355,000	—	8,290	—	(Leased to Pittsb., Ft.W.& Chicago.)					7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.Kansas.	1,100,000	—	—	—	600,000	500,000	—	—	21.5	(Leased to Pacific of Mo.at 4 p.c.—in			$42,000)		—	100	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.Kansas.	5,115,320	587,560	5,790,078	354,207	5,720,000	5,720,000	408,367	—	177.1	376,806	106,010	84,445	591,210	147,099	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,296	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	N.Y. & Conn.					135,300		74,700		7.0		(Recently	opened—	No retur	ns.)	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	87	24	426	New York and Mahopac.....New York.	229,110																
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and New Haven.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,988	2,551,656	174 036	2,313,950	903,946	10	100	141
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N.Y. & Conn.																	
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	New York and Oswego Midland.....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,977	820,746	392,477	8	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60,000	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	Niles and New Lisbon .....Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420		35.0	.....	42,948	274.628	154,259	73,121	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	.....	.....	.....	.....	North Carolina †.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North-Eastern †.....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99.049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	North Louisiana and Texas.....La.		(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	North Pennsylvania.....Pennsylvania.	6.815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	520,541	—	50	100
Mar. 31, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178.610	307,968	777.499	177,704	—	100	....
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern Central †.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164.400	4,266.899	979,133	6	50	78
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1.000,000	400,000	.....		82.6	523,592	181,100	445,210	722.774	187,741	8	100	115½
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Northern Pacific.....Minn., Dak. &c.	(In pro	gress.)	—	—	100,000,000	50,000p.m.	.....		278 0		(Leased to	Erie Com	pany.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Norwich and Worcester †.Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	124
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia.....Nova Scotia.	6,942,765	*	—	—	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314.257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	153,412	388,837	1,027.699	347,857	6	100	74
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ogden Mine.....New Jersey.	452,994	*	.....	34,259	450.000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,8 0	298,943		393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	48
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	73½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Old Colony and Newport..Massachusetts.	8,029,088	—	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	114
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange and Newark.....New Jersey.	808 022	59,000	—	—	282,550	542,200	66,000		9.0	.....	.....	2,640.258	195.356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap †....Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	124.911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ode	nsburg.)	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Oswego and Syracuse .....New York.	1,369,324	*	.....	.....	1,141.400	183,000	.....		35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	Owensboro and Russellville...Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific* of Missouri †.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	89½
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Paducah and Gulf .....Kentucky.	(Under	construc	tion.)		2,425.000	1,071,000	.....		63.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250.000	—	—		—		(Under	construct	ion.)		—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,998,177	.....		47.5		(No	returns.)			—	100	148
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—		34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—		14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500.000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—		15.1		(Leased t	o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076.000	—		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—		18.0	(Leased	to New J	ersey Sout	hern.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania .....Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418.205	13,060.585	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,806,404	10	50	114½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware.....Penn.	251,098	—	.....	.....	132,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York..N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	—	—	57,200	100.000	57,381		6.5	(Oper.b	y Camden	and Amb	oy.)		—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg †.....Virginia.	1,719,113	*	.....	65,753	1,342,200	358.500	50,305	31,860	82.	168,592	54.953	52,345	263,432	85,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500.000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Philadelphia and Erie †....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,864	1,828,491	3,542,264	842,596	—	50	54½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276.762	663,196	1,308,498	248,705	8	100	123
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608.033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley.....Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	—	22	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316.973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8.639	.....	14.159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg and Connellsville †.....Penn.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964.949	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic..P., C., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		389.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	94½
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	—	315	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—		—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Dec. 31, 1871	60.0	—	8 0	50.0	5	13	3	92	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,336	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		....		(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	681,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	—	60.0	2	.....	.....	.....	Portland, Saco and Portsmouth.....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—		51.3	331,257	389,322	.....	628,430	180,561	10	100	131
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—		(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	97½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern....New York.	1,011,071	*	120,623	.....	524,484	380,300	226,830		....	40,208	53,052	6,110	34,021	5,673	—	100	....
									Providence, Warren and Bristol.R. I. & M.	642,000	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,382	13,020	85,905	29,509	—	100	....
Sept. 30, 1871	43.4	—	28.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,042	557,747	138,763	121,463	2,000,000	306,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston †.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	144,715	97.0	164.049	28,994	69,167	348,423	144,146	6	100	....

Sept. 30, 1871	43.4	—	23.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,463	2,000,000	300,000	110,094	51,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,600,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,425	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.6	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,683	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,525	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.9	724,626	623,731	457,454	1,576,494	441,122	7	100	....
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	*	454,301	160,946	1,609,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,109	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,488	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,344	—	.....	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	650,417	120,576	1,817	6,646,500	1,000,000	2,964,065	—	239.0	(Leased	to Vermont Central	)	—	—	—	100	14
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No returns fuanished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton	)	—	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26,	1871—No returns.)	—	—	—	100	....
Dec. 31, 1871	141.5	62.5	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	....	(Completed in	January 1	872.)	—	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,439	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	250,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell	)	—	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	118.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,460	286,148	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	65	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	—	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,000	*	—	—	2,667,600	1,624,000	—	—	157.9	(No report furnished.)					—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,554	*	1,575,529	230,881	5,819,275	4,340,234	1,146,759	—	243.9	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,596	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.).....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.9	338,420	611,784	67 077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	—	27,430	.....	1,714,782	1,640,000	10,529	—	89.0	108,748	128,706	63,681	183,197	73,858	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,08	—	66.9	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,0	9	—	....	(Recently opened	—No returns.)				—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,109	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	236,095	1,988,150	800,000	196,510	1,135,909	96.6	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,886	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	....
Dec. 31, 1871	451.0	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	3,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73
Sept. 30, 1871	34.9	—	9.1	—	13	10	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,592,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,764	*	8,328,170	427,838	18,990,400	17,615,688	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	125
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,814,681	*	.....	.....	2,558,600	—	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.6	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,600,000	—	.....	—	—	(Leased	to Vermont Central	)	—	—	8	100	734
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts...Mass. & Vt.	3,386,244	272,534	234,674	26,445	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened	—No returns.)				—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,091,400	—	.....	.....	1,800,000	1,291,409	.....	—	—	(Leased	to Del., Lacka. and	Western.)	—	—	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio.....Virginia.	1,664,500	95,500	126.092	14,904	1,467,670	160,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	328,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,19	103,009	2,008,324	3,160 000	814,344	—	160.0	27,571	113,980	.....	668,176	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	64	2.	14	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	300,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,265	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	180 059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey .....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2398,000	46.105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	....
Aug. 31 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,289	13,340	42,937	295,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,857	24 ,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶.....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	297,360	70,848	126,839	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,617	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.	(Leased	to Lehigh	Coal and	Nav. Company.)	—	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	—	1,428,755	113,361	lo-s.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	—	—	5,847,400	—	—	—	65.5	—	—	.....	1,045,957	753,361	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,088,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	78
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	—	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,894	.....	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,313	270,505	—	84.0	—	—	501,674	144.093	87.30	—	50	....
Dec 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,729	—	.....	.....	1,100,000	748,000	100,729	—	123.0	(Leased	to Pennsylvania.)				—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	76
Catawissa,* pref. and guar.....	2,200,000	7	7	87
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	79½
Chicago and Alton, pref.....	2,425,400	7	10	115
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	87½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guarnnteed.....	492,500	8	8½	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	..
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	50½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	36
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	27
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100½
Ohio and Mississippi, pref.....	3,500,000	7	7	76
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	..
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	60
St. Louis, Alton and T. H., pref....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,500	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	..
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	..
CANAL STOCKS:				
Delaware Division,* guar.....	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	121
Schuylkill Navigation, pref.....	2,888,997	6	6	30
Union, preferred.....	.. ..	6	...	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	8½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @	— —
Gartsherrie		53 — @	55 —
Glengarnock		51 — @	52 —
Eglinton		47 — @	49 —
Pig, American, No. 1		52 — @	55 —
Pig, American, No. 2		49 — @	51 —
Pig, American, Forge		42 — @	45 —
Bar, Refined, English and American		— — @	120 —
Bar, Swedes, assorted sizes	(gold).	120 — @	130 —
	—STORE PRICES.—		
Bar, Swedes, 1¼ x⅜ & ¼ 1½x⅜ to ⅝ & ⅜ sq. 1⅜ to 5x⅝ to ⅜ & ⅛ to 2 sq. 6 to 12 x ⅜ & ⅛		145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in		112 50 @	— —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 in.		117 50 @	— —
Bar, Refined,1 & 1¼ by ⅜ & 5-16		120 — @	— —
Large Rounds, 2¼ to 2⅝ to 3¼ to 4 in.		120 — @	132 50
Scroll		130 — @	160 —
Ovals and Half-round		135 — @	155 —
Band, 1 to 6 in. by 3-16 to No. 12		— — @	130 —
Horse Shoe		125 — @	135 —
Rods, ⅜@3-16 inch		117 50 @	160 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		135 — @	180 —
Nail Rod	per lb.	— — @	9
Sheet, Russia, as to assortment	(gold)	16½—@	17 —
Sheet, Single D. and T. Common		— 7½@	— 8½
Sheet, Doubles and Trebles, Charcoal		— 8½@	— 9
Sheet, Galvanized		List. 15 per ct.disc.	
Rails, English	(gold). per ton.	73 — @	— —
Rails, American, at Works in Penna.	c'y.	80 — @	85 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cen'ts per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 16½@ — 22
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg	— — @	6 —
8d. and 9d. "		— — @	6 25
6d. and 7d. "		— — @	6 50
4d. and 5d. "		— — @	6 75
3d. "		— — @	7 50
Cut, 2d and 3d. Fine		— — @	8 25
4d. and 4½d. Sugar Box		— — @	7 —
Cut Spikes, all sizes		— — @	6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal Sheathing and Slating		— 27 @	— 30

TIN—DUTY: Pig, Ears and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 36 @	— —
Straits	(gold).	— — @	— 32
English	(gold).	— 31 @	— 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 12 — @12 25	14 — @ 14 50
I. C. Coke	10 25 @11 —	13 75 @ 12 50
Coke Terne	9 50 @10 —	11 — @ 11 50
Charcoal Terne	10 25 @11 —	12 — @ 12 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½ @	— 14
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @	— 19
Refined, Standard White (in ship'g order).	— 26½@	— 26½
Refined, S. W. (in jobbing lots)	— 26½ @	— 27
Refined, S. W. (in tin)	— 31½@	— 32
Naptha, Refined, (65 @ 73 gravity)	— 18½@	— 19½
Residuum	per bbl.	— 12 @ — 12½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43
Copper, Bolts	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @	— 28
Copper, English Pig	— 28½@	— 29
Copper, American Ingot	— 31½ @	— 32

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50 @ 6 62½
German	(gold)	6 50 @ 6 62½
English	(gold)	6 62½@ 7 —
Bar		— — @ 9 25
Sheet		— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		14 50 @15 —
Liverpool House Cannel		22 — @23 —
Anthracite (by cargo)	per ton of 2,000 lb.	4 50 @ 5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Canton Co	105	....	105	....	....	105½
Central Pacific 6s	100½	100½	100½	....	....	100
Central of N. Jersey	103	103½	104	103½	....	104
Chicago & Alton	112½	....	....	115	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	135½	....	....	135	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	83½	83½	82½	83½	....	83
" pref	87½	88½	88½	88½	....	87½
" 1st M	99	100	100	100	....	....
" S. F	....	....	....	....	....	....
" Consol	94½	....	....	....	....	....
Chic., Rock Isl. & Pac.	109½	110½	110	110½	....	110½
Chi., R. I. & Pa. 7s, 1896	101½	102	101½	....	....	101½
Clev., Col., C. and Ind	....	90	91	....	....	91
Clev. & Pittsburg guar	89½	89½	89½	....	....	89½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	84	....	....	....	83½
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	35½	36½	35½	36	....	35½
" 1 M	87½	....	....	87½	....	87½
" 2 M	....	73½	....	....	....	....
Del. & Hudson Canal	117	....	117	....	....	....
Del. Lack. & Western	97½	98½	99	98½	....	98½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	53½	53½	53½	53½	....	53
" pref	....	74½	....	....	....	74
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883 97	....	93	....	....	....	....
" 4 M. 7s, 1880	....	92	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	90
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	33	....	33½	....	....	33½
" pref	52	51	50½	....	....	....
" 8s, conv	....	....	....	....	....	90
Hudson River	....	....	....	....	....	....
" 2 M. S. F	106	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	123	122½	....	122	....	120
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92½	92½	92½	....	92½
Lake Shore Div. bonds	....	93½	94	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	14½	....	....	....	....
Michigan Central	116	114	....	115	....	114½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	104½	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	2	....	....	....	....
" pref	....	....	....	3½	....	....
Milw. and St. Paul	56	56½	56½	56½	....	56½
" pref	75½	75½	....	....	....	76
" 1st mort	....	....	....	....	....	92½
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	97½	....	97½	....	....	....
Missouri 6s	....	....	93	....	....	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	92	91½	92	92	....	92
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	100
" 6s, S.F. 1883	....	....	....	....	....	91
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Con. & Hud. Riv.	95	95½	95½	....	....	95½
N. York and Harlem	113½	....	....	115	....	115
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	102½	....	....	....	....	....
N. Carolina 6s, old	34	33½	....	....	....	35
" new	....	....	....	....	....	....
Ohio and Miss	47½	47½	48½	48½	....	48
" pref	....	76	....	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	95½	95½	94½	94½	....	93½
Panama	....	....	....	143	....	143
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd	....	....	....	94½	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co.	47½	....	47	46½	....	47½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds.	80½	....	....	....	....	....
Tennessee 6s, old	73½	....	....	....	....	74½
" new	....	72½	....	73½	....	74½
Tol., Wab. & Western	71	72½	72½	73½	....	73
" pref	....	....	....	....	....	....
" 1 M	95½	....	96	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	85
" St. Lou. Div	....	....	90	....	....	90½
Union Pacific	38½	38½	38½	39½	....	38½
" 1st mort	88½	88½	88½	88½	....	88½
" L. Gt. 7s	77½	77½	....	....	....	77½
" Inc. 10s	....	80½	....	81	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	54½	54½	55	....	....	55
" def. cert	....	....	15	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108	108¼	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	....	....	....	108¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	111¼	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	115½
U. S. 6s, 1881, coup	116¼	....	116¼	116½	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115⅝	112x	....	111⅛	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	111¼	....	....
U. S. 6s, 5-20s, c. 1864	115⅝	....	111¾x	111⅝	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	111⅝	....	....
U. S. 6s, 5-20s, c. 1865	116¼	112⅝x	....	....	....	112⅝
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114⅝	....	114	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	114¼	....	....	114
U. S. 6s, 5-20s, c. 1867	114⅛	114¼	114¼	....	....	114⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114¼	....	114¼	....	....	....
U. S. 6s, Pac.RR issue	....	....	114⅛	....	....	114⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa preferred	56⅜	57	43¼xp	43⅜	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	99	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	96	....	....
Lehigh Navigation	38⅜	39	....	....	....	....
" 6s, 1884	....	....	....	....	88¼	88
" Gold L	92½	....	....	93	93	93
" R. R. L	95	....	95	95	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59⅜	59½	59¼	59½	59	59
" 6s new coup	97¼	....	....	....	....	....
" 6s new reg	....	....	98¼	98¼	....	....
Little Schuylkill R.R	....	....	....	....	....	47¼
" 7s	....	....	....	....	....	....
Minehill	....	....	53¼	53¼	53¾	....
Morris Canal	....	....	....	....	50	....
" pref.	....	....	....	....	....	....
North Pennsylvania	49⅝	....	....	50	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	97	97	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	36	....	36⅜	....	....	....
" 7s	....	....	....	75x	....	....
Pennsylvania R. R	59½	59½	59⅝	59⅝	57⅛x	57⅜
" 1st M	....	....	....	101	101	....
" 2d M	....	....	....	....	....	....
" Gen. mort	94	....	94	....	....	....
" " reg	94	....	94	94	94	....
Penn. State. 6s.1st series	101⅜	101¼	101⅛	101¼	....	....
" 6s, 2d series	106	....	....	....	....	106½
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	98½	....	98¼
" new	102½	102½	102½	102¼	102¼	102½
Philad., Germ. & Nor	....	....	....	87¼	....	87½
Phila. & Reading	58	58	58¼	58½	58¼	58⅜
Philadelphia and Erie	27½	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	90¼	90¼	....	90	90½	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	77¼	....	77¼	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	78	....	78	....	....	77¼
United Co. of N. Jersey	125½	125	124¾	125	125	126
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
15th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	....	....	97	....	....	96
" 1886	....	....	....	....	....	....
" 1890	96¾	96¾	96½	96½	96¾	96½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	152	152	....	152	....	152
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	93¾	....
Marietta & Cin. 1st M	98¾	98¼	98¼	98¼	....	....
" 2d M	....	....	....	....	....	....
" 3d M. 8s	....	....	....	....	85	85
Northern Central	39¼	....	....	....	....	....
" bonds, 1885	33	....	....	....	....	....
" " 1900. 87	....	86¾	....	....	....	....
Pittsb. & Connellsv. 7s	94½	....	....	....	94½	94½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	54¼	54¼	....	....	55	55¾
" Defer. Certif	15¼	....	15¼	....	15½	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 6.

	Th.31.	F 1.	Sat.2.	M.4.	Tu.5.	W.6
Boston and Albany	147½	....	....	....	....	148
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	132x	....	133	132	....	132½
Boston and Providence	....	....	....	150½	....	150½
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	41½	41¼	41¼	41½	....	41⅜
Cheshire, pref	79½	....	79¾	....	....	....
Chi., Burl. & Quincy	136	136	....	136	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	136½	....	....	....
Eastern	105	106	105¾	105¾	....	105⅝
Fitchburg	133	133	132½	133	....	132½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115½	114½	114	114⅝	....	115
Northern, N. H	....	....	114	....	....	115½
Ogdens. & Lake Champ	....	....	....	....	....	74
" pref	100½	....	100	100½	....	100½
Old Colony & Newport	114	....	....	....	....	....
Ph., Wil. & Baltimore	56	56	....	56½	....	56½
Portl'd, Saco & Ports	....	....	131	131	....	....
Union Pacific	....	....	....	....	....	....
" 6s	86½	....	....	....	....	86½
" Land Grant 7s	76½	76½	....	....	....	....
" Income 10s	79	....	....	....	....	79⅜
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	85	85	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	102½	....	....	....	....	102½
Metropolitan	....	....	61⅝	62½	....	63
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12½	12½	12⅝	12½	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	10⅝	....	....	10⅝
Quincy	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Oct. 18.	Oct. 25.
Atlantic & Gt. W. 1st mort., $1,000	69 — 68	71 — 73
Do. 2d mort., $1,000	55 — 56	58 — 60
Do. Con. mort. B'nds Bisch's Cert.	28 — 32	35 — 33
Do. Reorg. Scrip	95 — 93	95 — 97
Do. Leas. Lines, Rental Bonds	84 — 84	86 — 88
Detroit & Milwaukee 1st mort. Bonds	79 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	39¾ — 40½	40¾ — 41¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	90 — 93	90 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	103 —104	97 — 99
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	96 — 98	96 — 98
Do. General mort	94½ — 95¼	94½ — 95½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, November 9, 1872.

Stock Exchange and Money Market.

Election day having been a legal holiday in New York, under State law, the business of the week has been confined to five working days. The movements in the financial as well as the commercial line have been checked to some extent by the political excitement of the week. Money has been rather close and active, in the way of call loans, which have been generally on the basis of the legal rate of 7 per cent, the exceptional negotiations were reported at 6, and even 5 per cent. The discount market has been working somewhat less satisfactorily for the borrowing interests, and rates on the best grades of business paper have been quoted from 10@12 per cent. per annum. The city banks have been further weakened in the line of their legal tender reserve, while gaining in the specie average, which has been augmented about 1⅛ millions. Their deposit line has been about 1¼ millions. They enlarged their loan and discount average about 2⅞ millions. The U. S. Sub-Treasury reduced its coin reserve about 3⅝ millions while increasing its currency balance slightly.

Under the Treasury programme for November Government proposes to sell, at least, four millions of Gold, or one million on each Thursday, and to buy in four millions of Five Twenties, or one million on each Wednesday, of the month.

The U. S. Sub Treasurer under instructions from Washington, gives official notice, to the holders of 3 Per cent. Temporary Loan Certificates, issued under the Acts of March 2, 1867, and July 25 1868, to the effect that all such certificates bearing date May 15, 1868, of the denomination of $5,000, between the numbers four thousand five hundred and ninety-two (4,592), and five thousand one hundred and seventy-seven (5,177) inclusive, and of the denomination of $10,000, between the numbers four thousand seven hundred and seventy-six (4,776) and four thousand eight hundred (4,800) inclusive, will be paid on presentation at his office; and that from and after the 31st day of December, 1872, certificates will cease to bear interest, and will be no longer available as a portion of the lawful money reserve of any National Banking Association.

The 1st of November schedule of the Public Debt of the United States, shows a further deduction of the Principal of the Public debt since Oct. 1 of $5,228,417. There is an increase of Greenback Circulation, since Oct. 1, of $4,566,666, and a decrease of Greenback 3 per cent. Certificates, in place of new National Bank Circulation issued, of $1 555,000. This increase of Greenbacks is explained as having been made under the discretionary authority of the Secretary to re issue, temporarily or otherwise, any part of the $44,000,000 Greenbacks retired under the repealed Act of 1866, but not canceled as affecting the fixed limit, of Four Hundred Millions Legal Tender Notes, authorized by the several Acts of Congress.

The U. S. Sub-Treasury office last week received $4 703,241 of currency, and $3,910,672 of gold, the latter including $2,573,000 from customs; and disbursed $4,702 884 of currency and $7,518.117 of gold, the latter embracing $2,233,000 of coin interest. The city banks increased their loan and discount average about 2⅞ millions during the week, and again reduced their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $23,652,382, and a coin reserve of $47,048,743.

The city banks, in their latest return, show a decrease of $605,600 of legal tender notes, with an increase of $1,093,300 of specie, and of $1,202,800 of deposits, also an addition of $2,907,300 to their loan and discount averages and a contraction of $94 800 in their item of circulation. The city bank exchanges, last week, averaged 150⅛ millions. The banks now hold $5,625,975 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $11,888 600, against $12,982 900 same time last year. The city bank deposits are now $204,405,500 against $207,427,400, week ending Nov. 4, 1871. The legal tender reserve amounts to $51,736 500, against $51,572 200 same time last year. The circulation now stands at $27,591,200 against $30,225 000 same time last year. The loans are now $277,832,800 against $281,970,900 at this date last year.

The coin reserve of the city banks is now about 11⅞ millions as against about 29⅛ millions on the 20th of July; the legal tender reserve is about 51¼ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 204¼ millions, against 247½ millions on the 20th of July.

Government revenues have been yielding moderately since our last. The excises yielded within the week about 2⅛ millions, and thus far in the current fiscal year beginning with July 1 1872, $45,280,694. The customs at the port of New York last week were $2,410,434; and at the out ports, equal to about $800,000, all in coin or coin certificates.

Gold has been depressed and quoted much weaker as to price, with a less active business reported. The supply has increased by the Government coin interest disbursement, but was largely under speculative control, making a somewhat stringent market for borrowers of cash gold. The range of the price during the week has been from 111⅜@112⅝, and the closing quotation on Wednesday was 112⅝@ against 112⅜ the preceding Wednesday. The specie outflow last week was $1,172,557. The Gold Exchange Bank clearances have averaged about 51 millions per day during the week.

The customs demand for Gold last week, averaged $428 870 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,301,492 against $8,388,854 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $129,755,269 against $136,935,617 during the same time in 1871.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $66,933,177, against $72,727,052 during the same time in 1871.

The export drain of specie was $1,172,557 last week, against $488,161 same week preceding year. The shipments since January 1, 1872, have been $63,449,464 against $58,221,222 during the same portion of 1871.

Foreign Exchange has been in less demand and weak as to values, on free offerings of bills. Bankers' sixty day bills on London closed on Wednesday at 108⅜@108⅝; sight bills on London, 109¾@110.

The week's exports hence of domestic produce have been to the currency value of $5,227,617.

Government securities have been in limited supply and quiet, with prices easier, in sympathy with the Gold decline.

On Wednesday, Government bought in $428,000 of the offered Five-Twenties at from 111 87 @111 87. The aggregate offering was only $907,900@111 87@112 24.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116¼@116½; U. S. Five-Twenties of 1862, 115⅝@111¾; U. S. Five-Twenties of 1864 at 112@112¼; U. S. Five-Twenties of 1865, 114@114½; U. S. Five-Twenties of 1865 consolidated, 114⅜@114⅝; U. S. Five-Twenties of 1867, 114⅜@114⅝; U. S. Five-Twenties of 1868, 114@114½; U. S. Tenforties at 108¼@108½ U. S. Fives of 1881 (Funding Loan) 100½@110; Six per cent. currency Sixes from 114⅛@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 23.	Oct. 30.	Nov. 6
Consols	92¼	92½	92⅜
U. S. 5-20s, 1865	*91	91¼	91¼
" 1867	92⅝	93¼	93⅛
" 10-40s	87⅝	88	88
New Fives of 1881	*88½	89	89
Erie	41	43½	43¼

* Ex Nov. coupon.

State bonds have been in less request, and unsettled in price, closing tamely.

Railway and Miscellaneous share property has been less freely dealt in, and prices have fluctuated rather widely, closing, however, with rather more steadiness.

Railway Mortgage Loans have been moderately sought after for investment at about previous prices. Central Pacific Sixes have been in better request, closing firmly at 99⅞@100⅛.

The Metal trade has been unusually slack. Copper has been dull and weak; sales 50,000 lbs. Ingot at 31¾c., and 25,000 lbs. English at 29c. @29½c. Iron has been less active, and under some urgent offerings of poor lots of Scotch Pig, the market has shown heaviness; sales 600 tons Scotch Pig, various brands, part Glengarnock, at $53, but mostly on private terms; and 200 tons Allentown Pig at $55. Lead, Spelter, Tin, and Zinc dull at former figures.

Foreign goods have been less sought after, with the advantage, in most instances, in favor of purchasers. The week's imports of foreign goods reached the amount of $6,487,625 including $1,734,488 of dry goods.

Ocean freights have been moderately active, but at irregular rates, closing however, with rather more steadiness.

General business has been less active, the political excitement of the week operating against free dealings, in the commercial line. Values have been quoted easier, as a rule. Middling upland cotton, closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 691,677 bales, against 493,584, bales same time in the preceding year; exports 245,000 bales against 176,000 bales in the previous year; stock at the ports at latest dates, 302,660 bales against 249,840 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at 7¾@15 cts.; Veals at 7½@11½ cts.; Sheep from 4½@7 cts.; Lambs, 6½@8¾ cts.; Swine, at 5½@5⅝ cts. per lb., all live weight. The week's receipts were 8,870 Beeves, 1,775 Veal Calves, 25,569 Sheep and Lambs, and 38,780 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 68; Boston, Hartford and Erie R. R., 8⅝; New Jersey Southern R. R., 28; Pacific R. R. of Mo., 59⅞; New York, New Haven and Hartford R. R., 141; Dubuque and Sioux City R. R., 62; Missouri, Kansas and Texas R. R., 42½; Albany and Susquehanna R. R., 95; Buffalo and Erie 7s new, 94; Central of New Jersey 1st mort. new, 103; North Missouri 1st mort., 91; Clev., Col., Cin. and Ind. 1st mort., 100; Toledo, Peoria and Warsaw 1st mort., E. D., 94; do. 2d mort., 81¼; Cleveland and Toledo 7s, new, 93½; Detroit, Monroe and Toledo 1st mort., 98; Erie Railway con. 7s, gold, 94; Lake Shore and Michigan Southern consols, reg., 100; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Quincy and Toledo 1st mort., 90; Clev., Painesv. and Ash. 7s, new, 93½; do. old, 96½; Louisville and Nashville consols, 1898, 91⅛; Clev. and Pitts. consols, 95; Pacific R. R. 7s, guar. by Mo., 96½; Adams Express, 94½; U. S. Exp., 79; Wells-Fargo Exp., 86; Am. Mer. Union Exp., 71⅞; Western Union Tel., 79⅝; Quicksilver pref., 56½; Consol. Coal of Md., 48¾; Am. Coal, 64; Maryland Coal, 25; Spring Mt. Coal, 60; Atlantic Mail S. S. Co., 16⅛; South Carolina 6s, new, Jan. and July, 26; do. 7s, 1888, 30; North Carolina 6s, issued to North Carolina, R. R., 46½.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 79; Chesapeake and Delaware Canal 6s, 90; Susquehanna Canal 6s, 77; Philadelphia and Reading Gen'l mort. 7s, coup., 102¾; Connecting R. R. bonds, 86; Pennsylvania Canal 6s, 75; Wilmington and Reading 7s, 98¼; Pennsylvania and New York Canal 7s, 97¼; Morris Canal 1st mort., 95; West Jersey 6s, 96; Belvidere Delaware 3d mort., 81; Kansas Pacific R. R., 12¾; Camden and Atlantic pref., 38; Catawissa R. R., 20¾; Huntingdon and Broad Top Mt. R. R., 13; do., pref., 18; do. consols, 57; do. 2d mort., 88. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102⅛@102¼; Pennsylvania State 6s, 1st series, 101¼@101½; do. 2d series, 106¼@106½; do. 3d series, 108@109; Philadelphia and Reading, 57⅜@57⅝; do. Gen'l mort. 7s, 102¼@103; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 124¾@125⅛; Camden and Amboy mort. 6s, 1889, 95@97; do. 1883, 92@93; do. 1889, 92@93¼; Pennsylvania R. R., 57⅜@57⅝; do. 1st mort., 101@101¼; do. 2d mort., 97@98; do. General mort. coupon, 93½@94¼; do. reg., 93¼@94; Little Schuylkill R. R., 46¼@48; Morris Canal, 48¾@50 do. pref., 120@122; do. 6s, 92@92; Susquehanna Canal, 8@8½; do. 6s, 76@76; Schuylkill Nav., 7@7⅜; do. pref., 14⅜@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 96@96; do. 5s, 56@—; Lehigh Coal and Navigation, 38¾@39¼; do. 6s, 1884, 88@88½; do. R. R. Loan, 93@95; do. Gold Loan, 92¾@93¼; North Pennsylvania, 49¾@50¼; do. 6s, —@100; do., 7s, 93¾@94; do. Chattle 10s, 104½@—; Philadelphia and Erie, 27@28; do. 6s, 90@90; Minehill, 53¾@—; Catawissa, 20@21; do. pref., 43@43¾; Lehigh Valley, 59@59; do. 6s, new coupon, 97½@97½; do. reg., 98@98½; do. 7s, 103@103½; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 55@58; Thirteenth and Fifteenth, 20⅛@21; Spruce and Pine, 32@34; Green and Coates, 45½@46; Chestnut and Walnut, 50@65; Hestonville, 17@18; Union, —@73; Germantown, 30@35.

Boston.—Eastern R. R. 7s, 1882, 100¾; Vermont Central 1st mort. 57¾; Atchison, Topeka and Santa Fe 1st mort. 7s, 1899, gold, 77; do. Land Grant 7s, 77¾; South Shore R. R. 6s, 1880, 94; Central R. R. of Iowa 2d mort. 7s, 1901, gold, 90¾; Kalamazoo and South Haven R. R. 8s, 1889, 100; Burlington and Missouri River Land Grant, 7s, 96; Rutland R. R., pref., 57½; do. scrip, 92¼; Cincinnati, Sandusky and Cleveland R. R., 19¼; do. 7s, 81; Norwich and Worcester R. R., 124;

Connecticut and Passumpsic Rivers R. R., pref., 90; Portsmouth, Gt. Falls and Conway R. R., 97½; Quincy R. R. Bridge, 125; Burlington and Missouri River R. R. in Nebraska, 70¾; do. 8s, 100½; Chicago Iowa and Nebraska R. R., 112; Boston Water Power, 55; Waverly Land, 4¼; Cary Imp. 10¾; Massachusetts 5s, 1893, gold, 98½; do. 1894, 98; Maine 6s, 1889, 99½; Boston 6s, 1880, currency, 99¼; do. 1876, 99; Belfast 6s, 1898, 90¼; Chicago 7s, 1890@1895, 97; Cook Co., Ills., 7s, 1885, 97; Lowell 6s. 1890, 96¼; Allouez Mining Co., 12; Calumet and Hecla, 151; Humboldt, 1; Petherick, 2⅜; Rockland, 2¼; St. Clair, 2⅜ Superior, 55c.; Shuniah Silver, 2¾.

Baltimore.—Orange, Alex. and Manassas 7s, 81¾; Central Ohio 1st mort., 85⅝; Orange and Alexandria 2d mort. 6s, 86; do. 4th mort. 8s, 86¼; Union R. R. 1st mort. guar., 92⅛; Western Maryland 2d mort. guar., 96; Northern Central 6s, 1900, gold, 93⅜; Virginia and Tennessee 2d mort. 6s, 78½; George's Creek Coal, 104; Atlantic Coal, 1.90; Maryland Defense 6s, 102¼; Virginia consol 6s, new, 45¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅛@94½; Baltimore and Ohio, 151⅛@153; do., 6s, 1875, 97⅛@98¾; do., 1880, 95@95¼; do., 1885, 93½@94; Parkersburg Branch, 10@14½; Washington Branch, 136@150; Northern Central 39@40; do. 6s, 1885, 93@93½; do., 1900, 86¾@86¾; do., 6s, 1900, gold, 93@93¼; N. W. Va. 1st mort., 101½@102; do., 2d mort., 100@101¼; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98⅛@98½; do., 2d mort., 7s, 87¾@88½; do., 3d mort., 8s, 84½@85; Central Ohio, 35½@35½; do., pref., 38½@40; do. 1st mort., 85⅝@85¾; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 94@97; do., 2d mort. guar., 94@96½; do. 3d mort., guar., 94@96; do. 2d mort pref., 79@80; do., 2d mort. guar. by Washington Co., 84@88 Richmond and Danville 1st mort., 76@77¾; Orange and Alexandria 1st mort. 6s, 92@—; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 83⅛@84¾; Orange, Alex. and Manassas 7s, 81⅛@81¾; Virginia and Tennessee 1st mort. 6s, 95@100; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 90¾@90¾; Baltimore 6s, 1875, 95¾@96¼; do., 1884, —@96; do. 1886, 97@97½; do., 1890, 96¼@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96½@97; do. 1900, new,—@97; do. 1902, 97¼@99; Memphis City 6s, 53¼@53½; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 102¼@102¾; Virginia 6s, old, 38@39; do. consol. 6s, 55½@56; do. reg., 48¾@48¾; do, Peelers, 45⅝@47; West Virginia, 15¼@15¾; City Passenger R. R., 22¾@23½; George's Creek Coal, 100@105.

☞ The management of the Grand Trunk Railway having determined to adopt the standard American gauge, the section from Port Sarnia to Stratford will be first changed, and thence to Buffalo. The matter has been so planned as to interfere but slightly with the traffic of the road. It is expected to have the job completed by the 12th of November.

☞ At the close of 1871, as appears by an official return, France had 10,755 miles of line in working, or in French measure 17,240 kilometres.

BANKING HOUSE OF FISK & HATCH,
No. 5 Nassau Street, NEW YORK.

☞ WE REC IVE DEPOSITS AND ALLOW interest on balances: issue CERTIFICATES OF DEPOSIT available in all parts of the country, MAKE COLLECTIONS in all parts of the Unnited States and Canada, and execute orders for STOCKS and BONDS at the STOCK EXCHANGE, on commission, for cash.

We deal in GOVERNMENT BONDS, and in the following FIRST CLASS RAILROAD SECURITIES which we can recommend for safe investment from a thorough knowledge of their character and value, viz:

CHESAPEAKE and OHIO BONDS, six per cent. gold, $100, $500 and $1,000 denominations. Interest May and November.

CENTRAL PACIFIC BONDS, six per cent. gold, denominations $1,000. Interest January and July.

WESTERN PACIFIC BONDS, six per cent., gold, denominations $1,000. Interest January and July. All of which we buy and sell at current market prices.

We have just published, in connection with the payment of the November interest on the Bonds of the CHESAPEAKE AND OHIO RAILROAD COMPANY, and the early opening of the road through to the Ohio River, a full statement of its advantages, character and prospects, and interesting geological Reports of the iron, coal and other minerals along it route, which may be had upon application.

FISK & HATCH.

TO CAPITALISTS.

A DESIRABLE HOME INVESTMENT.

First Mortgage Gold Bonds

OF THE

New York, Kingston and Syracuse

RAILROAD,

PAYING 7 PER CENT. GOLD, FREE FROM U. S. GOV'T TAX.

PRINCIPAL AND INTEREST PAYABLE IN GOLD.

This road passes through the richest agricultural region of the state, and is speedily reaching completion. It is the most direct line between the great lakes and deep water navigation of the Hudson River from LAKE ONTARIO and the GREAT WEST.

The 78 miles of the road now in operation is unusually well built, and its net earnings already paying 7 Per Cent., Gold, on the cost of construction and its equipments.

We are now offering these bonds at 95 and accrued interest, feeling warranted in recommending them to our friends and investors generally as a safe and most desirable investment

Pamphlets with maps furnished, with full particulars, on application to

DEAN, McGINNIS & CO.,

Bankers, 30 Broad St., N. Y.,

And at the Office of the Company,

18 WILLIAM ST., N. Y.

☞ The Calumet and Hecla Mining Company will pay its usual quarterly dividend of $5 per share on 80,000 shares, on the 15th of November, which, with two extras of $5 each in July and October, will be at the rate of $2.400,000 in dividends per annum. Competent judges estimate that the net profits of this company for 1872 cannot fall short of $3,200,000, equal to $40 per share.

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE CHICAGO AND CANADA SOUTHERN

First Mortgage Sinking Fund

THIRTY YEARS'

7 PER CENT. GOLD BONDS

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically STRAIGHT AND LEVEL, and SHORTER by THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

Bankers, No. 27 Pine Street.

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Redemption and Restoration of Lands.

AN ACT to provide for the redemption and sale of lands held by the United States under the several acts levying direct taxes, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all the lands now owned or held by the United States, by virtue of proceedings under the act entitled "An act for the collection of direct taxes in insurrectionary districts within the United States, and for other purposes," approved June seventh, eighteen hundred and sixty two, and under acts supplementary thereto, or upon the same subject matter, may be redeemed and restored to such persons as shall make application therefor to the Secretary of the Treasury, through the Commissioner of Internal Revenue, within two years from the passage of this act, and furnish satisfactory evidence that such person or applicant in each case was, at the time the United States acquired title thereto, the legal owner of such land, or the heir at law, or devisee, (or grantee, in good faith, and for valuable consideration,) of such legal owner; but before such redemption shall be awarded and title restored on any such application and proof, such applicant shall pay into the treasury of the United States the direct tax charged against the lands described in such application, together with the cost of advertising and of the sale of said lands, and all other proper charges against the same, and interest on said tax from the date of its assessment at the rate of ten per centum per annum, and interest on said costs and charges at the same rate, from the time they accrued and were payable: *Provided however*, That if any other person or persons than such applicant shall in any case make satisfactory evidence to said Department that he or they, after the acquisition of title by the United States, and before the passage of this act, made valuable and permanent improvements on said land in good faith and under color of legal title, it shall then be the additional duty of such applicant for redemption to pay to such person or persons the reasonable value of such permanent improvements at the time of actual redemption; and if the applicant and such person or persons fail to agree and amicably settle such claim for improvements, then the value thereof shall be assessed and reported to the Secretary of the Treasury, under oath, by three competent and disinterested freeholders, residents of the county or parish in which such land is situate, who shall be appointed for that purpose by the United States district judge of the district where the lands are situate, upon information from the Secretary of the Treasury that a claim for compensation for such permanent improvements is pending in any case, and unadjusted by the parties thereto. It shall also be the duty of said board of freeholders to state in their report the nature of said improvements, when they were made, by whom, and the reasonable value thereof, as aforesaid, and any other facts that may be in their judgment material to a fair and just determination of the rights of the parties. They shall send one copy of such report to the Secretary of the Treasury, and file a duplicate thereof in the office of the highest court of record of the State, in the county or parish where such land is situate. The reasonable fees of said board shall be borne and paid equally by the parties to said controversy.

Section 2. That whenever the foregoing conditions have been complied with, and redemption and restoration of title has been awarded in any case by the Secretary of the Treasury, it shall be the duty of the Commissioner of the Internal Revenue to make out a certificate of release of the interest and title of the United States in and to such lands, in duplicate, which shall be approved, in writing; by the Secretary of the Treasury, and his approval indorsed thereon, and then one copy thereof shall be delivered to such applicant and the other filed in the office of said Commissioner.

Section 3. That the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, shall, as soon as may be after the passage of this act, prescribe and promulate such rules and regulations, not inconsistent with the provisions of this act, as may be necessary and proper to facilitate the execution of this act and secure the most speedy and least expensive attainment of the purpose hereof that is practicable.

Section 4. That if, at the expiration of the time hereinbefore allowed for redemption, there shall remain any of said lands unredeemed, it shall then be the duty of the said Commissioner of Internal Revenue, under the direction of the Secretary of the Treasury, to proceed to sell at public auction, as soon as may be consistent with the public interests, the lands not redeemed and restored, and to release and convey the same to the purchasers in the manner aforesaid, and in the mean time and until so sold to release the same.

Section 5. That all lands now owned by the United States acquired under the provisions of any of the United States direct tax acts, situated in the State of South Carolina, including all tracts or lots of land purchased under "army and navy" sales, not paid for in full at the present time, shall be included in the provisions of this act: *Provided however*, That the applications of the "army and navy" sales, shall for six months after the passage of this act, have precedence so far as relates to the land purchased by them.

Section 6. That all money derived from the sale of "school-farm" lands, under the provisions of section eight of an act entitled "An act to continue in force and to amend 'An act to establish a bureau for the relief of freedmen and refugees, and for other purposes,'" approved July sixteen, eighteen hundred and sixty-six, and which money is now in the custody of the Freedmen's Bureau, be, and the same is hereby, appropriated for the use and support of free public schools in the parishes of Saint Helena and Saint Luke, South Carolina, in equal parts, to be expended under the direction and control of a special board of three commissioners, who shall be appointed by and act under the direction of the Secretary of the Treasury, and shall be duly sworn that they will faithfully discharge their duties as such commissioners, and shall give such good and sufficient bonds therefor as said Secretary shall require, and who shall not receive more than one hundred dollars per year each for their services.

Section 7. That the provisions of this act shall not be construed to apply to or embrace any lands, farms, plantations, or lots which are now, in whole or in part, used or occupied by the United States for national cemeteries, or for the burial of the dead, or other public purposes, or which have been set apart to any such purpose, or which, under the instruction of the President of the United States, have been reserved for military or naval purposes, or such lot of land on Hunting Island, South Carolina, as may be necessary as a site for the erection of a light-house.

Section 8. That the premises known and designated as block one hundred and twenty-three on the plat of the late commissioners of direct taxes for said State, in the town of Beaufort aforesaid, now occupied as a court house for the county of Beaufort, in said State, be, and the same are hereby, released unto said county, for the public uses of said county; and that all sums of money due to the United States on account of said premises, be, and they are hereby, released in favor of said county.

Section 9. That section two of an act entitled "An act for the relief of purchasers of land sold for direct taxes in the insurrectionary States," approved May ninth, eighteen hundred and seventy-two, be, and the same is hereby, amended to read as follows:

"Section 2. That in all cases where the owner of any land sold for taxes as aforesaid, his heirs or assigns, has recovered or shall recover the same from the purchaser, his heirs or assigns, without collusion on his or their part, by the judgment of any United States court, by reason of a failure, without his or their fault or neglect, of the title of the purchaser derived from said sale, the Secretary of the Treasury, on the payment into the treasury, by the clerk, of the money deposited with him as aforesaid, and on being satisfied that any purchaser, his heirs or assigns, without his or their collusion, has been evicted from or turned out of possession of any such land by the judgment of any United States court, in the manner before mentioned, is hereby authorized, out of any money in the treasury not otherwise appropriated, to repay to the person or persons entitled thereto a sum of money equal to that originally paid by the purchaser of the land so recovered, if the same has been paid into the treasury, or to any person legally authorized to receive the same for the United States."

Approved June 8, 1872.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO ANIMALS—DAMAGES.

The facts in the late case of The Indianapolis, Pittsburg and Cleveland Railroad Company *vs.* Mustard, (34 Ind., 50,) are fully and clearly stated in the following opinion by

WORDEN, J.—This was an action by the appellee against the appellant for injuring and killing a cow belonging to the plaintiff by the engine and cars of the appellant upon her railroad where the same was not properly fenced. Trial by the court, finding and judgment for the plaintiff, a motion for a new trial being overruled.

It appears by the evidence that the plaintiff's cow being upon the railroad track was struck by the pilot of an engine and carried or dragged along the track some distance, and then thrown off; that one of her legs was cut entirely off, except a small portion of the skin, and another leg broken; that she was so badly injured that she could not recover. She lay in this condition a day or two when the plaintiff killed her but did nothing further with her; and she was afterwards buried by the employees of the defendant.

During the progress of the trial, the defendant, for the purpose of "fixing the damages," offered to prove the value of the cow after she was thus hurt, but the testimony being objected to, it was excluded. Under the circumstances we cannot say that this was error. The plaintiff, out of motives of humanity, doubtless, and to end her misery, killed the cow, but derived no benefit whatever from her defunct carcass, and then she was taken charge of by an employee of the defendant who performed her final obsequies by consigning her to the earth, where she could be a source of profit to no one.

Had the plaintiff actually received some benefit from the cow after she was hurt or killed, the question would have been a different one. We take it to be quite clear on principle, that if a railroad company, or any private individual, kill the animal of another, under circumstances that render the company or the individual liable therefor, the rule of damages will be the value of the animal, unless the case calls for vindictive or punitory damages; and these damages are not to be diminished by the value of the dead, unless the owner thereof in some way derives an actual benefit therefrom or does some act evincing an election to appropriate the dead animal to himself. A man whose animal is wrongfully killed is not obliged to take the dead animal in part pay for the living one.

We regard the case before us as substantially one of killing. The cow must have died from her injuries and the defendant is responsible for her full value.

We have examined the evidence in the cause and are satisfied that the finding of the court, in respect to the damages assessed, and also in respect to the liability of the defendant accords with the preponderance thereof.

The judgment below is affirmed, with costs and five per cent. damages.

Judgment affirmed.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$1,642,304	$1,308,731
" cotton...	1,064,955	879,271
" silk	1,762,812	1,116,246
" flax	918,372	735,607
Miscellaneous dry goods..	750,018	497,300
Total entered for consump.	$6,138,461	$4,537,155

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$841,400	$1,418,439
" cotton ...	264,974	401,019
" silk.....	439,098	714,277
" flax	259,795	367,581
Miscellaneous dry goods..	109,468	161,694
Total withdrawn from warehouse	$1,854,735	$3,063,010
Add entered for consump.	6,138,461	4,537,155
Tot. thrown on the market.	$7,993,196	$7,600,165

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$1,043,579	$881,745
" cotton ...	328,478	419,607
" silk.....	495 814	585,563
" flax	518,026	582,906
Miscellaneous dry goods..	87,617	145,389
Total entered for wareh'g..	$2,473,514	$2,615,210
Add entered for consump.	6,138,461	4,537,155
Total entered at the port.	$8,611,975	$7,152,365

The imports of foreign dry goods at New York for ten months from January 1, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$25,158,585	$21,030,986
" cotton.	17,829,748	18,011,473
" silk ...	25,646,965	22,659 887
" flax ...	10,643,004	10 850,305
Miscellaneous dry goods	9,057,000	8,060,829
Total entered for cons'p.	$88,335,302	$80,613,480

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$11,126,303	$17,304,727
" cotton..	4,615,929	7,647,609
" silk	6,555,835	8,990,360
" flax	4,494,384	5,394,474
Miscellaneous dry goods.	1,296,862	1,816,543
Total withdrawn from warehouse	$28,089,313	$41,153,713
Add entered for consump.	88,335,302	80,613,480
Total thrown on the market....	$116,424,515	$121,767,193

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$12,082,016	$18,379,364
" cotton..	5,163,856	8,156,699
" silk	7,256,047	10,054,530
" flax	4,071,540	6,140,271
Miscellaneous dry goods.	1,574,918	2,260,939
Total entered warehouse.	$30,148,377	$44,991,803
Add entered for consump.	88,335,302	80,613,480
Total entered at the port.	$118,483,679	$125,605,283

European and North American Railway.

On Saturday evening representatives of the European and North American Railway Company of New Brunswick (Western Extension, from St. John), and the European and North American Railway Company in Maine, met in St. John, and after arranging conditions, signed an agreement for a consolidation of the two companies into one which shall have the complete control of the whole line from this city to St. John. This agreement will be submitted to a meeting of the stockholders on the 8th of November, and if ratified, will go into effect on the first of December, when a new board of officers will be chosen—five Directors being taken from the New Brunswick Company and eight from the Maine Company. Until that date, however, the road will be run under its present management.—*Bangor Whig.*

☞ The Philadelphia *Ledger* of 4th inst., reports the net anthracite coal tonnage for the week ending on the 26th ult., from all sources, at 444,514 tons, and for the year 16,326,684 tons, against 12,516,728 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,819,956 tons. The production of bituminous coal for the week was 63,150 tons, and for the year 2,102,718 tons, against 1,828,966 tons to the corresponding time last year—an increase of 273,732 tons. The total production of all kinds of coal for the week was 507,655 tons, and for the year 18,439,402 tons, against 13,815,710 tons to corresponding time last year, showing an increase of 4,093,713 tons.

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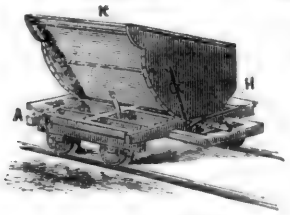
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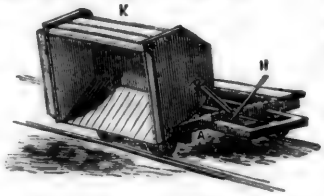


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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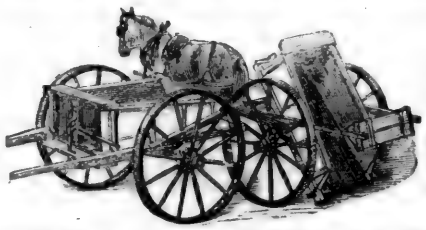
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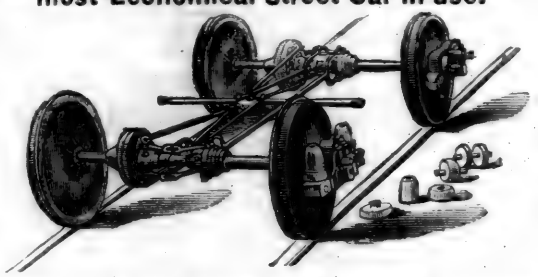
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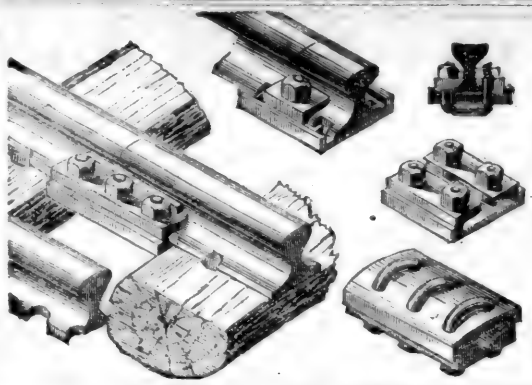
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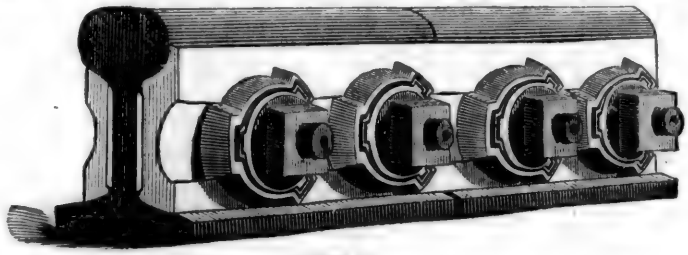
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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

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BOCHUM, PRUSSIA.

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American Railroad Journal.

New York, Saturday, November 16, 1872.

Iron Production.

The iron production is attracting much attention in England as well as in the United States, and there as here the views of consumers and producers in regard to supply and demand during 1872 are naturally far apart, but it is safe to say, without leaning to the side of either, that both production and consumption promise to be largely increased. It appears from the report of the Secretary of the National Association of Bar Iron Manufacturers that the production of the Lehigh region of this State in 1871 was 275,000 tons, while its full capacity is 378,000; the Schuylkill region, with a capacity of 160,300 tons, also falling below it about 18,000 tons. The total production of pig iron for the year is returned at 1,850,000 tons, which it is calculated would have been greater by 250,000 tons except for the troubles in the coal mines. This item, at $36 a ton or thereabouts, the Working Men's Benevolent Association may add to the debt they owe the country on account of their foolish strike; but the folly not being repeated there is nothing at present visible to hinder the omission of this minus quantity in the total of the current year. The Lehigh region is increasing its present producing power by new furnaces, with a capacity of 27,000 tons; and the Shenango Valley is building new works capable of making annually 94,000 tons. In the absence of statistics, impossible to be obtained, as to the number and capacity of furnaces which will be in blast during the year, these figures are at any rate highly suggestive, and indicate a prosperous state of the pig iron manufacture, but little affected by the reduction of duty from $9 to $7 a ton.—*Phila. Ledger.*

Brooklyn Steam Transit Company.

The original incorporators of the Brooklyn Steam Transit Company had a meeting on the 9th inst., at the office of the New York Bridge Company, Fulton street, Brooklyn. The corporators present were J. S. T. Stranahan, A. A. Low, S. B. Chittenden, Wm. C. Kingsley, Samuel McLean, Cyrus P. Smith, A. S. Barnes, Demas Barnes, Benj. F. Tracey, Chas. E. Bill, Henry A. Kent, Robert Turner, John Jefferts, Edward W. Fiske, Henry W. Slocum, William Richardson, John H. Prentice, and William W. Goodrich. Mr. Stranahan occupied the chair, and Mr. Goodrich acted as Secretary. After a good deal of desultory conversation, a resolution was passed appointing a committee of nine, with power to locate the route, open books for subscription to the capital stock of the company, and arrange a plan for the organization of the Board, with a view of commencing the construction of the road at an early day. The Committee is constituted as follows: W. C. Kingsley, S. B. Chittenden, Demas Barnes, Robert Turner, John Lefferts, Edward Fiske, John T. Martin, Jacob J. Bergen and Alexander McCue, with J. S. T. Stranahan as Chairman. The charter of the company granted in the Winter of 1871 gives power to construct any description of railroad in any part of the County of Kings. It is the purpose of the Brooklyn Steam Transit Company to construct an underground railroad. The route will be from Fulton Ferry under the new bridge to the corner of Washington and Sands streets, thence into Adams street to Fulton, near the City Hall, thence into Schermerhorn street, and up to Flatbush avenue, and along Flatbush avenue to Flatbush. At this point two surface roads will branch off—one to Bay Ridge and Coney Island, the other to East New York, to connect with all the railroads on Long Island. By this means Fulton Ferry will be made the termini for all the Long Island Railroads.

☞ We learn that the Directors of the Eastern Railroad Company have decided to immediately add the Miller platform to all their cars, and the work has already commenced in earnest at their shops in Portland. We should be glad to learn also that they had decided to adopt the Wharton Patent Safety Railroad Switch; there would then be an end not only to "telescoping," but to "misplaced switches" also.

From the Toledo Blade.

The Triumph of Western Engineering.

We have on our table a paper read before the "Civil Engineers' Club of the Northwest," at Chicago, last September, by our fellow townsman, E. D. MASON, "On the physical characteristics of the Missouri River and the means used for Directing and Controling its Channel at St. Joseph, Mo."

The work which this paper describes, was built in connection with the great iron bridge now building across the Missouri River at St. Joseph, and, as we gather from a hasty perusal, has two objects: first, to ensure the continuance of the channel of the River through the draw-spans; and, secondly, to make the channel flow along the old levee in front of the town.

The Missouri River, the greatest commercial highway of the North-west, is so little known, that for the information of our readers we quote at length from Col. MASON'S paper:

When the headwaters of the Missouri River pass the city of St. Joseph, they have traveled 2,500 miles and are increased by all the streams flowing down the eastern slope of the Rocky Mountains between the thirty-ninth and fiftieth parallels of north latitude.

The river at that point is the drainage of 413,000 square miles of water-shed, upon which there is an annual rain-fall of 19½ inches.

The elevation of low water in the Missouri River at St. Joseph is stated by "Humphreys and Abbot" to be 756 feet above tide water. The mean elevation of its surface is therefore, 760 feet above the tide water. It has about 480 miles further to go before joining the Upper Mississippi near Alton, where it is 381 feet above the level of the sea. Fourteen hundred miles above St. Joseph, Captain Reynolds found the surface to be 2,194 feet above tide water.

Its average slope, therefore, for about nineteen hundred miles, is ninety six one-hundredths of a foot per mile; but the slope is not exactly uniform. Between eight hundred and a thousand miles above St. Joseph, it is one and one tenth feet; between four hundred and six hundred miles above, it is one foot; and from St. Joseph to the Mississippi River it is seventy-nine one-hundredths of a foot per mile.

A careful survey for seven miles in the vicinity of St. Joseph, and observations for a year, show an average slope of eighty-two one-hundredths of a foot per mile.

This great river, navigable for 2,000 miles at all seasons except when frozen over, has been, until within a few years, the only means by which

commercial intercourse could be effected between St. Louis and the western part of Missouri and Iowa and the Northwest Territories and it is to-day the only way by which ordinary traffic can be carried on above Omaha.

The particular character of the Valley of the Missouri at St. Joseph is thus described in this paper:

The distance between the bluffs of the Missouri in the vicinity of St. Joseph is from four to six miles. They are generally rocky, composed of nearly horizontal strata of limestone, sandstone, soapstone, and drift, and covered with a marl concretion sometimes called loess, supposed by some geologists to be identical with the loess bluffs of the Rhine upon which grow the famous vineyards. There are sometimes breaks in this rocky formation; the city of St. Joseph is built in one about four miles wide; but the bluff is continuous, and a gap between the rock formation is generally filled with loess like that which caps the bluffs above and below.

The valley between these boundries is a an alluvial plan, through which the rivercuts its way from bluff, to bluff, making eight complete crossings in a distance of thirty miles, measured in the direction of its general course. These windings of the river leave tongues of land alternately reaching from one bluff to within a few thousand feet of the other. Inhabitants of the towns built opposite the points of one of these tongues of land, have usually a constant fear less some flood may cut through the base of the peninsula, letting the channel run along the opposite bluff, thereby leaving them miles inland. Such cases have occured within the last few years; one at Forest City about twenty five miles above, and one at Hamburg, near Nebraska City.

The tortuous course of the River is described particularly as follows;

Beginning three miles above the town, the river leaves a rocky bluff on the east side and runs nearly west across the valley to the rocky bluff at Belmont; thence, with a sharp curve, it returns to a loess bluff in the upper part of the town, called Prospect Hill; thence, with an easy curve to the south, with a radius of about 7,000 feet, it now flows along the clay bank in front of the town for about three miles, when, having acquired a due west course, it crosses the valley again and strikes the bluff above Palermo, about three and a half miles south of Belmont. Thus the river has flowed about eighteen miles to accomplish seven of its general course.

At the medium height of water, the River has a "sectional area of 25,450 square feet; mean volocity, three and seventy-five one-hundredths miles per hour; discharge per second, 130,975 cubic feet."

Col. MASON, in this paper, presents a theory of the formation of the Valley through which the River flows that agrees in the main with the views expressed by Prof. WINCHELL, of the Michigan University; that is, that formerly it was the drainage of a great inland sea, and that the River of to-day is but a brook compared with that which cut its way through the plains years ago.

The exceedingly unstable character of the channel of the Missouri is illustrated by the statement that "the embankment forming the west approach to the bridge will rest for three-fourths of a mile upon a part of the third deposit. At that distance from the river the approach reaches the first formation. *Every part of this space has been occupied by the river within the past fifty years.*"

The magnitude of the work of which this paper treats is expressed in the following terms.

The problem was to stop the river where it was then running, and drive it three thousand feet east and through the bar and against the clay bank, which was its Eastern shore ten years ago. Work was begun for this purpose in October last, and by the first of August following all of our objects were accomplished.

To do this, two principal and five auxiliary dykes were built. One of the principals is about 2,000 feet long and the other 1,200. The amount of material used and the cost is given for the largest work. The woodwork of BEARD'S Dyke, the longest one, is from sixty to seventy feet wide at the base, thirty feet wide at the top, and from twelve to thirty-six feet deep. The lower side is vertical. This woodwork is surmounted with a wall of rip-rap averaging twelve feet wide and three feet high, placed three feet from the lower edge of the woodwork. The bulk of the dyke as it now stands is 56,000 cubic yards, of which 3,000 cubic yards is rap-rap, and the rest brush and trees, with the interstices filled with sand. Its cost, including engineering and superintendence, was $32,600, and it was built in four months time, and the amount of work done by the River, controlled by the dykes, is stated to be—excavation, 5,000,000 cubic yards, and deposits 8,000,000, in four months time. The cost of the principal work is $32,600 and the cost of the whole will be about $60,000.

The controlling of the channels of the Missouri and Mississippi Rivers is a matter of great importance, and the Government Engineers have given much study and spent large sums of money for its accomplishment. Their value to the people as highways is proven when a city like St. Joseph, of 25,000 inhabitants will vote freely to pay such sums as we have mentioned to "keep the track in repair;" and we remember that two years ago the citizens of that place were ready to vote an expenditure of $200,000 for the purpose of improving and controlling the channel of the River in the vicinity of that city.

The subject of improving the navigation of this River has become of such political importance that, in the election of members of Congress from districts along the Missouri River, to be opposed to an appropriation for that purpose is to be defeated. The Government has expressed its policy by appropriating $300,000 for the improvement of the Mississippi in the St. Louis district, from Alton to South St. Louis, and we understand the work is going on and that at the "Alton Cut Off" the same plan for dykes has been adopted as that used by Col. MASON at St. Joseph.

We are inclined to the opinion that Col. MASON got his ideas of brush and stone dykes, which he so fully describes in his paper, from the works of the Dutch Engineers about the Haarlem Lake in Europe; but his application of it to the management of the great Rivers of the West is new and we wish him, for himself and the people interested, complete success.

☞ Track on the Green Bay and Lake Pepin Railway is now laid to Plover. The bridging and grading on the line of the road to its junction with the West Wisconsin Railway will be completed by the 15th of November. Side tracks are now completed to Merrilon, and everything is in readiness to commence laying the iron from that point eastward. It is expected that the road will be completed to Merrilon by the 1st of December.

The Pan Handle Route.

But few of our readers are aware that the first five miles of the Pan Handle route claim the distinction of being among the costliest of any railroad in the United States. The bridge at St. Louis with its approaches, and one or two other points, may perhaps exceed it in this regard. Within this distance from the Union Depot there are two tunnels aggregating nearly four thousand feet in length, both of them peculiarly difficult of construction. There are two iron bridges, measuring together over three thousand feet in length; very costly retaining walls along the side hill on the river sections, measuring over eight thousand feet in length, and an enormous embankment over Cork's Run, over a hundred feet high. All of these are finished for double track.

The lessees have overcome most discouraging obstacles in making a railroad in all respects equal to the Pennsylvania road itself, but they are about through with the job, and the time table of next spring will, we anticipate, show that the long wished for accommodation trains for Mansfield and the Chartiers Valley have been put on.

The work on the Corks Run Tunnel, located four miles from the city, is being rapidly pushed forward. The total length of this tunnel is 2,400 feet, that of the one in Pittsburg being about 1,400. The tunnel was originally constructed for one track alone; but owing to the increase of business on the road the company was compelled to widen it and they are now laying a double track. They commenced work in April, 1870, and were obliged to do some heavy cutting at both ends of the tunnel in order to make suitable outside approaches. These approaches are each one-fourth of a mile in length. On the first of next month the company expect to have all but about 250 feet finished, and the whole work is to be completed by the first of March, 1873. The widening of the tunnel proper costs $150 per lineal foot and the widening of both approaches will amount in the aggregate to $60,000. —*Pittsburg Chronicle.*

Memphis and Charleston Railroad.

The earnings of this road for the year ending June 30, 1872, were as follows:

From passengers		$630,423 00
" freight		670,009 26
" mails		42,684 99
" express		22,547 78
" other sources		38,450 99
		$1,404,116 02
Expenses, viz:		
Conducting transp	$312,596 46	
Motive power	286,597 43	
Maintenance of way	236,250 85	
Maintenance of cars	114,946 94	
		950,391 69
Receipts above operating expenses proper		$453,724 33
From which deduct cost of new rolling stock and permanent work		197,057 13
Leaving actual net receipts		$256,667 20

For the year ending June 30, 1871, the gross earnings were $1,417,441 46, the operating expenses $894,522 35, and the net revenue $522,919 11—showing a decrease in earnings of $13,325 44, with an increase in operating expenses of $55,869 34, making the decrease in net revenue, $69,194 78. The operating expenses in 1872 include the McMinnville and Manchester and Winchester and Alabama Railroads, amounting to $28,533 41. The whole expenditures during 1871 for operating and extraordinary expenses were $1,199,006 56; and for 1872, $1,174,448 82—showing a decrease in expenditures of $51,557 74, and an actual increase in net receipts of $38,232 80. There was an increase in freight earnings of $50,826 34; with a decrease in earnings from passengers of

$34,910 21, from mails of $206 25, from express of $13,452 22, and from rents of $15,583 10—making the net decrease, as stated above, $13,325 44. The President in his report says:

Of the decrease in passenger business $9,669 31 is in local, and $38,584 35 in through. The receipts of the Winchester and Alabama Railroad, $6,527 00, and McMinnville and Manchester Railroad, $6,816 45, being included in the amount of entire passenger business, serve to reduce the loss to this extent.

There is little reason to doubt that the loss in through business is due mainly to the opening of a competing route, *via* Selma, Rome and Dalton Railroad, for New Orleans travel, while the active competition of the Nashville and Chattanooga and Northwestern roads for travel between Memphis and Chattanooga has, to some extent, reduced our receipts.

Receipts from express service show a heavy decrease, resulting from the Virginia road having no arrangement with the Southern Express Company, forcing that business over other lines that would otherwise pass over ours.

Our connections have supplied cars to a greater extent than heretofore for the joint through traffic, reducing our car rents very materially, and cutting off greatly the revenue from earnings of our cars in their service.

Freight shows an increase of		$50,826 34
From this, however, should be deducted:		
Receipts of the Winchester and Alabama Railroad	$12,249 72	
Receipts of the McMinnville and Manchester Railroad	7,856 05	
		20,105 77
Leaving increase of this business on Memphis and Charleston Railroad		$30,720 57

of which $9,572 65 is local, and $21,147 92 through business.

Our through freight tonnage has increased largely in excess of increased earnings, owing to the low rates prevailing, consequent upon active competition. We were cut off from St. Louis during the best shipping season on account of low water in the fall, and the river being closed by ice during the winter, the trade from that point finding an outlet entirely by the all rail line *via* Nashville, and forcing us to depend wholly on low priced merchandise from Eastern cities and cotton from Memphis to employ our equipment.

A comparison of the statement of cotton shipped this year, with that of the one preceding, shows a decrease of 9,689 bales, or about 11 per cent. of local cotton, and that nearly 6,000 bales of that produced on the line of road found a market in New Orleans, shipments being made *via* Grand Junction, reducing our revenue both as to the carriage of the staple and the returning trade.

Through cotton increases 13,639 bales, notwithstanding a decrease of 11,955 bales from the line of the Mississippi Central Road, depriving us of a considerable revenue from this loss directly, as well as affecting the trade we would otherwise have had returning, had this cotton been marketed at Memphis. We have, therefore, as before remarked, depended wholly upon the increased shipment of Eastward bound cotton, in which there is shown to be 23,511 bales more than in the previous year from Memphis alone. Our shipments from this point in the aggregate are 89,236 bales, receipts being 66,046; the latter decreasing 15,920 bales, affecting materially our revenue.

Comparing expenses with the previous year, the cost of operating has increased 6¼ per cent., while gross expenses decrease 4¼ per cent. Mileage of trains shows an increase of 23 7-10 per cent., due in part to operating the Winchester and Alabama and the McMinnville and Manchester roads, but mainly to an increase in the volume of through freight on the main line, which, being carried at low rates, does not give us an increase in receipts.

It has been shown that after providing for operating and extraordinary expenses, we had:

Remaining from gross receipts		$256,667 20
Amount of interest on funded debt and interest and exchange account		304,067 92
Showing a deficit of		$47,400 72
Against a deficit last year of		101,340 36

From the report of the Chief Engineer it will be seen that the large increase in extraordinary expenses in this department is due to the extensive renewals of iron, being largely in excess of our estimate of last year.

Ordinary expenses also show an increase amounting to $17,080 15, arising mainly from replacing ties, fastenings and worn rails.

You are referred to the condensed balance sheet of the Division Treasurers for a full understanding of the financial condition of the company, cost of road, equipment and other particulars; also to the Treasurer's supplemental statement of 1st of August, showing your assets and liabilities as well as receipts and expenses since the close of the year. Your assets being estimated at real value are as follows:

Liabilities		$528,913 75
Of which at least $20,000 might be charged off being old balances that will never be called for, and to retire the remainder we have the following assets at cash valuation:		
Stock in S. and N. Alabama Railroad, say	$6,000 00	
Stock in Shelby Co. Turnpike Co	3,000 00	
Stock in National Bank of Huntsville	8,000 00	
Hotel at Huntsville	6,000 00	
Bills receivable	20,000 00	
Sinking fund	1,000 00	
United States	5,000 00	
Post Office Department	20,000 00	
Due from railroads	15,000 00	
Due from agents	5,000 00	
Due from individuals	40,000 00	
Indorsed coupons	4,000 00	
Lands and lots	20 000 00	
Cash	22,000 00	
	$175,000 00	
Cost of Manchester and McMinnville and Sparta Railroads	155,517 39	
		330,517 39
		$197,796 36

We have also a claim against the State of Tennessee amounting to about $90,000, and hope to recover of our claim against the United States Government an amount sufficient to pay off our entire debt without trespassing upon the rental from the Southern Railway Security Company.

In accordance with the terms of the lease entered into on March 5, 1872, the Southern Railroad Security Company, after making a full and complete inventory of the property of the company transferred to it under that agreement, assumed control of the road on the 1st day of July last, since which they have been operating it under the direction of Captain Joseph Jaques, General Manager, without any material change in its organization.

The Main Line of the Memphis and Charleston Railroad extends from Memphis, Tenn., eastward to Stevenson, Ala., 272 miles. It has two branches—one from Moscow to Somerville, Tenn., 13 miles, and the other from Tuscumbia to Florence, Ala., 6 miles.

The road and its equipment was transferred to the Southern Security Company on the 1st of July, at which time the rolling stock consisted of 48 locomotives, 32 passenger coaches, 2 sleeping, 4 mail, 6 baggage, 1 paymaster's 523 box, 200 platform, 18 stock and 2 wrecking cars.

Miles run on passenger trains, 495,932; on freight trains, 369,126; on wood, construction and switching trains, 126,637—total, 991,695. Total cost per mile run, 24.1.

The receipts per mile of road operated were $4,841 78; expenses, do., $3,277 21. Receipts per train mile run, $155 66; expenses, do., $104 81.

Number of through passengers carried, 40,864; local, do., 249,526—total, 290,390.

The shipments of cotton over the road in 1872 were 188,313 bales, against 184,463 bales in 1871—an increase of 3,850 bales.

BALANCE SHEET, June 30, 1872.

Construction		$6,485 232 25
Incidental to construction		1,026.471 60
Equipment		1,245,848 04
Fort Pickering Branch Railroad		13,140 26
Union depot		259 96
Stock in other companies		88,366 16
Road materials		251.217 10
Alabama and Tennessee Railroad		1,571 41
Sparta Branch Railroad		73,552 73
McMinnville and Manchester R. R.		65,015 50
Southwestern Railroad		1,586 64
Road expenses	$950,391 69	
Extraordinary exp.	197,057 13	
		1,147,448 82
Interest and exchange		31,694 68
Interest on State Bonds		111 863 24
Interest on company bonds		160,510 00
Profit and loss		142,907 91
Bills receivable	$52,596 98	
Sinking fund	1,000 00	
Coupon bonds	71,000 00	
United States	16,095 31	
Post Office Depart	20,897 40	
Peoples Bank South Carolina	16,555 08	
Georgia Railroad Bank.	25,551 90	
Southern Railroad of Mississippi	108 757 25	
South Carolina Railroad	43,812 23	
Due from other companies	39,811 31	
Due from agents	15.190 25	
Due from individuals	69,002 79	
Indorsed City of Memphis Coupons	4,439 61	
Third National Bank of New York	36.949 55	
Cash	41,816 84	
		563,476 00
		$11,410,163 80
Capital stock		$5,312,725 00
State of Tennessee	$1,814.142 45	
1st mortgage bonds	1,293,000 00	
2d mortgage bonds	1,000,000 00	
		4,107,142 45
Bills payable	$272,010 59	
Due on coupons	35.616 01	
Pay rolls	47,520 86	
Dividends	13,700 64	
Unpaid State interest	103.315 50	
Due to other companies	29.556 45	
Due to agents	5,765 18	
Due to individuals	78,694 65	
		586.179 88
Receipts from operations 1871-'72		1,404,116 02
		$11,410,163 80

President.—M. J. WICKS.

Directors.—By the stockholders: W. B. Waldran, George P. Beirne, James J. Donegan, Joseph C. Bradley, Albert H. Jones, R. C. Brinkley, Pitser Miller, M. J. Wicks and John D. Rather. By the City of Charleston: W. S. Hastie and Edward Willis; and By the State of Tennessee: Joel L. Pullman, John M. Carmack and J. W. Crocker.

Secretaries and Treasurers.—E. Div., SAM. R. CRUSE, and W. Div., GEO. ROBERTSON.

Superintendents.—E. Div., CHAS. S. WILLIAMS, and W. Div., C. L. ANDERSON.

Chief Engineer.—NILES MERIWETHER.

From the Pottsville Miners' Journal.

Distribution of Coal in the New England States.

We frequently hear complaints made by the consumers of coal, that the rates of transportation are too high on the coal railroads leading from the Coal Regions to the sea-board. This is a mistake. The rates of transportation on the coal railroads are exceedingly low compared with the transportation on other roads. The Baltimore and Ohio Railroad charges 1¼ cents per ton per mile on through rates, on an undulating road, and on the Philadelphia and Reading Railroad on coal transported to Port Richmond the rates of toll and transportation does not nett the company over 1¼ cents per ton per mile. On coal for consumption in Philadelphia and on the line, the rates are higher, and these are kept up to enable them to compete with the companies centering at New York for the Eastern trade at lower rates. On some kinds of coal the rate of toll and transportation does not nett them over one cent. per ton per mile, during a portion of the season. The Delaware and Hudson Company transport coal north to Buffalo, and other points on the Lakes as low as one cent per ton per mile, in order to reach those markets, and all the rates, where there is competition, are equally as low.

We are led to these remarks from finding the following statement of the rates charged on New England roads for the transportation of coal from the seaboard into the interior, compiled from official reports by MR. SAWARD for his *Freight and Coal Circular*, which shows that in some instances these rates are enormously high in comparison. The facilities also for receiving coal are very meagre, and the expenses from this source alone, in the shape of demurrage, &c., frequently ranges from 25 to 40 cents a ton on coal. The manufacturing interests of New England ought to see that this is remedied, and the press of New England would greatly benefit their interests by calling the attention of the people to this subject:

RATES CHARGED ON COAL BY THE RAILROADS DOING BUSINESS IN MASSACHUSETTS—DERIVED FROM THE OFFICIAL REPORTS.

We have often called attention to the fact that the charges made for carrying coal, by the railroads, from the seaboard to the interior have been excessive, and that a correct schedule was difficult to be had, but the Railroad Commissioners of Massachusetts paid particular attention to this subject, and have secured many reductions. From their report for the year 1871 we extract the following valuable data:

The Fitchburg, 50 miles in length on its main line, with the Marlboro branch, 13 miles, and the Peterboro and Shirley branch, 23 miles, charges a uniform rate of 2¼ cents per ton per mile.

The Boston and Lowell, 55 miles in length on its main line, with Lowell and Lawrence branch, 13 miles, and Salem and Lowell 25 miles, charges as follows:

Between	5	and	15	miles,	.07½c.	per ton	per m.
"	15	"	30	"	.04¾c.	"	"
"	30	"	50	"	.03¾c.	"	"
"	50	"	100	"	.03c.	"	"

They carried 57,000 tons of coal from Boston in 1871.

The Boston and Maine, 111 miles from Boston to Portland; its Newburyport branch is 14 miles; for its main line in Massachusetts (38 miles) its charges are as follows:

Between	5	and	15	miles,	.07 6-10c.	per ton	per m.
"	15	"	30	"	.03½c.	"	"

This road carried 65,000 tons of coal in 1871.

The Boston and Providence, 44 miles in length, charges the following rates on coal:

Between	5	and	15	miles,	$0.60	per ton.
"	15	"	30	"	1.00	"
"	30	"	50	"	1.60	"

This road supplies Hyde Park, Jamaica Plain, Mansfield, Attleboro, etc. Carried 103,000 tons of coal in 1871.

Connecticut River, 52 miles in Massachusetts, from Springfield to South Vernon makes the following rates: 5 to 30 miles, .05 cents per ton per mile. 30 to 50 miles, .03 cents per ton per mile. Carried 67,000 tons of coal in 1871.

New Haven and Northampton, 83 miles in length, 32 of which is in Massachusetts, charges for from 50 to 100 miles .02 61-100 cents per ton per mile. Carried 20,500 tons of coal in 1871.

Old Colony and Newport, 114 miles in length, including Plymouth branch, 26 miles; Assonet, 3½ miles; charges on coal the following schedule:

Between	5	and	15	miles,	.03 11-15c.	per ton	per m.
"	15	"	30	"	.02 2-5c.	"	"
"	30	"	50	"	.02 22 25c.	"	"
"	50	"	100	"	.02 2-7c.	"	"

Carried 37,000 tons of coal in 1871.

South Shore, 21 miles in length, from Boston to Cohassett, charges .04 20 28 cents per ton per mile on coal.

Providence and Worcester, 43 miles in length, from Providence, R. I., to Worcester, Mass., makes the following charges on coal; On 10 and less than 500 gross tons at one shipment, $2.25 per ton; on 500 and less than 5,000 tons annually to one person or firm, $2 per ton; above this quantity $1.75 per ton; (but reductions are contemplated.) Competing roads charge but $1.50, and to points above Worcester $1 25 per ton. Owns 461 coal cars. Carried 101 800 tons in 1871.

The Norwich and Worcester road did not answer the questions of the Commissioners. The road is 59 miles in length, from Norwich to Worcester, and 17 miles in Massachusetts; they own 208 coal cars, and carried 58,000 tons of coal in 1871.

The Vermont and Massachusetts road, 88 miles in length, from Fitchburg to Brattleboro, and 136 from Boston, charges as follows on coal:

Between	5	and	15	miles,	13cts.	per ton	per mile.
"	15	"	30	"	08cts.	"	"
"	30	"	50	"	05cts.	"	"
"	50	"	66	"	04cts.	"	"

Carried 340,000 tons of coal in 1871.

The Taunton Branch, 11 miles in length, charges 04 6-11 cts. per ton on coal. Carried 1,300 tons of coal in 1871.

The Boston and Albany does not give its rates on coal; they carried in 1871, 143,000 tons of coal, 72,000 of which was from Boston.

The Worcester and Nashua Company say they get $1.25 per gross ton for coal over the entire length of road, and less than $1.00 for shorter distances, but give no details. Road 39 miles in Massachusetts. Carried 37,000 tons in 1871.

The Salem and Lowell branch, 25 miles, charges $1.20 per ton. They received 76,372 tons of coal in 1871; they have room to unload 37,590 tons a month, but not enough cars to carry it off; the average business done being but 400 tons per day; the demurrage paid to vessels equalling the freight from shipping port to Salem.

Boston, Hartford and Erie, 61¼ miles in Massachusetts, Boston to Putnam. Carried 20,000 tons of coal in 1871.

We have also called attention to the fact that the rates charged prevented the increase of the consumption of coal, both for domestic and manufacturing purposes, and think the point well taken.

Coal is a primary raw material in all manufacturing industry. Cheap coal means cheap power, and cheap power is cheap manufacturing. A tariff, unchanged in other respects, which gave a reduction of 50 per cent. on the cost of carrying coal, would at once communicate an impetus to every branch of industry dependent on power.

There are about 600,000 spindles running at Lowell representing $14,000,000 of capital. Lowell's prosperity depends on manufacturing. Coal, therefore, is a necessity to Lowell, the cheaper it can be delivered at her mills, the cheaper will be her goods, and the greater her increase of manufacturing. Without water power the prosperity of Lowell depends entirely on the price of coal, and what is said of Lowell is equally true of every manufacturing town in New England. If the freight from Salem to Lowell were but 1½ cents per mile, or 37½ cents per ton, what an important growth would be added to her already teeming hives of industry.

The transportation of coal is comparatively a new question for New England. The coal fields are not more than 375 miles from Boston, and are accessible by all rail routes. The consumption of coal in New England is only limited by its price; now 3,000,000 per year, there is no reason, except cost, that it should not be rapidly increased to 10,000,000. If the prosperity attending the present consumption is great, what will it be when it consumes the greater amount.

It will thus be seen that the right steps have been taken, and we trust the matter will not be allowed to lie dormant. Prepare for next spring.

During July last there was an excursion of the Railroad Commissioners of Massachusetts, and others, to the mining region; the object was to interest these gentlemen in the building of large depots at the Railroad termini at New Haven, New London, Providence, Fall River, Boston, Salem &c., where coal may be delivered at any time during periods of navigation, and from thence distributed whenever and wherever wanted by the consumers.

This would involve a large outlay of money, but the return will be the enabling producers to transact their business more economically, by having better facilities for transhipment at the various points wherever bulk must be broken, and by making these points as few as possible, and save the demurrage now so heavy every summer.

Woolen Manufactures of the United States.

The complete statistics of the manufacture of woolen goods in the United States, as returned at the ninth census, for the year ending June 1, 1870, have just been sent to press from the Census Office and exhibit the following totals: Of the 2,891 establishments in the United States, there are in Pennsylvania, 457; New York, 252; Ohio, 223; Massachusetts, 185; Indiana, 175; Missouri, 156; Tennessee, 148; Kentucky, 125; Illinois, 109; Connecticut, 108; Maine, 107; Iowa, 85; New Hampshire, 77; West Virginia, 74; Virginia, 68; Rhode Island, 65; Vermont, 65; Wisconsin, 64; Michigan, 54; North Carolina, 52; Georgia, 46; Maryland, 81; New Jersey, 29; Texas 20; Utah, 15; South Carolina, 15; Alabama, 14; Arkansas, 13; Delaware, 11; Mississippi, 11; Minnesota, 10; Kansas, 9; Oregon, 9; California, 5; Louisiana, 2; Florida, 1; and New Mexico, 1. The capital of these 2,891 establishments is reported at $98,824,531. The number of steam engines is 1,050, with a horse power of 35 900, and water wheels with a horse power of 59,332. The number of sets of cards is 8 366, with a daily capacity of 857,392 pounds of carded wool; number of broad looms, 14,039, narrow looms, 20,144; spindles, 1,845,496. The average number of hands employed during the year has been—of males above sixteen, 42 728; of females above fifteen, 27,682; of children and youths, 9,643. The amount of wages paid to these hands during the year is reported at $26,877,575; the total value of the materials used during the year was $96,432,601, of which the amount paid for chemicals and dye stuffs was $5,838,346. There were consumed during the year 17,811,824 pounds of for-

eign wool; 154,767,075 pounds of domestic wool; 17,571,929 pounds of cotton; 19,372,062 pounds of shoody; 2,573,419 pounds of woolen yarn; 3,263,949 pounds of cotton yarn; 1,312,560 yards of cotton warp; 149,733 pounds of warp. The value of all other materials used was $5,670,250.

Among the productions of these 2,891 establishments are 63,340,612 yards of cloth, cassmeres and doeskins, 58 965,286 yards of flannel, 1,941,866 yards of felted cloth, 2,663,767 yards of repellants, 2,853,458 yards of tweeds and twills, 14,078,559 yards of satinets, 5,506,902, yards of kerseys, 24,489,985 yards of jeans, 14,130,574 yards of linseys, 1,932,382 yards of negro cloth. Number of pairs of blankets, 2,000,439; number of horse blankets, 58,553; number of carriage robes, 22,500; number of coverlids, 226,744; number of shawls, 2,312,761; number of pounds of rolls, 8,683,096. Total value of production, $155,405,058.

Statement of the Public Debt of the United States November 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$333,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861	189,321,200 00	3,7-6,424 00
6 per cent. 5-20 bonds, 1862	268,736,600 00	8,062,098 00
6 per cent. 1881 bonds, 1863	75,000,000 00	1.500,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864	2,298,000 00	68,940 00
6 per cent. 5-20 bonds, 1864	69,732,500 00	2,097,975 00
6 per cent. 5-20 bonds, 1865	156,615,850 00	4,698,475 50
6 per cent. consols, 1865	211,407,000 00	4,228,140 00
6 per cent. consols, 1867	316,511,350 00	6,330,227 00
6 per cent. consols, 1868	38,739,400 00	774,788 00
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00
Aggregate of debt bearing coin interest	$1,762,489,200 00	$36,388,995 00
Interest due and unpaid		3,234,860 35

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$5,030,000 00	$62,498 30
3 per cent. navy pension fund, 1868	14,000,000 00	140,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money	$19,708,000 00	$207,018 30
Interest due and unpaid		460 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,050 00	267 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
6 per cent. bonds, 1848	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	2,267,550 00	121,605 41
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,600 00	1,486 48
5 per cent. 1 year notes, 1863.	95,735 00	4,798 85
5 per cent. 2 year notes, 1863.	63,000 00	4,538 58
6 per cent. compound interest notes, 1863-64	547,790 00	108,807 31
7 3-10 per cent. 3 years' treasury notes, 1864-65	313,250 00	29,263 08
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called.	1,745,000 00	8,946 77
Aggregate of debt on which interest has ceased since maturity	$5,483,980 26	$367,380 04

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$86,152 50	
Legal tender notes, 1862-63	360,666,764 00	
Certificates of deposit	23,655,000 00	
Fractional currency, 1862-3-4.	42,316,786 15	
Coin certificates, 1863	22,307,000 00	
Unclaimed interest		16,604 84
Aggregate of debt bearing no interest	$448,931,602 65	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,347,921,900 00	
Bonds at 5 per cent	414,567,300 00	
	$1,762,489,200 00	$39,623,855 35
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	5,030,000 00	
	$19,708,000 00	207,478 30
Debt on which interest has ceased since maturity	5,483,980 26	367,380 04
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	360,652,816 50	
Certificates of deposit	23,655,000 00	
Fractional currency	42,316,786 15	
Coin Certificates	22,307,000 00	
	$448,931,602 65	
Unclaimed interest		16,604 84
	$2,236,612,782 91	$40,215,318 53
Total debt, principal and interest, to date, including interest due and unpaid	$2,276,828,101 44	

AMOUNT IN TREASURY.

Coin	$79,173,153 33
Currency	12,233,687 97
Special deposit held for redemption of certificates of deposit as provided by law	23,655,000 00
	$115,061,841 30
Debt, less amount in Treasury, Nov. 1, 1872	$2,161,766,260 14
Debt, less amount in Treasury, on the 1st ult.	2,166,994,677 46
Decrease of debt during the past month	$5,228,417 32
Decrease of debt since March 1, 1872	64,047,237 84
Decrease from March 1, '69 to March 1, '72	239,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid
Central Pacific bonds, 1862-64	$25,885,120 00	$517,704 40
Kansas Pacific bonds, 1862-64	6,303,000 00	125,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,512 00	$1,292,470 24

Interest paid by United States, $16,570,575 54; interest repaid by transportation of mails, &c., $3,952,683 48; balance of interest paid by United States, $12,617,892 06.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Oct. 31, 1872.

WILLIAM. A. RICHARDSON,
Acting Secretary of the Treasury.

Grand Rapids and Indiana Railway.

Work on the last division of the Grand Rapids and Indiana Railroad has begun. It is now graded to Boardman River, in Traverse county, sixty miles south of Little Traverse, at the head of the Bay of like name in Emmet county. By June next the road is expected to be opened to that point. During the past summer eighty miles of road have been built through the forest and put in first rate running order. The country through which the road passes is most of it beach, maple and hard wood openings, finely adapted for farming purposes. The pine section through which the road passes is of extreme value, and the lands are eagerly bought up. The traffic thereby afforded the company is immense. As fast as the road has been opened the country has been settled and improved, and very many fine villages and stations are already on foot. There are now nearly 1,000 men employed upon the construction of the road.—*Fort Wayne Gazette.*

☞ The sales of the Land Department of the Union Pacific Railroad Company for the month of October, 1872, were 20,657 acres, amounting to $92,879, at an average of $4 50 per acre. The total sales from July 28, 1869, to the present date are 649,051 acres, amounting to $2,757,309, at an average of $4 25 per acre. There were 140 purchasers in October, 1872; average to each, 148 acres.

Erie Railway.

A meeting of the Erie directors was held yesterday at the Grand Opera house. The business transacted was not made public, but it is understood that there was considerable discussion as to the best methods of raising money to perfect the improvements contemplated on the line of the road. There is need of new rolling stock, the track is to be changed to a narrow gauge, and there are important connections to be made with other companies; all of these matters call for the expenditure of a large amount of ready money, which the company do not possess. The London money market is at present so stringent that it is of no use to look to it for a supply of funds; besides there are all kinds of rumors afloat there about Erie. Firms have been telegraphing to New York recently to know if any fraudulent or unauthorized stock is on the market. Their telegrams, in ordering the purchase of stock, charge that none be bought except that guaranteed by the Farmers' Loan and Trust Company. By cable advices it is also learned that a combination of banking firms is being formed in London to undermine the influence of the London agents of Erie, and if possible relieve Erie of the Atlantic and Great Western Railroad, with which it is now in a great measure saddled. From all of these reasons it is impossible for Erie to obtain money in London, and even if it were practicable, the rates of interest which are at present asked are alone sufficient obstacle to such negotiations.

New York, with what it knows of Erie, is worse yet, and it is doubtful if money could be obtained at any time, except at ruinous rates, in Wall-street, to carry on the projected railroad improvements. Besides, there is sufficient call upon Wall-street for money, from first-class parties and enterprises, to carry off the supply.

There is also a hitch among the Erie directors in regard to the Atlantic and Great Western Railroad, those who were put in by the latter interest finding themselves likely to be in the minority. S. L. M. Barlow has lost much of his influence. The Erie meetings are now held in the Grand Opera house, instead of his inner office, and President Watson transacts business more on his own judgment. Mr. Watson seems to be laboring earnestly for the success of the road, and, with the co-operation of Gen. Diven, may do much to give it a first-class reputation.—*N. Y. Times, Nov.* 13.

"Railways or No Railways."

Mr. Fairlie has written a book with the above title, upon which the London *Economist* comments as follows:

Mr. Fairlie may be considered to have practically demonstrated that for numerous purposes a serious waste has been involved in the random adoption of the ordinary gauge for our railways. Not only would a narrower gauge have cost less at first to construct and equip, but there would have been a continual saving in wear and tear, while the intended work would have been as efficiently performed. The one excellence of the broad guage is speed; but as moderately high rates of speed are obtainable on the narrow gauge, the use of it would have enabled railways to be constructed with far more profit then they now bring to their owners, and in many cases would have converted a loss into profit, while serving the public, to all intents and purposes, as effectually as the present system. In the present volume Mr. Fairlie has gone very fully into the theory of the question, and he also illustrates by numerous cases the practical success and gradual extension of his system. The fact that the Festiniog Railway pays a dividend of 12½ per cent. should be enough of itself to induce practical men to turn their attention to Mr. Fairlie's ideas.

☞ The track of the North Grey (Ca.) Railway is laid to Meaford, the north-western terminus of the line, 22 miles from Collingwood, and the opening will take place some time during the current month.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	495,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	.....	.... ..	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,905
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,533	318,626	354,766	366,960	378,493	.....	219,009	404,286	.....	428,598	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	516,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,786	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	636,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96.535	106,594	114.716	121.217	142,823	132,387	123,383	1,276,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	119,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,687	149,550	162,521	191,841	208,977	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	424.604	308,869	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	251,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,183	580,432	594,901	488,348	565,729	811,961	950,945	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,251	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 390 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204.620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	2'8,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,340	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,532	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1.109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,226	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,088
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1'9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 963	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	562,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	621,351	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	28,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,520	500,139	539,288	706,603	802,586	746,450	643,058	664 061	728,521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	728,174	678,696	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	378,936	504,114	566,801	699 430	890,442	835,459	743,382	789,567	863,754	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.			$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City)....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,953	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	—	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	14.38	....	...	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,1-3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.38	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.85	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.76	81	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	15	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,682	12	100	100	....
Oct. 31, '71	0.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st.(Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	36	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	18
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.02	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.50	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	0.25	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,366	1,250,000	—	456,566	905,066	153,192	10	100	100	62½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,788	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,922	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,265	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,815	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	62	32	Salem.....Mass.	203,739	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	580	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.).Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,081,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	43,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,678	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lansingb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	487,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,487	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31, '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	604,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Phg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M.& S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage	187,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'8?1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M.& N	1888	....
Second and Third st. (Ph.): 1st Mortgage	88,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Real estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	85,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	6	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1886	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage	28,000	7	.....	.....	....
2d Mortgage	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,389,000	J. & J.	July '72 4
" " pref.100	1,883,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '72 2½
Camden and Atlantic.... 50	577,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J & J.	Jan.'72 $2
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,109,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	580,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,880,400	M. & N	Nov. '72 1½
" " pref..100	769,600	M. & N	May '72 3½
Central of Georgia.....100	4,666,800	J & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	June'72 3
" pref.....50	400,000	J. & D.	June '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*1 0	3,916 300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	3,914,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	450,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,984	F. & A	Aug.'72 5
Concord.....100	1,000,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River 0	1,000,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,788	— & —	.....
Cumberland Valley..... 0	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,508,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 5	852,800	— & —	.....
" " pref. 50	2,099,000	J. & J.	Dec.'69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,500	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan.'72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,539,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,400,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)... 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven..100	3,300,000	J.A. J.O.	July '72 3
" scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
JoHet & North. Indiana*100	3,000,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,448,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	16,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*.....50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	Nov.'72 5
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nrg Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	600,000	J. & J.	.....
Paterson and Ramapo*..100	543.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626 250	M.J. S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1.259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Oct. '72 1½
" Special Imp.100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151.400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,968,120	J. & J	July '72 5
Tol., Peo.& War.1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass 100	2,360,000	M. & N.	Nov.'72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug.'72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.....2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302.000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600.000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'00	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,250.000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '72 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,400	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1.633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat... 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2.838,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,737,000	6	Jan. & July.	1880	117
.. ..coupon	4,678,000	6	" "	1880	117
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,374,450	6	Jan. & July	1881	117
.. ..coupon	63,946,750	6	" "	1881	117
Loan of Feb. 25, 1862 (5-20s).....registered	32,561,100	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon	236,175,500	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,448,550	6	Jan. & July.	1881	117
.. ..coupon	21,551,450	6	" "	1881	117
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	111½
Loan of June 30, 1864 (5-20s).....registered	33,366,400	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	36,566,100	6	" "	1884	111½
Loan of March 3, 1865 (5-20s).....registered	36,748,450	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	119,867,400	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	59,036,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	152,370,350	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	90,771,100	6	Jan. & July.	1887	115
.. .. .. (5-20s).....coupon	225,740,250	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	13,696,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,042,900	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	139,419,850	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s).....coupon	55,147,450	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	127,435,450	5	F. M. A. & N.	1881	110
.. .. coupon	72,564,550	5	" "	1881	110
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	5,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	402,959,6.3	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,?00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	98
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7.8,885):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,534	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,760,510):					
.. State Bonds 1838 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866..	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	103
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1886	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	451,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	612,000	6	Jan. & July.	'71-'76	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'85	98
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,169,780	6	" "	pleas.	....
.. Canal Stock.....	1,100,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	34½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	24
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	23½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	74
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	73½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered.....	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,302	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	52
.. Funded Interest sterling, 1867.....	486,250	5	" "	'85-'92	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1836	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	93½
Loan of 1855-'90 (Balt.) akg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) akg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	84½
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	106½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ ")	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	38½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. I.(sec'r'd by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg akg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	333,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (akg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (akg fd)g'd for $6,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh.C. & Nav.Co.(assu'd)	2,340,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500.000	5*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) akg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	92½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1886	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1893	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 70m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y	2,500,000	7	F. M. A. & N.	" "	1915	93
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1868	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.P.&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund (C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n (C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	81
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	56½
2d Mortgage Consol. skg fund	3,67v,900	7	Feb. & Aug.	" "	1909	72½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1850	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	502,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	96
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	...
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds (Del.Lack.& W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1898	.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	95½
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	100
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	150,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage.....	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	92½
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	153,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,800,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,380,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 887	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	260,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	87
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	57
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm.	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	5*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1-65.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.& Ph.	1890	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.) Dec. 1, 1862	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	96
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	290,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	94
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	war	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	86
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	84
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	....
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov.	" "	1902	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July	" "	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	99
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. f and Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	70½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	98
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1876	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157.000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	94
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	55
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	80
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	98
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments).	341,500	6	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	104½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	85
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construct'on bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1913	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W. Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W. Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.).						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,500,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	645,000	7	" "	" "	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	96
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	78½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	96½
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	5,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	82
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not cnd.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,459	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	50 ,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1920	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125.00	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	8	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1890	....
Delaware Division (L.C. & 1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	93½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	95
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	92
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1880	....
Boat Loan, sinking fund	236,965	7	" "	"	1880	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	75
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756, 50	6	" "	"	1888	....
Boat and Car Loan	628,10	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1896	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	77
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1886	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,051,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5	—	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73.367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76.090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	—	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	106.0	28	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,688	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489.800	1,925,428	637,137	—	100	....
May 31, 1871	96.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196.500	.....	.....	328.2	.....	86.699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483.848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	336	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	629,035	23,447,732	454.6	7,851,264	.....	.....	9,913.390	4,006.503	8	100	152
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	462,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	10
May 31, 1871	32.0	—	3.2	89.0	7	...	...	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	58	Bellefonte and Snow Shoe...Pennsylvania.	442,059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	521,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,842	2,127,983	10	100	148
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... .Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently operated—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218 888	1,800.000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572.495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	376	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21 373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760.942	294.177	691,852	135,334	—	100	7½
Sept. 30, 1871	26.7	13 8	36.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025.188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203.108	252,264	8	100	142½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	144.7	1,093,138	3,873 587	486,444	1,994.689	571,117	8	100	131½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415.481	430,461	10	100	149½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	993 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779.569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320.574	2,406,840	1,111,881	10	100	113
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366.818	66.443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[9½ m.	28,540	.....	32,411	7.362	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,424	41,740	76.5	171,764	265,934	59.298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376.594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64 600	22,430	321.661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,600	1,740,350	.....	—	98.5	430,381	.....	437.452	654,328	202,575	—	50	40½
Sept. 30, 1871	14 7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)			113.552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	630.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6.000.000	4,000,000	—	—	180.0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	14,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3.702 373	3,944,103	990,591	6,841,379	3,035,238	10	100	102
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,9 2,554	5,021 251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta ... S.Car.	5,011.920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8	—	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	30	21	13	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*		304,930	84,463	2,153,300	$34,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—				871,900	500,000	955.000	—	21.5	(Leased to Phila. a	nd Readin	g.)			—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*		864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,916	1,810,051	10	100	113
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*				18,649,910	6,534 957			754.0				7,569.009	2,619,177	10	100	132
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*				2,000,000	1,500.000			—	(Traffi	e guar. &	oper. by C.	B. & Q.)		—	100	....
Dec. 31, 1871	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*				2,100,000	1,482,000			—	(Opene	d during	1870–'71)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000		10,000		1,500 000	1,000 000			73.0		(No retur	ns furnished.)			—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*				1 2 0.000	2,200,000			—	(Opened	in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*				1 2 0.000	2,200,000			—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—				3,916,300	810,000			—	(Leased	o C. & N.	W.)	371,319	371,319	10	100	112
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*				752.000	4,200,000			—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,98	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*		2,342,919	—	35.878,644	20,474,000	724,299	1,465,694	1,271.0		(New roa	d—No report.)			—	100	84
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*				1,500,000	1,340,000			—	(Under	construct	ion—length	160 m.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*				1,400,000	700,000			—						—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761.3 6	*		387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0			5,900,797	5,900,797	2,950,554	8	100	107
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern	Illinois. Ill. & Ind.	4,878,000	*				3,078 000	3,078,000			—	(Under	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	—				7,000,000	5,000,000			—	(Leased	to Chic R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—				365,000	500,000			36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—				500,000	274,000			7.0	(Leased	to Mariett	a and Cin	cinnati.)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,261		948,600	752,547	3,500,000	2,034,000	444,602	705,201	60.0	588,286	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.8	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*				3,027,450	2,033.000	1,061,798		123.0						—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—				400,000	400,000			38.0	(Leased	to Ind., C	n. and La	yette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*				4,000,000	1,500.000			132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552		700	81,813	382,600	585,000	86,298		42.0				211,554	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—				3,000,000	1,800,000			—	(Leased	to Gr. Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,884,514	*		176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835		239,205	800,702	304,706	—	100	194
Jun. 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—				5,000,000	6,000,000			—	(Under	construct	ion.)			—	100	....
July 30, 1872	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*		1,629 225	1,886,437	12,791,350	3.008,000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	89
Dec. 31, 1871	67.8	12.4	5.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—		421,616	—	2,056,950	1,512,600			—	(Leased	to Ath. & G	t. Wtn.)		274,272	7	50	....
Dec. 31, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	—				1,165,000	1,500,000			76.3	127,000	129,770	135,090	245.304	90,323	—	100	....
Jun. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719				7,867,950	3,859.500			225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2 054	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*				13,000,000	23,230,174			586.7	3,952,720			4,170,338	1,040,232	—	100	31
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col'orado Central	Colorado.	842,707	—				347,800	225,000	282.126	—	18.0	34,500	17,404	12,811	58,537	5,219	—	100	....
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Columbus and Hocking Valley	Ohio.	2,501,791	659,298		84,536	36,158	898,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384.890	548,942	285,733	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus, Springfield & Cin	Ohio.	2,000,000	—				1,000,000	1,000,000			—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Concord	New Hampshire	1,500,000	*		63,041	100,631	1,500,000	—	134,853	34,819	119.5				925,000	153,088	10	50	....
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord and Portsmouth	N. Hampshire.	1,108,859	—				350,000	—			41.0	(Leased	to Concor	d.)		25,000	7	100	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	3,145,386	*		60,329	175,744	2,126,778	1,016,229	127,669	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	90
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut River	Massachusetts.	3,146,999	*		232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	138
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut Valley	Connecticut.	2,500,000	*				1,500,000	1,000,000			41.6		(Recently op	ened—no	returns.)			100	....
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Western	Connecticut.	3,505,723	*				1,497,223	2,008,500			68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecting (Phila.)	Pennsylvania.	2,278,300	—				1,278,300	1,000,000			6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Cooperstown and Susquehanna	N. York.	456,001	*				308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cumberland Valley	Penn. & Md.	1,583.445	*		517,418	94,798	1,328,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250		350,000	—	584,235	1,400,000	164,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Sept 30, 1871	45.0	—	2.5	—	4	2	2	17	Danbury and Norwalk	Connecticut.	700,509	137,783		74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Dayton and Michigan	Ohio	5,95 ,575	765,256		378,725	1,851	3,317,497	3,430,000	265,178	—	202.0				1,101,612	371,376	1	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Union	Ohio.	602,594	*				82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Western	Ohio.	1,011,276	—				309,276	701,000			—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Delaware	Delaware.	2,141,300	*				1,230,941	873,250			99.3				441,421	114,769	6	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware and Hudson	Penn.	3,384,306	*		21,615,694		15,000,000	10,000,000			62.0		95,781	1,532,549	72,715		10	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware, Lack. and Western	Penn.	19,897,394	*		5,132,109		10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,863,568	3,351.484	1,548,693	10	100	98
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Denver Pacific	Colorado.	5,000,000	*				2,500,000	2,500,000			121.0		19,795	43,863	371,905	195,597	—	100	....
Dec. 31, 1871	106.0	15.0	5 1	—	6	4	2	64	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—				1,216,000	1,216,000			—		(Opened	in May 18	72.)		—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	—				772,962	235,001	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Detroit, Eel River and Illinois	Michigan.	2,386,000	*				1,000,000	1,500,000			—		(Recently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*				343,150	1,470,000			65.0		(Recently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	9.673,528	*		351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,259	377,769	1,507,217	565,633	—	100	....
Dec. 31, 1871	189.0	—	2 .0	—	34	42	20	511	Detroit, Howell and Lansing	Michigan.	6,275,000	*				3,000,000	3,275,000			164.0		(A new li	ne—no ret	urns.)		—	100	....
Jun. 30, 1872	1 4.0	—	8.3	—	....	....	....	....	Dexter and New York	Maine.	300,000	—				122,000	175,000			14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	—	33.5		11,404	5.161	21,480	6,985	—	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—				480,000	—			28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dubuque and Sioux City	Iowa.	6,000,000	—		645,249	—	4 999,200	894,000	—	15 901	—		(Leased to	Illinois	Central.)		4	100	64
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	Dubuque and South Western	Iowa.	1,760,138	*		10,484	31,677	1,174,977	550.000	14,247	63,075	54.7	71,136	38,449	51.445	161,458	72,488	—	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*				1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dutchess and Columbia Counties	N. Y.	2,766,470	*			771.393	1,475,538	1,800,000	562,326	—	58.0	131,635	154,702	73.443	133,242	40,250	—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Duxbury and Cohasset	Mass.	310,407	—			40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—				89,800	175,000	2,000	—	—	(Leased to Pennsylvania.)						—	50	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—				1,309,200	495,000			—	(Leased to Phila.		and Readi	ng.)		6	50	....
Oct. 31, 1871	36.0	—	10.5	—	—	—	—	—	Eastern	Massachusetts.	1,969,624	*		138 971	222.368	3,581,400	244.991	3,731,197		285.5				185,834	1,287,323	383,377	—	100	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia	Tenn. & Ga.	9.165.895	*				4.202,600	2,98 7,400	1,832,081	194.325	115.2	1,152,426	4,610 277		365.965	1,871.637	635.308	8	100	104
Sept. 30 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809		1,334,751	270,491	—	—	—	—	28.0	37,507	14,409	26,857	87,888	42,663	—	100	....
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	(No info	rmation	furnishe	d.)	—	—	—	—	40.0		(No	statement	furnished.)		—	100	....
Dec. 31, 1871	40.0	—	1.7	—	....	....	....	....	Eastern Shore	Maryland.	875,000	—				295,000	580,000			—		(Complet	d in 1871 a	nd 1872.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*		826,099	48,207	3,107,050	2.982 000	374,475	—	64.2	240,660	212 388	796 854	409,592	361,524	5	100	....
Sept. 30, 1871	49.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—				500 000	—			78.0	504,154	108.714	380,870	541.247	....	5	50	40
Dec. 31, 1871	78 0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn.	2,620 000	—				1,000,000	1,620,000			914.0	10,579,766	3,509,492	4,344,208	17,168,095	1,825,403	—	100	38
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*				86,536,910	26,398,800	—	—	—						—	100	....
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,854	*				134,000	—	40,000	—	37.0				70,798	25,333	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,780,000	*				3,500,000	3,880,000	—	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*				2 000,000	3,177,000	—	—	114.0		184,752	97,942	280,014	93,338	—	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American	Maine.	5,483,964	—				522,300	3,098,800	1,802,982	—	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814		50,727	63,683	1,544,264	1 154.000	61,999	582,400	98.0		(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*				2,000,000	1,000,000	—	—	—		(Recently	completed.)			—	100	....
Jun. 30, 1871	55.0	—	2.7	—	5	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*				760,000	750,000	—	—	—						—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—				150,000	200,000	272.607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—				107,400	—	—	—	12.7	(Leased to	Phg. an	d Connell	sville.)		—	75	50
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000		521,002	—	817,680	177,000	98,824	41,740	93.3	686.857	1,793,222	—	1,327,341	316,738	8	100	131
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—				150,000	—	244,095	—	12.0	(Leased to	Belv. D	elaware.)		17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	1.9..	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	--	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by	Ft. Wayne	Jackson & Sag.)	—	—	—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by	Boston,	Clinton & Fitchburg.)	—	—	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,926,841	263,536	72,540	10,551	1,788,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330.500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387.800	83,286	11,285	1,000,000	1,500.000	272,609	11 381	51.0	51,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000.000	.....	—	—	(Recently	opened.)	—	—	—	—	100	....
Sept. 30, 1871	11.6	—	0.8	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800.000	3,000,000	.....	—	239.8	(Operat	ed by cont	ractors.)	—	—	—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492.000	1,500,000	.....	—	94.0	(Leased	to Michig	an Central.)	—	—	—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608 620	.....	.....	1,377.0	5,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,908	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¼	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	124..86	—	8.0	(Leased	to Del., L	ackaw. & W	estern.)	—	—	—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opene	d Decemb	er 19, 1871	.)	—	—	—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17.528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No s	tatement	furnished	ed.)	—	—	—	—	18,240	7,234	28,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	2	2	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased	to Erie C	ompany.)	—	—	—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	559,600	—	—	—	560,000	339,600	—	—	28.0	(Leased	to Erie C	ompany.)	—	—	—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased	to Tol., W	ab. & We	stern.)	—	—	—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased	to Tol., W	ab. & We	stern.)	—	—	—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	32½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1: 3 300	50,000	—	38,159	7.8	19,260	75,124	13.019	62.662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31.903	84.714	76,386	17,592	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,000	4,000.000	4,000,000	40,509	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased	to Pennsy	lvania.)	—	—	7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut	4,565,783	800,000	799,965	502,234	5,600.000	754,200	—	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶.Conn. & R.I.	4,704 866	*	.....	.....	2,087,939	2,055,500	.....	—	136.4	518,637	1,149,889	263,447	989,344	191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint &	Pere Mar	quette.)	—	—	—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New H	aven & N	orthampton.)	—	—	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,251	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)	—	—	—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,200	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,358	*Illinois Central* .....Illinois.	33,610,185	*	.....	1 212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,782,847	10	100	119
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)	—	—	—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	construct	ion, to cost	$4,500,000.)	—	—	—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	(No	returns f	urnished.)	—	—	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600,000	3,338,000	702.486	—	72 0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,834	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	... ...	—	183.7	(Leased	to Illinois	Central.)	—	304.369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)	—	—	—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15.300	37,705	130,089	30,000	10,681	204,977	13.0	.....	28,882	120,501	92.978	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11.380	.....	82,617	34.292	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	(8 mo	nths.)	357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased	to Erie.)	—	—	—	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,979	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500.000	500,000	—	—	—	(Leased	to Chicag	o & Alton	.)	—	—	7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Central	.)	—	—	8	100	103
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	—	—	4.6	21.489	206,270	.....	—	127,343	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)	—	—	—	—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased	to Lake S	hore & Mich. Southern.)	—	6	100	....
Dec. 31, 1871	32.0	—	1.0	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32 0	(Leased	to Michig	an Central	.)	—	—	—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,958	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recent	ly opened	—operatio	ns not reported.)	—	—	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)	—	—	—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,3 9	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,828	190,333	361,097	2 020.000	6.730	—	....	(Recent	ly opened	.)	—	—	—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3.334,878	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased	to Tol. W	estern.)	—	—	—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased	to Tol. W	estern.)	—	—	—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138.261	192,510	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1871	5 0.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3.725.425	14,797,975	4,884,369	8	100	884
Aug.31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000,000	—	.....	—	(Recent	ly opened.)	—	—	—	—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	141
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,090,000	—	—	—	—	—	(Leased | to New Y. | Cent. & Har. R.)	—	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35.0	.....	42,948	274.628	154,259	75,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	.....	.....	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	326,372	354,566	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	—	—	24,990	42,618	1,009,950	1,161,604	39,868	4,813	72.0	—	(No accounts.)	—	—	—	—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	(No accounts obtainable.)								67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520	—	257.0	2,962,397	1,091,356	4,164.400	4,266.899	979,138	6	50	79
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	11,484.745	3,049,049	301,144	486,981	5,601,700	8,582.000	1,006,850	995.437	82.6	523,592	181,100	445,210	722,774	187,741	8	100	115½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	3,068,400	*	160.570	252,916	3,068,400	102.100	164,729	146,661	—	—	(Leased to | Erie Company.)	—	—	8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	527,451	*	875,000	.....	1.000,000	400,000	.....	.....	278 0	—	(No accessible returns.)	—	—	—	8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	(In progress.)	*	—	—	100,000,000	50,000p.m.	.....	.....	66.4	402,895	371.651	304,710	749,117	261,746	10	100	124
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	3.6	Nova Scotia	Nova Scotia.	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	145.0	336,349	234,305	211,003	314.257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	6,942,765	*	.....	.....	(Government bonds and cash.)				122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	74
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	4,157.796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	12.0	.....	.....	58,979	48,986	29.048	6	100	....
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,37.	Ohio and Mississippi	Ohio, Ind. & Ill.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	44½
Oct. 31, 1871	95.0	3.8	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	30,863,793	*	.....	.....	24,030,000	6,534,8 0	298,943	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	72
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	114½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	292.6	555,236	185.604	12',911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574.313	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)	—	—	—	—	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	600,000	—	—	—	375,000	280,000	25,000	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)	—	—	—	—	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	950,953	—	—	—	268,000	612,100	27	—	35.0	166,668	186,707	170.816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	1,369,324	*	.....	.....	1,141,400	183,000	.....	.....	21.0	—	(Opened | April 17, 1871.)	—	—	—	—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	(Under construction.)	.....	1,500,000	1,500,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	78½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				3,635,750	11,200,000	.....	.....	63.5	—	(No returns furnished.)	—	—	—	—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	2,425,000	*	.....	.....	2,425,000	1,071,000	.....	.....	—	—	(Under construction.)	—	—	—	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	250,000	*	.....	.....	250,000	—	—	—	47.5	—	(No returns.)	—	—	—	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	.....	34.0	—	(Construction in progress.)	—	245,662	5	100	140
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	1,000,000	—	800,000	—	600,000	1,200,000	.....	.....	14.5	—	(Leased to Erie.)	—	—	—	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	330,000	—	—	—	330,000	—	.....	.....	12.0	(Leased	to Erie at	35 p. c.)	—	58,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	1,000,000	—	—	—	500.000	500,000	.....	.....	15.1	—	(Leased to Erie.)	—	—	—	—	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	350,000	—	—	—	248,000	80,000	.....	.....	67.3	(Leased | to Tol. Wab. and Western.)	—	—	—	—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	2,488,250	—	87,758	—	1,500,000	1,076.000	.....	.....	22.0	(Leased	to United	Companies.)	—	29,758	6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	18.0	(Leased | to New Jersey Southern.)	—	—	—	6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	875,000	—	—	—	500,000	375,000	.....	.....	118.0	(Recently opened | —No returns.)	—	—	—	—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,890,404	10	50	111
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,333	41,339,475	34,418.205	13,060,505	1,253,887	47.0	.....	941,863	.....	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	2,000,000	*	2,967,500	.....	4,000.000	542,500	425,000	—	—	—	(To be completed in 1872.)	—	—	—	—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	231,098	—	—	—	132,412	700,000	100,000	—	142.7	.....	187,119	862,065	1.271.226	306.306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	46.0	(Leased	to Chicago R. I. & Pacific.)	—	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	83.0	261,382	60,722	131,216	333,402	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	91.0	—	(Turned over to Co. | and Amboy.)	Dec. 1, 1871.)	—	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	6.5	(Oper. by Camden | and Amboy.)	—	—	—	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	214,581	—	—	—	57,200	100,000	57,381	—	82.	168,592	34.953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,719,113	*	.....	63,753	1,342,200	358.500	50,305	31,860	58.1	167,474	254,944	109,939	271.205	29,783	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	1,803,848	177,744	.....	.....	220,606	1.500.000	90,089	—	298.6	2,430,206	684,854	1,828,491	3,542.264	842,596	—	50	54½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	33.0	405,605	2,806.120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,008,940	10	50	113½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	30.8	.....	1,276.762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	11.3	(Leased | to Phila. and Reading.)	—	—	—	—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pitts, Cin. & St. Louis.	Pa. & W. Va. Ohio.	468,478	—	—	—	80,855	330,300	112,713	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	18,030,444	*	3,637,30	150,476	5,424,350	10,004,140	6,389,738	—	7.0	9,000	8.639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville	Penn.	353,247	*	.....	.....	250,000	100,000	3,247	—	120.0	932,848	700,423	717.299	964.989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	92½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	33,394,515	*	.....	.....	19,714.286	13,663,000	.....	.....	—	—	(Leased to Boston and Albany.)	—	—	—	6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	443,678	—	—	—	450,000	—	—	—	41.0	—	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	609,058	101,524	13,131	128,950	83,330	551.000	218,333	—	....	....	(Not in running order.)	—	—	—	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	1,807,847	*	.....	.....	1,097,847	800,000	.....	.....	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	550,000	*	.....	.....	250,000	218,500	.....	.....	52.5	106,614	105,285	31,200	85.570	30.616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,664,882	*	25.000	49,819	631,712	934,000	70,458	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	....	60.0	2	....	....	....	Port Royal	South Carolina.	1,369,836	*	585.069	79,576	1,500,000	—	—	—	—	—	(Not in operation at | date.)	—	—	—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	26.0	.....	.....	.....	97,204	33,511	—	100	97½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	370,000	*	.....	.....	170 000	200,000	.....	.....	....	40,208	53,052	6.110	34,021	5.673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	1,011,071	*	120,523	—	524,464	380,300	228,830	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....
Sept. 30, 1871	43.4	—	22.1	—	23	24	6	616	Providence and Worcester	R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	295,818	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶	North Carolina.	1,500,000	*	167,800	122,092	1,500,000	50,000	54,235	224,000	97.0	224,000	1,000,000	200,000	1,200,000	600,000	6	100	150

Sept. 30, 1871	43.4	—	23.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line.....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	— —	48.0	211,872	122,523	294,497	237,347	63,806	—	5	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	....
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,321	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1, 00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,168	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,682	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	)		—	100	14
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	(No returns fuanished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	286.0	.....	.....	.....	940,788	686,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	90
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,550	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26,	1871—No	returns.)		—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,900	3,250,000	338,427	—	....	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,930	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	280,419	1,968,600	16,206,500	318,423	5,318,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468 969	—	—	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowe	ll.)	17,711	4	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916.623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	13	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	266,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	16.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,050	—	54.0	(14 mos.	49,385	827,079	269,534	66,097	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	534,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,696,600	*	.....	.....	2,667,600	1,624,000	.....	—	157.0	.....	(No report	furnished.)			—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,490,554	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,581	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,148	128,706	63,681	184,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,088	—	66.0	.....	49,466	.....	201,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	6,400,000	*	.....	.....	4,000,000	4,000,0 0	.....	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	*	8	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,530	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,267,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,660	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	98.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	456,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	30
Dec. 31, 1871	451.6	164.2	60.5	—	162	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,918	10,000,000	17,704,000	196,785	1,022,463	234.4	4,558,888	683,166	.....	5,736,666	1,959,838	—	100	70
Sept. 30, 1871	34.9	—	9.1	—	18	14	6	242	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,592,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,789	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,830	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	1244
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,31 ,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158.800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	)		8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199.162	—	—	—	225,000	86,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,000	126 092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	50	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,360	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,198	103,009	2,008,324	3,160,000	814,344	—	160.0	27,572	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2	14	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgia.)	.....	.....	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,524,284	*	190,611	72,820	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190 059	234,867	842,109	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey .....New Jersey.	2,241,852	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,510	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42.937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	238	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,657	240,628	32,892	.....	767.729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	153,968	181.0	562,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	207,360	70,348	126,839	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,503,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	974
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,561	loss.	10	100	1154
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,088,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	738
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.... Penn.	1,132,452	—	—	—	1,003,800	110,000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,629,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,454,048	8,617,099	86,694	.....	108.5	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	144
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,500	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,257	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)						

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Bloasburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	74
Catawissa,* pref. and guar.....	2,200,000	7	7	89½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	38
Chemung, guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	79½
Chicago and Alton, pref.....	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	87
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	71
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref.....	5,078,224	...	...	48½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	32
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	27
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref.....	3,500,000	7	7	76
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar..	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,500	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*.....	350,000	7	7	.. .
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	90
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,500	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	..
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	..
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	121
Schuylkill Navigation, pref.....	2,888,997	6	6	30
Union, preferred.....	.. ..	6	...	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch- Coltness	per ton	55 — @	56 —
Gartsherrie		53 — @	54 —
Glengarnock		50 — @	51 —
Eglinton		47 — @	48 50
Pig, American, No. 1		50 — @	55 —
Pig, American, No. 2		48 — @	51 —
Pig, American, Forge		41 — @	45 —
Bar, Refined, English and American		— — @	120 —
Bar, Swedes, assorted sizes	(gold).	120— @	130 —
		—STORE PRICES.—	
Bar, Swedes, 1¼ x⅜ & ⅛ 1½ x ⅜ to ⅛ & ⅜ sq. 1½ to 5x⅜ to ⅜ & ⅜ to 2 sq. 6 to 12 x ⅜ & ⅛		145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅛ to 1 in		112 50 @	— —
Bar, Refined, 1½ to 6 by ⅛ & 5-16 in		117 50 @	— —
Bar, Refined, 1 & 1½ by ⅛ & 5-16		120 — @	— —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in		120 —	@132 50
Scroll		130 —	@160 —
Ovals and Half-round		135 —	@165 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@180 —
Horse Shoe		125 —	@135 —
Rods, ⅜@3-16 inch		117 50	@160 —
Hoop, ⅛ by No. 22 to 1 & 1½ by 13 & 14		135 —	@180 —
Nail Rod	per lb.	— — @	— 9
Sheet, Russia, as to assortment	(gold)	16½—@	17 —
Sheet, Single D. and T. Common		— 7½@	— 8½
Sheet, Doubles and Trebles, Charcoal		— 8¼@	— 9
Sheet, Galvanized		List. 15 per ct.disc.	
Rails, English	(gold) per ton.	72 — @	72 —
Rails, American, at Works in Penna.	c'y.	80 — @	85 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 11½@	— 16
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 11½@	— 12
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Spring		— — @	— 11
American Machinery		— — @	— 11½
American German		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$ — @	6 —
8d. and 9d. "		— — @	6 25
6d. and 7d. "		— — @	6 50
4d. and 5d. "		— — @	6 75
3d. "		— — @	7 50
Cut, 2d and 3d. Fine		— — @	8 25
4d. and 4½d. Sugar Box		— — @	7 —
Cut Spikes, all sizes		— — @	6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	33
Copper		— — @	45
Yellow Metal Sheathing and Slating		— 27 @	30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 35 @	— 36
Straits	(gold).	— — @	— 31
English	(gold).	— — @	— 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 12 — @12 25	14 — @ 14 50
I. C. Coke	10 25 @11 —	13 75 @ 12 50
Coke Terne	9 50 @10 —	11 — @ 11 50
Charcoal Terne	10 25 @11 —	12 — @ 12 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)	— — @	— 14½
Crude, 40 @ 47 gravity (in shipping order)	— 18½ @	— 19½
Refined, Standard White (in ship'g order)	— 26½@	— 27½
Refined, S. W. (in jobbing lots)	— 26½ @	— 28
Refined, S. W. (in tin)	— 31 @	— 32½
Naptha, Refined, (65 @ 78 gravity)	— 18 @	— 19
Residuum	per bbl. — 12 @	— 12½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @	— 42
Copper, Bolts		— — @	— 45
Copper, Braziers' (over 16 oz.)		— — @	— 45
Copper, Nails		— — @	— 45
Copper, Old Sheathing, &c., mixed lots		— 26 @	— 28
Copper, English Pig		— — @	— 28½
Copper, American Ingot		— 31½ @	— 31½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50 @	6 62½
German	(gold)	6 50 @	6 62½
English	(gold)	6 62½ @	7 —
Bar		— — @	9 25
Sheet		— — @	11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15 — @	— —
Liverpool House Cannel		21 — @	22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @	5 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th. 7.	F. 8.	Sat. 9.	M. 11.	Tu. 12	W. 13
Canton Co	106½	106	....	99½	104	104
Central Pacific 6s	100½	100½	100½	101	100½	100
Central of N. Jersey	103½	104	103½	99½	102	....
Chicago & Alton	....	....	....	....	....	108
" pref	....	....	....	....	....	115
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	94	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	132
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	83¾	83½	83½	82¾	84¼	84½
" pref	87½	87¾	87½	86	86½	87
" 1st M	100	....	100	99	....	....
" S. F	....	....	....	....	....	98
" Consol	....	....	....	....	93	....
Chic., Rock Isl. & Pac.	109¾	110	109½	109½	109	107¼
Chi., R. I. & Pa. 7s, 1896	101¾	101¾	102	101½	101¾	102
Clev., Col., C. and Ind.	91½	91½	....	....	88	89
Clev. & Pittsburg guar.	89¾	90	89½	89½	89	88
" 2 M	....	....	....	....	....	....
" 3 M	....	98¼	....	....	....	....
" 4 M	....	....	84	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	34	34	32½	30½	32½	31½
" 1 M	88	87½	87½	....	87	86½
" 2 M	73	73	72½	....	....	....
Del. & Hudson Canal	116	....	....	....	115½	115½
Del. Lack. & Western	98½	98½	98	94½	95½	95½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	53¾	51½	53¾	48½	49	49½
" pref	....	....	74½	....	....	71
" 1 M 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97	97½	....	....	....	....
" 3 M. 7s, 1883	96	....	96	....	....	....
" 4 M. 7s, 1880	....	....	92	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	94
" 7s, con. gold.	93½	94	92½	....	....	....
Great Western 2d mort	....	....	....	88	....	....
Hannibal & St. Joseph	33½	....	33	30½	31½	32½
" pref	....	....	....	48	48½	....
" 8s, conv	....	....	....	....	89	87
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	120	....	119	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92	91½	87½	89½	88½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	115½	115	114½	112	113½	114½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100	....	....	100	....	100
" 2 M	96	....	....	95	....	....
Mariposa Mining Co	....	....	....	....	....	2
" pref	3½	....	....	2½	2½	3½
Milw. and St. Paul	56	55½	55½	52½	53½	53½
" pref	76	75½	75½	73½	74	75½
" 1st mort	92½	92½	92½	91½	91½	91½
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	97½	....	97½	97½	....	....
Missouri 6s	93	93	....	....	....	93½
" H. & St. J. 1s	....	91½	....	....	....	....
Morris and Essex	....	92½	92	....	....	92
" 1st mort	....	....	....	....	100½	103
" 2d mort	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	100½
" 6s. S. F. 1883	....	91	....	....	90	....
" 6s. S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	95½	95½	94½	93	94½	93½
N. York and Harlem	....	115½	115	112	114	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	99⅝	....	100	....	....
N. Carolina 6s. old	....	35½	....	34½	....	34½
" new	....	....	....	....	....	....
Ohio and Miss	....	47½	47½	46½	42½	45½	44½
" pref	....	....	....	....	....	....
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	....	92½	92½	90½	84½	88½	87½
Panama	....	....	140	130	138	140
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd	....	94½	....	....	....	92½
" 1 M	....	....	....	....	....	....
" 2 M	....	98½	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co.	....	47½	47½	47	44½	[45½	46½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	101	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	74½	....	....	....	74½	74
" new	....	74½	....	....	74½	74½	73½
Tol., Wab. & Western	....	72½	72½	71½	67½	69½	70
" pref	....	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....	....
" St. Lou. Div.	90½	....	90	....	....	....	....
Union Pacific	....	38½	38	36½	33½	35	34½
" 1st mort	....	88	88	....	86½	87	87½
" L. Gt. 7s	....	77	....	77	75	76½	76½
" Inc. 10s	....	81½	....	....	78	78½	78½
Virginia 6s, old	....	....	....	....	....	....	....
" new	....	52	....	....	....	....	....
" consol	....	55½	....	56	54½	....	54½
" def. cert	....	16	....	....	16	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	103	....	107⅞	
U. S. 5s. 10-40s. coup..108½	....	....	....	107⅞	108½	
U. S. 5s, 1881, reg	110	....	....	....	....	....
U. S. 5s, 1881, coup...110	....	....	....	....	....	....
U. S. 6s, 1881, reg	115½	....	114½	115	117	
U. S. 6s, 1881, coup	116½	117	....	....	....	
U. S. 6s, 5-20s reg. '62	112	112½	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112½	112½	....	112	112½	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.111⅜	....	112½	....	112	....	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.112½	....	....	....	112½	....	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.114⅜	....	114⅜	114½	....	114⅜	
U. S. 6s, 5-20s, reg. '67.114⅜	....	115½	....	....	115	
U. S. 6s, 5-20s, c. 1867..114⅜	115	115½	114⅜	115½	115⅜	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	115	114⅜	....	115½	
U. S. 6s, Pac.R.R issue	114½	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa preferred	42½	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	93	93	....	....	....	....
" 6s, 1889	....	....	....	....	....	92
" mort. 6s, '89	96	....	96	96½	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	....	....	38½	....	38¾
" 6s, 1884	....	....	....	....	....	....
" Gold L	93	....	93½	....	....	....
" R. R. L	95	....	....	....	....	....
" Conv. L	82	....	....	....	....	....
Lehigh Valley R. R	59	59	59	58⅞	....	58¾
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	47⅜	....	....	48
" 7s	....	....	....	....	....	....
Minehill	53¾	....	....	54	....	53¾
Morris Canal	....	....	....	50	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	99⅜	....	....
" 7s	94a	94	....	....	....	94
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	36	36	36	....	....	....
" 7s	....	75½	75½	....	....	75
Pennsylvania R. R	57½	56½	56½	56⅜	....	55½
" 1st M	....	....	....	....	....	....
" 2d M	....	....	98	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg.	94½	....	94½	....	....	....
Penn. State . 6s.1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	98½	....	....	....
" new	102½	102½	102½	102½	....	102½
Philad., Germ. & Nor	87½	....	....	....	....	....
Phila. & Reading	58½	58½	58	57½	....	56½
Philadelphia and Erie	27½	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	90½	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	14½	....	....	....	....	....
" 6s, 1882	77½	....	76½	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	78	....	....	....	....	....
United Co. of N. Jersey	125	125	....	125	....	124½
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts.	....	....	....	....	....	20

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	96½	96	....	....	....	....
" 1886	....	97	....	....	....	....
" 1890	96½	96½	....	....	96½	96½
" 1884	....	....	....	....	....	96
" 1900	....	....	....	....	....	....
Balt and Ohio	152	....	152	152	152	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	93¾	....	....	....
Marietta & Cin. 1st M	98½	98½	98½	98¾	....	....
" 2d M	88½	88	....	....	....	....
" 3d M. 8s	85	85	....	....	....	84
Northern Central	89½	....	....	....	....	....
" bonds, 1885	....	....	....	93¾	....	....
" " 1900	....	....	87	87	....	....
Pittsb. & Connellsv. 7s	94½	....	....	....	94½	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55½	....	55½	55½	55	55
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany	148	148½	148	....	....	....
Boston and Lowell	....	....	144½	....	....	....
Boston and Maine	....	....	131½	....	....	....
Boston and Providence	150½	149½	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	41½	41½	40½	....	....	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	135½	136	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	135¾	....	....	....
Eastern	105½	105½	104½	....	....	....
Fitchburg	....	133	131½	..	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114½	114½	114½	....	....	....
Northern, N. H	....	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	....
" pref	....	100	....	....	....	....
Old Colony & Newport	114½	114¾	114½	....	....	....
Ph., Wil. & Baltimore	56¾	....	56¼	....	....	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	85¾	....	....	....	....
" Land Grant 7s	76½	....	76¼	....	....	....
" Income 10s	....	79½	....	....	....	....
Vermont & Canada	....	70	....	....	....	....
Vermont & Mass	84½	....	85	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	102	....	....	....
Metropolitan	....	63	62½	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	12¾	13	13	....	....	....
Franklin	....	9¼	....	....	....	....
National	....	....	....	....	....	....
Pewabic	10¾	10¾	....	....	....	....
Quincy	43¾	....	....	....	....	....

London Stock Exchange.

	Closing Prices.— Oct. 31.	Oct. 25.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	71 — 73
Do. 2d mort., $1,000	64 — 66	58 — 60
Do. Con. mort. B'nds Bisch's Cert.	37 — 39	35 — 33
Do. Reorg. Scrip	96 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	86 — 88	86 — 88
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	43 — 43¼	40¼ — 41¼
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	91 — 93	90 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	97½ — 98¼	97 — 99
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	95 — 97	95 — 97
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	96 — 98	96 — 98
Do. General mort	95 — 96	94¾ — 95½
Do. $50 shares	48 — 50	47 — 49
Philadelphia and Erie 1st mort	92 — 94	92 — 94
Do. with option to be paid in Phila.	92 — 94	92 — 94

American Railroad Journal.

Saturday, November 16, 1872.

Stock Exchange and Money Market.

Financial and commercial affairs have been much disturbed, during the week, by the report of the awfully destructive fire in Boston, the advices of increased activity in Money in London, and the pressure in the monetary line in the local market, arising to a considerable extent, out of the urgent speculative demand for aid, which enabled lenders to exact extreme rates for accommodation, call loans having been quoted generally at from 7 per cent. currency to the same rate gold, with, in many instances a fractional commission added to the legal rate for the use of funds in carrying speculative holdings of Gold and stocks from day to day. Apprehensions were at one time entertained that the loss of property, and the great interruption to business, resulting from the Boston fire would lead to very severe depression in values, under forced realizations, if not to panic, and distress. But the announcement that Government stood ready to extend a helping hand to the business public, in this time of extreme peril, if such help should appear to be called for, by public necessities, did much to allay those fears and to maintain popular confidence. The markets, financial as well as commercial, held their own remarkably well, and toward the close seemed comparatively strong for all the more substantial interests of the community, in a mercantile point of view. The discount movement was rather tame, with prime to good grades of business paper rated at from 10@15 per cent. per annum. The city banks have been heavy losers in the line of their legal tender reserve, while further gaining in the specie average, which has been augmented about 1½ millions. Their deposit line has been about a million. They reduced their loan and discount average moderately. The U. S. Sub-Treasury reduced its coin reserve about 1½ millions while increasing its currency balance slightly.

Under the Treasury programme for November Government proposes to sell, at least, four millions of Gold, or one million on each Thursday, and to buy in four millions of Five Twenties, or one million on each Wednesday, of the month.

Government is reported as having recalled the order for the retirement of the portion of the 8 per cent. Temporary Loan Certificates, mentioned in our last.

The U. S. Sub-Treasury office last week received $3 236,558 of currency, and $2,784,915 of gold, the latter including $1,839,000 from customs; and disbursed $3,196,687 of currency and $4,214,229 of gold, the latter embracing $2,473,000 of coin interest. The city banks reduced their loan and discount average about ⅝ths of a millions during the week, and their outstanding circulation a trifle. The U. S. Sub Treasury held a currency balance on Wednesday morning of $22,816,379, and a coin reserve of $45,362,343.

The city banks, in their latest return, show a decrease of $8,475,500 of legal tender notes, with an increase of $1,535,600 of specie, and a reduction of $999,700 of deposits, also a contraction of $600,800 in their loan and discount averages, and of $3,100 in their item of circulation. The city bank exchanges, last week, averaged 129 millions. The banks now hold $3,936,675 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $13,424,200, against $18,991,500 same time last year. The city bank deposits are now $203,405,600 against $214,275,400, week ending Nov. 11, 1871. The legal tender reserve amounts to $48,261,000, against $54,462,300 same time last year. The circulation now stands at $27,588,100 against $30,184 406 same time last year. The loans are now $277,281,500 against $284,672,700 at this date last year.

The coin reserve of the city banks is now about 13⅛ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 48¼ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 203¼ millions, against 247¼ millions on the 20th of July.

Government revenues have been yielding moderately since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $47,356,400. The customs at the port of New York last week were $1,843,344; and at the out-

ports, equal to about $620,000, all in coin or coin certificates.

The Gold market has been more active and more than usually excited with rather wide fluctuations in the price. The speculative dealings have been quite extensive. The customs drain has been moderate and the export movement limited. The specie export on Wednesday of this week was $900,000. The range of the price during the week has been from 112⅜@114¼, and the closing quotation on Wednesday was 113¾@ against 112⅝ the preceding Wednesday. The specie outflow last week, was $443,992. The Gold Exchange Bank clearances have averaged about 87¾ millions per day during the week.

The customs demand for Gold last week, averaged $367 800 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,301,492 against $8,388,854 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $131,530 269 against $139,205,617 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $69,406,177, against $76,585,052 during the same time in 1871.

The export drain of specie was $443,992 last week, against $368,846 same week preceding year. The shipments since January 1, 1872, have been $63,883,456 against $58,590,068 during the same portion of 1871.

Foreign Exchange has been quoted firmer, on lighter offerings of primetbills, and a moderate demand, but closed tamely. Bankers' sixty day bills on London closed on Wednesday at 108½@ 108¾; sight bills on London, 110¼@110½.

The week's exports hence of domestic produce have been to the currency value of $5,365,829.

Government securities have been less active, most of the week, and have been offered quite sparingly in the open market, but prices have been well maintained.

On Wednesday, Government bought in a million of the offered Five-Twenties at from 112 42 @112 98. The aggregate offering was $2,536,150 @112 30@113 47.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116¾@117; U. S. Five-Twenties of 1862, 112⅜@112⅝; U. S. Five-Twenties of 1864 at 112⅜@112⅝; U. S. Five-Twenties of 1865, 112¾@113½; U. S. Five-Twenties of 1865 consolidated, 114¾@115; U. S. Five Twenties of 1867, 115⅜@115⅝; U. S. Five-Twenties of 1868, 115@115¼; U. S. Ten-forties at 108¼@108⅜ U. S. Fives of 1881 (Funding Loan) 109¾@110; Six per cent. currency Sixes from 113¾@114¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 30.	Nov. 6.	Nov. 13.
Consols	92½	92⅜	92¼
U. S. 5-20s, 1865....	91¼	91¼	90½
" 1867	93¼	93⅛	92½
" 10-40s	88	88	87
New Fives of 1881...	89	89	88¼
Erie	43½	43¼	38¾

State bonds have been moderately inquired for at irregular prices closing however, more steady.

Railway and Miscellaneous share property has been decidedly brisker, the speculative operations having been unusually extensive, but values have fluctuated widely, especially through the latter half of the week, influenced, in part, by the report of the very destructive fire in the business centre of Boston, and the renewed activity in Money in the local market.

Railway Mortgage Loans have been held with confidence, especially the favorites of the older issues, on however, a restricted investment demand, the advices of the fearful Boston fire and the Money pressure here operating against free dealings. Central Pacific Sixes have been in light supply in the open market, and quoted firm, closing at 100@100¼, on a moderate call for investment purposes. Nearly all the First Mortgage Six per cent. Gold Bonds of the Chesapeake and Ohio R. R. Co. have been disposed of, and only a very small remnant of this favorite loan is now available, through the financial agency of the Road, to investment purchasers.

In the Metal line, buyers have had any existing advantage, yet trade has been greatly devoid of animation. Copper has been dull and weak as to price; 100,000 lbs. Lake sold at 31½c., and 50 tons English at 28½c. Scotch Pig-iron has been offered more freely at lower prices, leading to a livelier trade; sales, 300 tons Eglinton, at $48 50; 300 tons Glengarnock, at $51@$52, and 200 tons Carmbrae, at $49@$50, per ton. American Pig-iron quoted firm but quiet. Iron rails in less request at former rates. Lead, Spelter, and Zinc dull, within the previous range. Tin very quiet, with Straits quoted at 32c. and English at 31½c. gold. A sale of 300 boxes Charcoal Terne sold on private terms; Plate, otherwise, dull at former figures. Of Regnins Antimony, 37 casks sold on private terms, quoted at 13½c., gold.

General business has been on a restricted scale, in nearly all kinds of domestic produce. The movements in Breadstuffs and Provisions have been lighter, with values closing generally in favor of buyers. Naval Stores, rather dull and easier. Petroleum and Wool held higher, but quiet. Middling upland cotton, closed on Wednesday at 19 cts. per lb. The receipts at all the ports, since Sept. 1, have been 839,077 bales, against 620,328 bales same time in the preceding year; exports 314,300 bales against 206,000 bales in the previous year; stock at the ports at latest dates, 848,656 bales against 301,560 bales same date 1871.

At the Live Stock Markets, Beeves have been in more demand and quoted firmer at from 8½@ 15½cts.; Veals at 7½@11½ cts.; Sheep from 4½@7 cts.; Lambs, 6½@8¾ cts.; Swine, plenty and depressed at 5⅛@5½ cts. per lb., all live weight. The week's receipts were 7,471 Beeves, 1,870 Veal Calves, 28,406 Sheep and Lambs, and 46,329 Swine.

Foreign goods have been generally in less request, but held with comparative firmness. The week's imports of foreign goods reached the amount of $8,697,573 including $1,584,316 of dry goods.

Ocean freights have been rather more active, closing more firmly, with the main inquiry for room for Grain, Flour, Petroleum, Cotton and Tobacco.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere n our columns:—

New York.—Dubuque and Sioux City R. R., 64; Boston, Hartford and Erie R. R., 7¼; do. 1st mort., 38¾; St. Louis, Kansas City and Northern pref., 62; New Jersey Southern R. R., 26¾; do. 1st mort., 70¼; Central of New Jersey 1st mort., 102; do. scrip, 98; Pacific R. R. of Mo., 78½; Missouri, Kansas and Texas R. R., 40; New York, New Haven and Hartford R. R., 141; Louisville and Nashville R. R., 80; Joliet and Chicago R. R., 92; North Missouri 1st mort., 91; Burlington, Cedar Rapids and Minnesota 1st mort., 89⅛; Ohio and Miss. consols, 95½; do. 2d mort., 85; Buffalo N. Y. and Erie 1st mort., 95; Buffalo and Erie 7s new, 94; Lafayette, Bloomington and Miss. 1st mort., 85; Cleveland and Pittsburg consols, 92; Gt. Western 1st mort. 1888, 95; Clev., Painesv. and Ash. 7s, new, 93½; St. Louis and Iron Mt. R. R., 90; do. 1st mort., 92; Delaware and Hudson Canal 1st mort., 1884, 103½; Toledo, Peoria and Warsaw R. R., 30; do. 1st mort., W. D., 89; Mil. and St. Paul 7s, Iowa Div., 89; Toledo, Wabash and Western consols, 87¾; Albany and Susquehanna 2d mort., 95; Western Union Tel., 77⅛; do. 7s, 94; Atlantic Mail S. S. Co., 15⅛; Quicksilver pref., 55⅛; New Central Coal, 47⅜; Maryland Coal, 22; Consol. Coal of Md., 47½; American Coal, 62; Spring Mt. Coal, 60; Wells-Fargo Exp., 87½; Am. Mer. Union Exp., 69½; Adams Express, 94½; U. S. Exp., 79; N. Y. State 7s, B. L., reg., 107⅜; Georgia 7s, 88; South Carolina 6s, new, Jan. and July, 23⅛; Alabama 8s, M. and E., 80; North Carolina 6s, special tax, 14.

Philadelphia.—Chesapeake and Delaware Canal 6s, 90; West Chester R. R. 7s, 101; Philadelphia and Reading Gen'l mort. 7s, coup., 102⅛; do. reg., 103½; Pennsylvania and New York Canal 7s, 97½; Wilmington and Reading 7s, 98; West Jersey 1st mort., 96; Oil Creek and Allegheny River 1st mort., 84; Nesquehoning R. R., 54¾; Camden and Atlantic pref., 37; Huntingdon and Broad Top Mt. pref., 16; do. consols, 57; Catawissa R. R., 20⅜. The latest quotations are: City 6s, 98⅛@98¾; do. free of tax, 102@102¼; Pennsylvania State 6s, 1st series, 102@—; do. 2d series, 106@106⅛; do. 3d series, 108@110½; Philadelphia and Reading, 56⅞@57⅛; do. Gen'l mort. 7s, coup., 102@ 102½; do. reg., 102¾@103⅛; do. mort. 6s, 1880, 95@95⅛; United New Jersey R. R. and Canal Co., 124@126; Camden and Amboy mort. 6s, 1889, 95@96; do. 1888, 91@93; do. 1889, 92 @92½; Pennsylvania R. R., 55½@55½; do. 1st mort., 101¼@101½; do. 2d mort., 97½@98; do. General mort. coupon, 94¼@94¼; do. reg., 94@94½; Little Schuylkill R. R., 46½@48; Morris Canal, 47@50 do. pref., 120@122; do. 6s, 98@—; Susquehanna Canal, 7@8½; do. 6s, 76@78; Schuylkill Nav., 7@7⅜; do. pref., 14⅜ @15; do. 6s, 1882, 76@77; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 95@96; do. 5s, 56@—; Lehigh Coal and Navigation, 36⅜@36⅝; do. 6s, 1884, 88@89; do. R. R. Loan, 93@95; do. Gold Loan, 93@93¼; North Pennsylvania, 49 @50¼; do. 6s, 99¾@100; do., 7s, 93¾@94; do. Chattle 10s, —@110; Philadelphia and Erie, 26@27; do. 6s, 90@91; Minehill, 54@54¼; Catawissa, 19@22; do. pref., 40½@43; Lehigh Valley, 58@58½; do. 6s, new coupon, 97½@98½; do. reg., 98@98¼; do. 7s, 102½@103⅛; Fifth and Sixth streets, (horse,) 50@50; Second and

Third, 55½@58; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 32@34; Green and Coates, 45½@46; Chestnut and Walnut, 58@60; Hestonville, 17@18; Union, —@73; Germantown, 30@35.

Boston.—Burlington and Missouri River R. R. in Iowa, 113; Rutland scrip, 93; Nashua and Lowell R. R., 137¼; Quincy Railroad Bridge, 124¼; Cincinnati, Sandusky and Cleveland R. R., 19½; Eastern (N. H.) R. R., 98; Missouri River, Fort Scott and Gulf 2d mort. 10s, 74⅞; Leavenworth, Lawrence and Galveston 1st mort. 10s, 86; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 78; do. 7s, Land Grant 78; Cheshire R. R. 6s, 1880, 92½; Vermont Central Equipment 8s, 80; do. 8s, guar., 82; Boston Water Power, 54½; Maine 6s, 1889, 99¾; Boston 6s, 1880, currency, 99½; do. 1876, 99; do. 5s, 1882, gold, 97⅞; do. 1886, gold, 99⅞; Lowell 6s, 1890, 96¼; Cincinnati 7s, 1897, 101¾; Bangor 6s, 99½; Chicago 7s, river, 97¼; Allouez Mining Co., 12; Calumet and Hecla, 150; Dawson Silver, 1; Dana, 87½c.; Humboldt, 1¼; Ridge, 10¼; Superior, 55c.; Shuniah Silver, 2¼; Tremont, 1⅜.

Baltimore.—Orange, Alex. and Manassas 7s, 80⅞; Northern Central 6s, 1900, gold, 93¼; Orange and Alexandria 4th mort. 8s, 83½; do. 2d mort. 6s, 86½; Central Ohio 1st mort., 85⅝; Memphis City 6s, 53; Norfolk Water bonds, 87¾; Baltimore 6s, 1902, 97⅝; Maryland Defense 6s, 103. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@94¼; Baltimore and Ohio, 151¾@152; do., 6s, 1875, 97½@98¾; do., 1880, 95½@96½; do., 1885, 93½@94; Parkersburg Branch, 10@14½; Washington Branch, 136@150; Northern Central 39@40; do. 6s, 1885, 93¼@94½; do., 1900, 86½@87; do., 6s, 1900, gold, 93¼@93½; N. W. Va. 1st mort., 101¾@102; do., 2d mort., 101¼@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98¾; do., 2d mort., 7s, 85¼@88¾; do., 3d mort., 8s, 84@84½; Central Ohio, 35½@35½; do., pref., 38½@40; do. 1st mort., 85@86; Western Md. 1st mort. 6s. 1890, 90@92; do. 1st mort. guar., 94@97; do., 2d mort. guar., 94@96½; do. 3d mort., guar., 94@96; do. 2d mort pref., 79⅛@80; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@78¾; Orange and Alexandria 1st mort. 6s, 99@—; do., 2d mort. 6s, 85@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 83¼@83¾; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, 95@100; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91@—; Baltimore 6s, 1875, 95¾@96¼; do., 1884, 95@96; do. 1886, 97@98⅛; do., 1890, 96½@96⅝; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96½@97; do. 1900, new, —@97; do. 1902, 97@97¾; Memphis City 6s, 50¼@—; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103@103½; Virginia 6s, old, 38@39; do. consol. 6s, 54½@55½; do. reg., 48@48¾; do. Peelers, 45@47; West Virginia, 15@15¾; City Passenger R. R., 22¾@24½; George's Creek Coal, 100@104.

☞ The earnings of the Union Pacific Railroad for September, 1872, were $863,754 57; the expenses, including $78,000 territorial taxes, $444,019 70, and the net earnings, $419,734 87.

Destroyed or Defaced Bonds.

AN ACT to provide for the issue of bonds in lieu of destroyed or defaced bonds of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever it shall appear to the Secretary of the Treasury, by clear and unequivocal proof, that any interest bearing bond of the United States has, without bad faith upon the part of the owner, been destroyed, wholly or in part, or so defaced as to impair its value to the holder, and which bond shall be identified by number and description, the Secretary of the Treasury shall, under such regulations and with such restrictions as to time and retention for security or otherwise as he may prescribe, issue a duplicate of such bond, having the same time to run, bearing like interest as the bond so proved to have been destroyed or defaced, and so marked as to show the original number of the bond destroyed and the date thereof: *Provided.* That where such destroyed or defaced bond shall appear to have been of such a class or series as has been or may, before such application, be called in for redemption, instead of issuing duplicates thereof they shall be paid with such interest only as would have been paid if presented in accordance with such call.

Section 2. That the owner of such destroyed or defaced bond shall surrender the same, or so much thereof as may remain, and shall file in the treasury a bond in a penal sum double the amount of said destroyed or defaced bond, and the interest which would accrue thereon until the principal thereof is due and payable, with two good and sufficient sureties, residents of the United States, to be approved by the Secretary of the Treasury, with condition to indemnify and save harmless the United States from any claim upon the said destroyed or defaced bond.

Approved June 1, 1872.

☞ The directors of the Baltimore and Drum Point Railroad Company advertise for proposals for the grading, masonry and bridging of two divisions of the road—the first, ten miles in length, from the Annapolis Railroad to Butler's Tavern; the other from Drum Point to St. Leonard's, twelve miles. Plans and profiles may be seen at the office of Vernon H. Brown, No. 66 South St., N. Y., after the 20th inst.

☞ The earnings of the Central Pacific Railroad in October, 1872, were $1,375,425, against $981,005 in October, 1871, an increase of $394,420. For the first ten months of 1872 the earnings were $10,679,853, against $7,897,480 for the corresponding period of 1871, an increase of $2,782,373.

☞ Track laying on the northern extension of the Chicago and Northwestern railroad is now progressing more rapidly than ever, and the prospect is that the entire line to Escanaba will be laid by the close of November. There are now about 23 miles of track laid on the southern portion of the line, and about seven miles laid on the northern part, making 30 miles in all.

☞ The Boston, Clinton and Fitchburg Railroad has purchased the New Bedford and Taunton Railroad for one million dollars, which the new Bedford *Mercury* says is less by at least $400,000 than thirty-five miles of road, the length of the track of the new Bedford and Taunton road, could now be built for, yet it is a satisfactory sale for the shareholders.

☞ The road-bed of the Galt and Doon (Ca.) Railway is about ready, but difficulty will be experienced in getting ties, so that it is possible the completion of the line may be delayed till another season. The Grand Trunk Company find it difficult to get ties enough to supply their demands.

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE

CHICAGO AND CANADA SOUTHERN

First Mortgage Sinking Fund

THIRTY YEARS'

7 PER CENT. GOLD BONDS

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically STRAIGHT AND LEVEL, and SHORTER by THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,
Bankers, No. 27 Pine Street.

Leonard, Sheldon & Foster,
Bankers, No. 10 Wall Street.

Journal of Railroad Law.

COMMON CARRIERS—NEGLIGENCE—BOUND TO DELIVER FREIGHT WITHIN REASONABLE TIME.

The facts in the late case of Ward and others, *vs.* The New York Central Railroad Company, (47 N. Y., 29,) are as follows:

The plaintiffs were copartners in business, and on the 9th of December, 1867, shipped by defendants from Le Roy, in Genesee County, to their consignees in New York, seventy-eight dressed pigs, weighing 9,182 pounds, the property of plaintiffs which, in the ordinary and usual course of transportation, should have reached New York in forty-eight hours. Such property was unnecessarily detained by defendants and did not reach the City of New York until the 26th of December, 1867. In the meantime the market price had fallen an average of one and one-half cents per pound. This action was brought to recover damages for the neglect to transport the same within a reasonable time; it was tried before a referee, who held that the plaintiffs were not entitled to recover for the decline in market value, and ordered judgment for defendants.

The following is the opinion of the court delivered by—

PECKHAM J.—It is insisted by the defendant, that it is not liable for any damages happening to this property after it reached Albany and was placed in the custody of the Hudson River road for further transportation, because the contract for transportation showed that its liability as common carrier ceased at Albany. The answer to this is, that the referee finds expressly, that "the defendant received this property of plaintiffs for transportation to the City of New York," and the whole evidence is not contained in the case. Only a small part is retained, and then the case adds that "evidence was introduced by the parties, from which the referee found the facts which appear in his report." Under such circumstances it cannot be said that the referee has found this fact without any evidence to support it. We are bound to presume that there was sufficient evidence.

The facts as found present the distinct question, what is the measure of damages against a carrier who has negligently omitted to deliver the goods at the time he ought to have delivered them?

Where a contract has been violated the law intends to give to the party injured the damages caused thereby; that is, the natural and proximate damages caused by the breach. It is supposed that both parties contemplated the consequences of such breach at the time they made the contract, and acted accordingly both in making and in performing or violating its provisions.

When a carrier from mere negligence, from plain violation of duty, omits to transport merchandise beyond a reasonable time and its market value falls in the meantime, the true rule of damages in my judgment both upon principle and authority, is the difference in its value at the time and place it ought to have been delivered and the time of its actual delivery. The rule is simple, and though it may sometimes operate harshly, easily applied.

Sagacious business men rely upon their ability to judge of the market in undertaking large commercial projects. According to their views of the market, they send their merchandise by a quick or a slow carrier, and make compensation accordingly.

A contrary rule would deprive them of all benefit of a rapid transit. It would be left to the caprice of the carrier when to transport, and the owner could have no relief. It would be no answer to say that the owner might make a special contract for the transport at a given time. The contract would have to contain a special provision to pay these damages or the carrier's liability would not be altered. If a special contract be needed, I think it falls upon the defendant to make it, or the company will be liable for not delivering in a reasonable time.

If the carrier would be liable for these damages upon a special contract to transport by a given time, he clearly would be for a violation of his duty. In the absence of any special agreement, the law implies that the carrier agrees to transport in a reasonable time. That is his duty. In failing to do so, he not only violates his duty, but also the contract upon which it is based. The only legal difference is that by the special contract, the carrier agrees and is required absolutely to transport by a given time. In such cases, no excuses will save him from damages for a breach such as will entirely shield him in the absence of a special agreement.

It is well settled law that a carrier, on an entire failure to deliver, is liable for the market price of the goods at the time and place for delivery. For all damages to the property while in the custody of the carrier, the measure thereof is to be settled by the market at the place for delivery. This is clearly so as to all inland carriage.

If liable for the market price at the time and place for delivery, where not delivered at all, it would seem equally rational, that if by reason of the inexcusable negligent delay of the carrier, the value of the goods has depreciated in market, he should be liable to the owner to the extent of the depreciation. The purpose of the law is to make the owner whole in each case.

There is an elaborate opinion in favor of the defendant in Wibert *vs.* The N. Y. and E. R.R. Co. (19 Barb., 36,) but the point was not necessarily decided. The referee obviously erred in finding the road guilty of negligence in not forwarding the goods. The same opinion was reiterated by the same court in 29 id., 633. With this exception I am not aware of any decision in that direction here or elsewhere. The chief objections urged against this rule are that the damages are not proximate, but remote, if any damages at all; that in fact the delay is not the cause of the damage; it did not cause the fall, that the goods being delivered in good order, the loss caused by the fall in the market cannot be charged to the carrier as damages; that markets are fluctuating and uncertain.

Had the goods been injured by reason of improper exposure by the carrier, and thus had become depreciated in their market value, it is clear that the carrier would be liable for the loss. It was his negligence that caused it. Here his negligent delay caused the loss. It did not cause the decline in the general market, but it deprived the owner of his right to the higher market price. The defendant's negligent violation of its duty thus deprived the plaintiff of his right, and placed this loss upon him. In substance this loss is the same to the plaintiff as if the injury had been done to the property itself, and thus diminished its market value. The injury also is natural and direct. There is no second step; no action of the owner with a third person by contract or otherwise. It is true there are fluctuations in the market. They prevail to some extent as to all commodities which are the subject of transportation. This is not a sufficient reason for abolishing there use in ascertaining the rights and liabilities of parties. Confessedly they regulate the rights of parties where there is an entire failure to deliver either by a carrier or by a vendor. Legally they are the true measure of the value of the goods. Arriving so late, later by the carrier's negligence, these goods were not worth as much as at the time they should have arrived; not so much when measured by the rule that governs the commercial community. Their actual value was less when measured by the only standard that regulates values.

Why should not the defendant pay this loss its negligence has caused?

In the case of Wilson *vs.* The New Castle and Ber. R. Co. the contract required the merchandise to be transported by a certain time, but was silent as to paying any damages.

But if this be not the true rule as to the measure of damages, what is?

Wilbert *vs.* The Erie road, gives no aid on this point. That holds substantially that the road is not responsible for such a loss. It is *damnum absque injuria*. It in effect holds that the road's neglect, whereby the goods are delayed and subjected to a fallen market, and the owner to that loss, is no legal injury. We all think otherwise, and that this is the only rule that does justice between the parties.

It is urged however, that there was no evidence that this property was sent to New York to be sold in market; none that it was actally sold at a loss.

From the findings of the referee, I think that it is clear that the plaintiff had sustained these damages "resulting solely from a fall in the market price;" but he held that such damages were not recoverable.

If the plaintiff sold the goods in a brief time after their arrival, without sustaining any loss, that would be matter of defence; thus showing that the fall was a mere monetary fluctuation in the market, and that the delay really did not injure the plaintiff.

The rule is undoubtedly somewhat stringent; hence the proof of negligence in this respect should be quite clear.

There are many circumstances that would excuse a carrier from transporting in the time usually required for an ordinary passage, an unusual crowd of freight, storms or freshets, etc., etc. (2 Red. on Rail., 261 § 173, and cases in note.)

Judgment should be reversed and a new trial ordered, costs to abide the event.

Judgment reversed.

☞ It is confidently expected that the Wellington, Grey and Bruce Railway will be opened to Southampton not later than the 25th inst. This completes the main line. The contractors, Messrs. Hendrie & Co., have pushed forward the work with commendable vigor.

Illinois Central Railroad.

The statement of this Company for the month of October, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,425.77 for	$21,751 23
Acres Inter't Fund Lands Sold	8,192 for	588 64
Acres Free Lands Sold	160 for	2,552 00
Total sales during the m'th of October, 1872	2,667.69 for	$24,891 87
To which add Town Lot Sales	for	
Total of all	2,667.69 for	$24,891 87
Cash collected in October, 1872		$58,500 69

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$446,033 00	$126,523 00	$572,556 00
Passengers	129,875 55	47,614 35	177,489 90
Mails	6,375 00	3,059 33	9,434 33
Other sources	101,625 00	2,640 67	104,265 67
Tot'l Oct.'72	$683,908 55	$179,837 35	$863,745 90
Total actual earn'gs, Oct., 1871	$595,567 22	$157,618 02	$753,185 24

Grand Trunk Railway of Canada.

The report of Mr. E. P. Hannaford, the engineer, states that in the working of his department for the six months ending 30th of June the maintenance of way amounted to 70,918*l.*, and the renewals to 76,781*l.*—total, 147,699*l.* The cost of maintenance was 5,157*l.* more than in the corresponding period of 1871, and was caused by the increased rates of wages and advance in the price of materials. Twenty-five and a half miles of re-rolled rails and 24 miles of steel rails had been laid in track during the six months. Up to 30th June 100,000 cubic yards of ballast was placed on the track, ballasting 65 miles of road. Three brick arch bridges between Montreal and Toronto were being entirely rebuilt in substantial stone masonry. Between Montreal and Portland the erection of iron bridges to replace the original wooden trusses was being proceeded with, and the cost was charged to revenue. At Portland an extensive renewal of the company's wharf was in progress, and station and freight sheds were receiving their usual repairs; at Sarnia and Portland the ferry landing stages and berths were being repaired and adapted to the new iron ferry boat which was completed and working regularly, answering all requirements for the crossing of traffic in bulk, and adding largely to the accommodation for the growing business. The large quantity of steel rails contracted for and arranged to be put into the track this year would greatly facilitate the movement of traffic. Their experience on those portions of the line laid with steel rails proved the economy of extending the works as speedily as possible.

☞ The *Levant Times* states that the first section of the Scutari-Ismidt Railway was opened from the Valley of Haidar Pasha, on the southern side of the Bosphorus, on the 4th of October, in presence of Edhem Pasha, Minister of Public Works, and a distinguished company. The length of the section opened was 25 kilometres. It was expected that the whole line to Ismidt (about 90 miles) would be finished in March next.

Steam on the Canals.

The steam canal-boat Port Byron, of which mention was made in our columns, some time ago, as competing for the State prize, arrived here on Monday morning from Troy, laden with 117 tons of iron ore.

The boat left the weigh lock at West Troy, Tuesday, October 29, at 5.30 P. M., and reached Buffalo Monday morning, November 4, at 4 A. M., having been five days, ten hours and thirty minutes on the way. The detentions noted by the captain, in waiting to lock, getting aground, and leakage in the flues of the boiler, were twenty-seven hours and twenty minutes, which deducted from the total time leaves the running time at four days and seven hours. This is claimed to be the quickest time yet made by a steam canal-boat. The Baxter, however, will dispute this, as her newspaper record is five days and ten hours from West Troy to Buffalo, including lockages and other detentions; and she claims that her actual running time was 101 hours, or 5 days and 5 hours. On the other hand, the Port Byron's owners say that the Baxter left Troy, at 7 A. M. of October 29, and arrived at Buffalo at 9 A. M. of November 3, making her way time 5 days and 14 hours, and her running time 4 days and 9 hours. The precise merits of the case we cannot determine, but are glad that the record shows both boats to be successful in their competition with horse power.

The Port Byron ran from Port Byron to Montezuma, a distance of five miles, in 50 minutes, and from the Central wharf in Buffalo to Lockport, on her last trip east, laden with 200 tons, she made the distance of 31 miles in 7 hours. From Albany to Troy by the river, she ran 7 miles in one hour and ten minutes. A peculiarity about the Port Byron is her perpendicular bucket-wheel, which makes no wash and has one-third more power than the ordinary wheel.—*Buffalo Courier, Nov.* 6.

Canada Southern Railway.

The work on this road is going forward as rapidly as possible, the managers putting forth every effort to have it completed before the first of January. To the business community the early completion of this road is an event of the utmost importance. To the grain trade of this city a day's delay is of the most serious consequence. For several years past the eastern outlets for produce at this point have become blockaded either immediately before or just after the close of navigation, and commission merchants realize that if the immense trade of the city is retained during the ensuing winter largely increased facilities for eastern shipment will be requisite, and hence they look to the Canada Southern Railway as the only remedy against a stagnation in the grain trade, such as existed at the opening of the present year. Some delay is experienced now in making shipments of grain by rail, and the pregress of the work on the Canada Southern will be noted with a good deal of interest by all engaged in the produce trade.—*Toledo Blade.*

☞ Work on the western end of the Winona and St. Peter road is progressing at a marvelous rate. Already the tracklayers are ten miles beyond Marshall, and annihilating the distance at the rate of two miles a day. The grading will undoubtedly be completed to Lake Campeska by the 20th of November, and the iron will be laid by the first of December, or the tenth at the outside.

Locomotives and Cars for Sale.

New Locomotives of best build.
Second hand Do., various gauge, 10@40 Tons, now running, in good order.
New and Second hand Passenger and Freight Cars. Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,
General Railway Business,
78½ Pine St., New York.
P. O. Box 4870.

☞ The new railroad from Bridgeton to Port Norris, New Jersey, a distance of twenty-one miles and a quarter, was completed last week. Cars will commence running its entire length in about two weeks.

BALTIMORE AND DRUM POINT R. R. Co.,
No. 44 Second St., Baltimore, Md.,
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved.

Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.
JOHN G. BUTLER,
Secretary.

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FOG SIGNALS,
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ALWAYS RELIABLE.
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54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

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FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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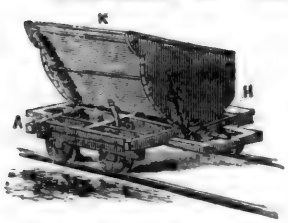
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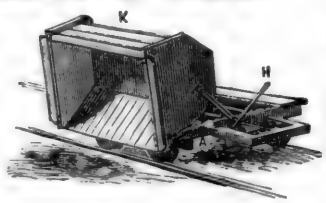


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the stop from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Nov. 20, Steamer RISING STAR, Capt H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. Connelly, touching at Acapulco, Manzanillo and Mazatlan, San Diego and San Pedro, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Nov. 18.

Steamer JAPAN will leave San Francisco, Nov. 30, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

PHILIP S. MILLER. LENOX SMITH.

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WM. J. YOUNG & SON,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, November 23, 1872.

Ship Building on the Delaware.

The Pacific Mail Steamship Company is building on the Delaware six ocean steamers for service upon their lines. Four of these are being built at Chester, at the Delaware River Iron Shipbuilding and Engineering Works, and two at the yard of the Harlan & Hollingsworth Company in this city. Of those building here, the first is rapidly approaching completion and will be committed to her destined element on Tuesday, the 26th instant. Of those at Chester, one was launched on Saturday, another will be ready to launch in about two and a half months, while the keel of the third has recently been laid. The fourth has not been commenced yet. The steamer which was launched on Saturday was christened the Calimoi. She is an iron screw steamer, built in accord with the British Lloyd rules of 1871, and of register 100 A—which is the highest class vessel they build. In length, the Calimo is 280 feet on the twelve foot water line; over all 300 feet. Her width of beam is 40 feet, and depth of hold, from base line to upper deck, 30 feet 6 inches.

Besides the steamers of the Pacific Mail Company there are also two others under way, and contracts have been entered into for the construction of others still. An iron steamer 206 feet long, 33 feet 9 inches wide and 17 feet 4 inches deep, is being built for Mr. Dickinson, of New York, for the coasting trade. She will be fitted with a geared beam engine, and will be of 1,000 tons burthen.

There is also in frame an iron ferryboat for the Erie Ferry Company, plying between Jersey City and New York. Mr. Roach also has the contract for building the hulls of two iron colliers for the Reading Railroad Company, at $300,000.—*Wilmington Commercial.*

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th inst. On motion of Wm. J. Albert, Esq., Mr. Wm. McKim was chosen chairman, and Wm. H Ijams Secretary.

John W. Garrett, Esq., President of the company, presented the forty-sixth annual report for the fiscal year terminated 30th September last. The report was then read by the Secretary, after which, no other business being presented, the meeting, on motion, proceeded to the election of Directors to serve for the ensuing twelve months. Messrs. Miles White, Wm. J. Albert and Horatio L. Whitridge acted as Judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 39,361 shares, viz: Johns Hopkins, Samuel W. Smith, John Spear Nichols, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, Wm. W. Taylor, Sam'l Kirby, Francis Burns, John King, Jr., G. A. Von Lingen.

The members elected are the same as for the preceding year except that Mr. G. A. Von Lingen fills the place of Mr. Allen A. Chapman, resigned.

The report shows that the revenues of the Baltimore and Ohio and its branches for the fiscal year were $13,614,876 26, being an increase over the previous year of $1,057,366 84.

The full report is being printed in pamphlet form, and will be ready for distribution at an early day.

☞ The Lancaster (Ohio) *Eagle* says that a preliminary survey of the proposed railroad, from there by way of old Straitsville, to the Sunday Creek coal fields, is now being executed. If the line proposed shall prove reasonably favorable, a strong effort will be made at once to put the enterprise on its feet. This will form part of a line from Dayton, and also of one from Springfield to the great coal basin—the two lines uniting in the northern part of Pickaway county, and thence together through Lancaster to Ferrara.

Chesapeake and Ohio Railroad.—the Kanawha Coal Fields.—Splint Coal.

The opening of the Chesapeake and Ohio Railroad, which will soon take place, is producing quite a stir among the coal and iron makers. The Pittsburg *Commercial*, of November 12th, contains the following on "splint coal" of interest to the coal and iron interests:

The discovery of splint is not new. This peculiarity of coal on the Kanawha has been known forty years. It is a most valuable variety of mineral coal for the manufacture of iron and steel, being nearly free from sulphur, and does not cake in the furnace. It possesses a high percentage of carbon and little ash, and is the only fossil coal that can be successfully introduced into the Bessemer furnace. In a word, it is a complete substitute for vegetable charcoal. In view of the accumulating difficulties to your iron manufacturers and coal shippers, why do not some of your large operators go down into Virginia? I have visited the Kanawha coal field, embracing over 8,000 square miles, examined many mines and the quality of coals, and unhesitatingly pronounce that the best field now open to capitalists. It is accessible; the veins above water level; seams from four to ten feet in thickness; and coal of the finest qualities. It is manifest Pitsburg coal interest in the Southwest cannot long be made remunerative. Mr. Walton, in his remarks before the Cincinnati Coal Exchange, a few days since, states that the Pittsburg shipper paid for coal in the barge, at Pittsburg, about 11 cents per bushel. This statement was made in the face of the offer from Indiana to furnish the city 10,000,000 bushels annually from the Brazil block coal mines at 12 cents per bushel. Supplies from either source—the Monongahela or Wabash—are impracticable, in competition with the mines of West Virginia, on the Kanawha, Coal, Guyandotte, Water pot, or Sandy. It has been estimated that coal can be furnished at Cincinnati and Louisville from the Kanawha, yielding a decided profit, cheaper than the mineral can be loaded into barges at Pittsburg, and the statement of Mr. Walton confirms the declaration. Why, then, will Pittsburg coal operators permit this fine field to be occupied by other capitalists, thus depriving them of and driving them from the Southwestern trade? Coal lands of first quality can be purchased on the Kanawha and tributaries at prices varying from $15 to $30 per acre, bearing splint, bituminous and cannel coals. Transportation from the Kanawha is generally from three to five months longer than the Upper Ohio. But, independent of water transportation, a great

through line of railway is about to be completed. The Chesapeake and Ohio R. R. is now virtually finished. The last contracts have been completed for grading, bridging, tunnelling, &c. The track is about ready for iron. Soon we shall see this really great enterprise carried through, and the prophetic vision of Washington realized. This road traverses the great Kanawha coal fields from Saull's mountain—the initial point of the vast basin—to the city of Huntington, on the Ohio, nine miles above the mouth of the Big Sandy. Coal can, at all seasons, be carried from Soap Creek, Cabin Creek, Elk, Coal, Mud, Guyandotte and other important streams, striking the Ohio 335 miles below Pittsburg, beyond all devious navigation; buyers can freight it to Cincinnati in a few hours. By the completion of the Kentucky Shore Railroad, or the Hillsboro route, unbroken transportation by rail can at all times be secured. Coal can now be secured on the Kanawha at $3 50 per 100 bushels. It can be carried to Cincinnati by January, 1873, and sold at from $9 to $10. By increased facilities the cost can be materally diminished. The splint must become a substitute for coke in home manufactures. It can be brought to Pittsburg and sold at a profit in competition with Youghiogheny coke. Coal on the Monongahela and Youghiogheny is too valuable to be charred into coke. It will all be required for domestic uses.

Western and Atlantic Railroad.

The Atlanta correspondent of the Savannah *News* remarks, concerning the lease of the Western and Atlantic Railroad, that it is now believed it will not turn out to be so good a thing as the lessees supposed. A railway man of intelligence and integrity, who was in Chattanooga, recently, says he did not see one freight car there from Nashville or Louisville; whereas, heretofore the track was crowded with trains from those points. The completion of the South and North Road to Montgomery has diverted the entire Western business of Alabama from the old route over the State Road, and to that extent the freight and passenger traffic on that road has been curtailed. Nearly all the western business of Alabama—its heavy shipments of corn, wheat, bacon, hay, horses, mules, &c.—formerly passed over the Western and Atlantic Railroad, and contributed largely to its profits. The loss of that business must materially diminish the revenue of the road, and thus depreciate the value of the lease itself. The completion of the Air-Line Road from this city to Charlotte, N. C., will also have an injurious effect upon the business of the State Road. Shares in the lease do not rate so high now as they did a few months ago.—*Augusta (Ga.) Chronicle.*

Cleveland Bridge and Car-Works.

The proprietors of these extensive works are Messrs. McNairy, Claflen & Company, who have an established reputation throughout the country for the superior quality of their work in bridge and car construction. Their freight-car department is fully occupied in the building of 500 cars for the United States Rolling Stock Company, a portion of which are broad gauge; and also 50 fruit-cars for the Merchants' Dispatch freight line. A variety of work is under way in the street-car shop, including caboose, ore, hand, and street cars. Large numbers of the latter class are made at these works and shipped to all parts of the country. They are light and strong, and have the indispensable requisite of riding easy, an advantage which they possess over those made elsewhere. It is no uncommon thing for some of these cars to carry from ninety to a hundred passengers with room for more, the accommodations of course not being in all respects quite equal to those of a parlor coach. The company have more bridge-work in hand then they ever had before at any one time, and it will be necessary to keep the machinery moving day and night the whole winter, in order to execute the contracts already booked. —*National Car Builder.*

Washington Territory.

The shores of the Puget Sound basin, in Washington Territory, are covered by dense forests of Oregon pine or fir, invaluable for shipbuilding and other purposes. The western part of Washington Territory, it is estimated has 15,000 square miles of heavily timbered lands, yielding 30,000 feet of merchantable lumber to the acre. The shipments of fir from the Puget Sound district, in 1869, amounted to 136,692,512 feet, and for the first six months of 1872 they amounted to 118,856,651 feet, giving an estimated trade for the twelve months of this year of 237,713,122 feet. Puget Sound is a great land-locked harbor, having a shore line of 2,000 miles, indented with bays, channels and inlets, in every direction. The water is very deep, and the shore is bold, so that ships can make fast alongside the saw-mills, and timber is frequently run from the saw to the hold of the vessel.

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$210,043 42	$192,407 00
" freight	293,437 57	335,108 41
" express	15,418 03	15,219 26
" mail	10,500 00	10,308 33
" rents and storage.	5,370 90	13,421 20
" telegraph	.....	215 13
" mileage account	3,403 31	.....
Total earnings	$538,173 23	$566,679 33
Expenses viz:		
Running road	$82,313,30	$86,697 32
Repairs and renewal of track	137,200 75	88,229 05
Repairs and renewal of structures	14,701 05	15,998 55
Repairs of machinery and cars	48,555 44	67,452 91
General expenses	85,205 33	89,655 61
Total expenses	$368,015 87	$348,033 44
Net earnings	$170,157 36	$218,645 89
Interest and taxes	111,147 59	99,085 84
	$59,009 77	$119,560 05
Appropriation to Sinking Fund	29,987 00	29,950 75
Balance	29,022 77	$89,609 30

The receipts from all sources during the year (including $3,385 92 from sale of real estate) were $570,065 25; and the expenditure were:

Operating and maintaining road	$348 033 44
Interest on bonds and loans	90,000 59
Taxes	9,085 25
Appropriation to sinking fund	29,950 75
Construction	7,469 96
Equipment	44,036 28
Increase in wood and supplies	529 61
Decrease in liabilities	$41,369 12
Less decrease in assets	409 75
	40,959 37
Total, as above	$570,065 25

The gross earnings for the year were $566,679 33, being $28,506 10 in excess of the earnings of last year. The working expenses, including all repairs and renewals, are $348,033 44, being $19,982 43 less than last year, and the net earnings $218,645 89, showing a total gain in net earnings of $48,488 53. Deducting from these earnings the sum of $129.036 59 paid for interest, taxes, and the stipulated appropriation to the sinking fund, there remains as surplus $89,609 30, of which $51,506 24 has been expended on construction and equipment, and the remainder in the payment in full of the floating debt.

The increase of capital account has been chiefly for additional equipment; one Engine, one Baggage and Mail Car, twenty-five Compromise Box Cars and twenty Coal Cars, having been added during the year.

The total cost of the property to date is as follows:

Construction	$2,439.897 66
Equipment	439,850 20
	$2,879,747 86

Which is represented by—

Common stock	$1,044,252 93
Preferred stock	100,000 00
Bonds outstanding	1,127,000 00
Earnings expended	608,494 93
	$2,879,747 86

The road bed and structures are in good condition. 3,000 feet of additional sidings have been laid down, 55,000 cross ties have been purchased, of which 46,000, equal to 17 miles had been placed in the track at the close of the year; three and one-fourth miles of rail have been taken out and renewed with re-rolled rail of a heavier pattern, and 454 rails have been repaired at our shops; 2,200 car loads of gravel ballast, equal to 13,200 cubic yards, have been placed on the track, and eight small trestle bridges have been filled up with earth and masonry. Six othef are now being filled and will shortly be completed.

The safety of our Passenger Trains has been greatly increased by placing the Miller Platform and Westinghouse Air Brake on our entire Passenger Equipment, at a cost of something over $10,000. Extensive repairs have been made on our passenger coaches, and one new baggage, mail and express car has been built at our shops, and the others re-modeled with raised roofs.

One new freight engine, twenty-five box cars, and ten coal cars have been purchased during the year, and ten coal cars built at our shops. In addition to these a large number of freight cars have been re-built, and five box, one coal, and six construction cars have been torn up, and new cars built to replace them.

The rolling stock of the road is now as follows: 17 engines, 10 passenger coaches, 1 paymaster's, 5 baggage, mail and express, 6 caboose, 79 local freight box, 71 compromise box, 30 Platform, 74 coal, 10 stock, 10 construction, 34 hand and 26 push cars.

The train service for the year is as follows:

Passenger trains	156,696 miles.
Freight trains	176,629 "
Construction trains	26,190 "
Total	359,515 miles.

—showing a decrease by passenger trains of 5,505 miles, an increase by freight trains of 32,673 miles, and a decrease by construction trains of 13,385 miles, making a total increase for the year of 13,783 miles.

The number of freight cars hauled during the year is:—

Loaded cars	25.361	Mileage	1,526,719
Empty cars	14,999	"	581,539
	37,860		2,108,258

—being an excess of 2,986 loaded, and 3,187 empty cars, and of 248 858 miles run, over last year. The tonnage of freight carried amounts to 208,800 tons, an excess over last year of 28,800 tons, with an increase of revenue from this source of $41,670 84.

The number of passengers carried is 146,036 exclusive of commuters, which is 9,759 less than last year, with a decrease in revenue of $17,636 42, resulting chiefly from the opening of the direct line Evansville to St. Louis, via St. Louis and Southeastern Railway, early in the year, which at

once took from us nearly all the travel between Evansville and the West.

The direct line between Terre Haute and Chicago was completed early in January, and this line has felt its favorable influence in the freight department.

Difficulties apparently unavoidable, have so far prevented the running through passenger trains between Evansville and Chicago, but it is believed that they are now overcome, and arrangements are being perfected to place through trains, with sleeping cars attached, on the line at an early date, probably before the close of the present month, thus opening a new route, shorter than any other between Nashville and Chicago.

Our Southern Connection, the Evansville, Henderson and Nashville Railway, while giving us but little business for the North or East, has proved a valuable outlet for the movement of grain, hay, and other Northern products, over our road, for consumption in the South. Our business in this direction during the past season was large and profitable, although seriously crippled by the inability of Southern Lines to move the freight offered. It is from this source, from the great activity in grain freights generally since the harvest, and from the increase in coal traffic, that the large increase in freight tonnage and revenue has been realized.

Arrangements are now being perfected for transferring cars to Henderson without breaking bulk, which will materially lessen the cost of transfer, and as the Evansville, Henderson and Nashville Railway is being furnished with a large amount of additional equipment, both engine and cars, we may reasonably expect to control hereafter our full share of Southern business.

Pursuant to orders of the board an additional section of four stalls is being added to the brick engine house of the company, at Evansville, and is now nearly completed. A brick store room and office for the Master Machinist is also being built at Evansville, and a commodious brick car house at Terre Haute. Both will be ready for winters' use.

Twenty-seven bonds of $1,000 each, have been redeemed by the Sinking Fund during the year, making a total of 113 bonds redeemed to date. The sinking fund still holds the balance of the annual appropriation, for the purchase of 5 additional bonds,so soon as presented for redemption.

In June last, a well guarded lease of the Rockville extension of this road, advantageous to both the contracting parties, and terminable in one year after notice given by either party after July 1st, 1873, was made by this company to the Logansport, Crawfordsville and Southwestern Railway Company, which lease was duly ratified by our stockholders, and took effect July 1st, 1872.

Our road and equipment have been well maintained, and we have enjoyed the same provident care over our trains and passengers, always so conspicuous in their security from serious accident.

Too much praise cannot be awarded to the officers and employees of the company in general, for their efficiency and faithfulness in the discharge of their duties during the year.

GENERAL BALANCE SHEET, Aug. 31, 1872.

Construction of road		$2,439,897 66
Equipment		439,850 20
Real estate		6,649 29
E., T. H. & C. R. W. stock		10,000 00
Fair Ground stock		1,000 00
Fuel on hand	$13,000 00	
Supplies at shops	23,378 14	
		36,378 14
Sinking fund unexpended		5,443 60
Cash	$6,954 42	
E., H. & N. R. R. bonds, $8,000 cost	6,800 00	
Bills & accounts receivable	7,366 61	
Due from other lines	22,633 46	
" " agents	13,862 38	
		57,116 87
		$2,996,335 16
Capital stock paid in		$1,004,121 13
Fractional scrip		7,320 53
Unclaimed stock dividends		32,811 27
Preferred stock		100,000 00
Seven per cent, bonds, main line	$1,090,000 00	
Less redeemed by sinking fund	113,000 00	
		977,000 00
Rockville division bonds		150,000 00
Accounts payable	$4,947 09	
Due other lines	15,682 88	
		20,629 97
Income account:		
Earnings expended in construction	$608 494 93	
Balance of account	95,957 33	
		704,452 26
		$2,996,335 16

President.—JOHN INGLE, JR.,

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, J. E. Martin, Evansville; L. S. French, Patoka; J. W. Maddox, Vincennes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, W. R. McKeen, J. H. Turner, W. K. Edwards, Terre Haute; G. K. Steele, Rockville.

Secretary and Treasurer.—J. E. MARTIN.

Superintendent.—L. PEARSON.

The Virginia State Debt Coupon Cases.

It was agreed on Saturday, the 16th inst., by counsel that the Virginia state debt coupon cases should be submitted to the State Supreme Court on printed briefs, already filed, as soon as all the judges were present. The following history of these cases is from the Richmond *Enquirer*:

The Legislature of 1870-'71, undertook to settle the public debt of Virginia by funding the old debt, on much of which interest had not been paid for many years, by issuing new bonds for two-thirds of the old debt, and giving a certificate for the other third, that it would be paid in accordance with such settlement as should be hereafter made with West Virginia. The old creditors were offered a special privilege if they would surrender their old bonds and take these new ones. They were asked to extend the time of payment by making the new bonds payable in thirty five years, and also to defer all claims for the one-third until West Virginia had settled. In consideration of the creditor doing this, the Legislature offered to give him a new bond, the coupons on which should forever be receivable for taxes and all demands due the State. The holder of this bond was thus secured in the payment of his interest; for, if the State failed to pay it, he could sell his coupons as fast as they became due to the taxpayer, who could pay his taxes with them. The bondholder was thus offered a new bond for two-thirds of his debt, the payment of interest on which was secured. A great many of them accepted this offer, and out of forty-five millions of bonds thirty-three millions came in, and new bonds, to the amount of twenty-two millions, were issued for them for the two thirds, and eleven millions of deferred certificates for the other third.

These new bonds are known as Virginia consols. There are fifteen millions of coupon bonds, the coupons on which are considered as receivable in payment of taxes, and seven millions are registered and have no coupons. The Legislature of 1871-'72 was dissatisfied with this law, and passed another act forbidding these coupons from being received in payment of taxes. Whereupon the bondholders claimed that this last act was unconstitutional, because, they say, Virginia had made a contract with them if they would give her further time to pay, then she would secure the payment of interest on two-thirds of the old debt by making these coupons recivable for taxes. Counsel were employed, who sued out a mandamus in the case of Smith, before Judge Wellford, of the Circuit Court of the city of Richmond, to compel Wright, a sheriff, to receive coupons in payment of Smith's taxes. Judge Wellford decided the act of 1872 unconstitutional, and issued the mandamus to the sheriff, from which Mr. Attorney General Taylor appealed for the Commonwealth.

About the same time a motion for a mandamus was made in the name of Antoni against Wright, to make him receive also coupons in payment of his taxes. The causes were set for the Wytheville term of the Supreme Court, last June, but were continued until this term, and are now before the court for decision. Attorney General Taylor for the Commonwealth, and Ould & Carrington, Page & Maury, Johnson & Royall for petitioners.

Railroad from St. John to Halifax.

The flourishing ports of St. John, New Brunswick, and Halifax, Nova Scotia, have at length been united by railroad communication. The line forms a portion of the Intercolonial Railroad, the construction of which was undertaken by the Dominion Government, in accordance with the terms of the Confederation. The road has not been executed without overcoming engineering difficulties of the most formidable character, an idea of which may be gathered from the fact that a single tunnel and embankment consumed more than two years in construction, all the men that could work to advantage being engaged on them. The length of the line is about 280 miles, and consists of three divisions—the western, central, and eastern—the western division consisting of the road between St. John and Shediac, the central from from Paiosec to Truro, and the eastern from Truro to Halifax and Windsor. The chief offices and workshops are located at Moncton.

☞ The Philadelphia *Ledger* of 18th inst., reports the net anthracite coal tonnage for the week ending on the 9th inst., from all sources, at 404,848 tons, and for the year 17,178,299 tons, against 13,431,556 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,746,843 tons. The production of bituminous coal for the week was 56,917 tons, and for the year 2,226,215 tons, against 1,925,429 tons to the corresponding time last year—an increase of 296,886 tons. The total production of all kinds of coal for the week was 461,765 tons, and for the year 19,404,614 tons, against 15,356,985 tons to corresponding time last year, showing an increase of 4,047,629 tons.

☞ The surveyors of the Philipsburg, Farnham and Yamaska Railway have completed the survey of the proposed line. The total length of the road from Missisquoi Bay, Philipsburg to the St. Lawrence, opposite Three Rivers, is 101 miles. The track will run through a fertile agricultural and, generally speaking, level country, and it is estimated that this road can be built and equipped for about $10,000 a mile upon the narrow gauge (three feet) system, or a total cost of $1,000,000. It is believed by the directors that no insuperable difficulties lie in the way of procuring that amount.

☞ The County of Prince Edward has granted a bonus of $87,200 in aid of the proposed Prince Edward County Railway, to run from some point on the Grand Trunk through the County of Prince Edward, Ont., to a point which is, we believe, not finally decided upon.

Bridge over the Mississippi River.

AN ACT to authorize the construction of a bridge, and to establish the same as a post-road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, having authority from the States of Iowa and Illinois, to build a bridge across the Mississippi River at Fort Madison, Iowa, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point, under the limitations hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is nesessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

Section 2. That any bridge built under the provision of this act may, at the option of the company building the same, be built either as a pivot draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken or continuous spans, it shall not be of less elevation in any case than fifty feet above high water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length; and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a pivot draw-bridge, the same shall be constructed with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, if the proper location of the draw over the channel will admit spans of this width between it and the shore, and said spans shall not be less than thirty feet above low-water mark and not less than ten above extreme high water mark, measuring to the bottom chord of the bridge: and the piers of said bridge shall be parallel with the current of the river where said bridge may be erected: *And provided also*, That said draw shall be opened promptly, upon reasonable signal for the passage of boats; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge; and the United States shall have the right of way for postal telegraph purposes across said bridge.

Section 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the structure herein authorized shall be built under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said person or persons, company or corporation, shall submit to the Secretary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as ma ybe required for a full and satisfactory understanding of the subject; and until the said plain and location of the bridge are approved by the Secretary of War, the bridge shall not be built; and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or before the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river. And the authority to erect and continue said bridge shall be subject to revocation or modification by law whenever the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Section 6. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, without expense to the United States, is hereby expressly reserved.

Approved May, 25 1872.

Railways of the United Kingdom.

The annual returns relating to the railways of the United Kingdom are now as complete as they can be made. They are no longer made out by the Board of Trade from the half yearly statements of accounts laid before the shareholders, as, under the act of 1871, every company is required to make a special return upon a form provided for the purpose. In three instances the board had to institute proceedings for the recovery of penalties before they could obtain compliance with the act.

The capital raised and received amounted at the close of the year 1871 to £552,680,107. It is made up thus—ordinary capital, £230,250,152 guaranteed, £64,555,255; preferential, £108,496,620; debenture stock, £67,282,535; loans, £82,095,545. At the end of the year 1871 the capital received in England and Wales amounted to £461,368,616, and the net receipts in the year (after payment of working expenditure) were £21,995,582; the companies of Scotland had received capital amounting to £64,282,911, the year's net receipts being £2,653,543; the companies of Ireland had received £27,028,580 capital, while the year's net receipts were £1,090,795.

The net receipts of the United Kingdom in 1871 were, therefore, £25,739,920, or 4.65 per cent. on the total capital raised.

The length of line constructed was stated in the return issued last year as 15,537 miles at the end of 1870: the present more trustworthy returns show that at the end of 1871 the length was 15,376 miles—viz., 10,850 in England and Wales, 2,588 in Scotland, 1,988 in Ireland. The Board of Trade summary states the capital received as averaging £35,944 per mile constructed; but that is without distinguishing between double and single lines, and allowing no more for one than the other. The close of the year 1871 saw England and Wales with 6,799 double and 4,051 single lines; Scotland with 1,043 double and 1,495 single lines; Ireland with only 496 double and 1,492 single lines.

In the course of the year trains traveled 179,075,894 miles; trains of English railway companies, 147,419,872 miles; of Scottish, 23,010,976; of Irish, 8,645,046 miles. The numbers of miles run respectively by passenger and by goods trains were about equal in the English returns; the Scotch show a greater number of miles run by goods than by passenger trains; the Irish show passenger trains running more than double the number of miles run by goods trains. The result for the United Kingdom is to leave the numbers nearly equal.

The trains carried in the year 1871 no less than 375,220,754 passengers—viz., English, 328,552,946; Scottish, 31,119,874; Irish, 15,547,934 passengers. Only 35,642,199 passengers traveled first-class, being less than a tenth of the whole number; 81,021,940 traveled second-class—above a fifth of the whole number; 258,556,615 traveled third-class—nearly seven-tenths of the whole number. But this statement of the number of passengers is exclusive of the holders of season or periodical tickets, who were 188,392 in number; there are no *data* for estimating how many journeys these took in the year, unless any be found in the statement that the total fares paid by them in the year amounted to £781,778, or about 83s. per person for all his journeys put together.

The year's receipts from first class passengers amounted to £4,148,108, from second-class £5,167,535, from third class £8,115,304, and receipts amounting to £3,853 were not classified; the total receipts from passengers, with the season ticket holders included, amounted, therefore, to £18,216,578. There was also received in respect of passenger trains £1,806,802 for excess luggage, carriages, horses, dogs, parcels, &c., and £599,200 for mails, bringing the passenger receipts up to £20,622,580.

The goods traffic comprised 67.142,234 tons of general merchandise and 102,222,464 tons of minerals. This last number is constituted of 81,412,357 of minerals carried by English railway companies, 20,337,781 by Scottish, but only 472,326 tons carried by Irish companies. The receipts from goods traffic amounted to £26,484,978—viz., £15 418,171 for general merchandise, £1,037,554 for live stock, and £10,029,253 for minerals. To this statement of receipts from passengers and goods must be added £1 785,222 received from rents, tolls, navigation, and miscellaneous sources. The gross receipts of the year are thus brought up to £18,892,780. This amount is reduced to little more than half—viz., to £25,739,920, the net receipts, by the deduction of working expenses, which amounted to £23,152,860, or about 47 per cent.

The English companies show 47 per cent. expenditure, reducing their gross receipts of £41,383 065 to a net sum of £21,995,582; the Scottish had a working expenditure of 49 per cent., reducing their £5,237,329 to £2,658,543; the Irish had a working expenditure of 52 per cent., reducing their £2,272,386 to £1,090,795.

The chief items of the year's working expenditure are as follows for the United Kingdom:—Maintenance and renewal of way, works, &c., £4,457,625; locomotive power, £5,933,489; repairs and renewals of vehicles, £1,981,771; traffic charges (coaching and merchandise), £6,658,080; rates and taxes, £953,753; Government duty, £520,555; compensation for personal injury, £312,334; compensation for damage and loss of goods, £141,288; legal and parliamentary expenses £251,980; navigation expenses, £520,814; the remainder consists of £951,776 for general charges, and £469,395 for miscellaneous working expenditure. Of the total receipts of the companies, 8.65 per cent. arose from navigation, rents, tolls, and miscellaneous sources; the remaining 96.35 per cent. was constituted thus—42.18 per cent. from passenger traffic and 54.17 per cent. from goods traffic.

The ratio of passenger traffic to goods traffic is far from being the same in the three kingdoms. The English companies received £17,450,447 from passenger trains and £22,891,947 from goods trains; the Scottish, £1,919,603 from passenger and £3,121,882 from goods trains; the Irish £1,252,530 from passenger and £971,149 from goods trains. These, the gross receipts from passenger and from goods trains, amounted in the year to £3,063 per mile of railway, and to 5s. 3d. per train mile.—*London Railway Times, Nov. 2.*

Texas and Pacific Railroad.

Col. J. M. Eddy, of the Texas and Pacific Railroad, furnishes the Jefferson (Texas) *Times*, of the 23d ult., with the following information:

The company has already spent over a half million in money in Jefferson.

The orders of the various railroad companies are large, and the merchants ought to endeavor to secure a portion of this trade. One bill alone, ordered by telegraph, comprised of 5,000 barrels of flour, 250 barrels beans, 150,000 pounds sugar, 150,000 pounds coffee, 5,000 sacks corn, 5,000 of oats, 5,000 bales of hay, 200,000 pounds bacon. A very small effort and a little management might bring this trade, or a large portion of it to Jefferson.

The work is to be prosecuted with great vigor.

Five hundred miles of tieing and bridging have been put under contract, and the contractors are doing their full duty, showing that they understand fully what is expected of them.

Track laying will commence in five different places before January, 1873; Longview, west; Dallas, east; Jefferson, north and south; Sherman, east.

Fifteen thousand mechanics and laborers are en route to work on this road, and excellent wages will be paid.

Two hundred miles of iron are on the way, seven engines and three hundred cars.

The gauge of five and a half feet will be changed to four feet eight and one-half inches as soon as iron can come up Red River. The iron is now at New Orleans and at the mouth of Red River, waiting for water.

A contract for a telegraph line from Longview to Dallas has been let, and a large force is now on the work. A line also from Marshall via Texarkana has been let, and work commenced yesterday. J. H. Creighton is the builder on the north line. He is considered one of the best telegraph men in the United States.

The first invoice of "ye heathen Chinee" will arrive on the ground within six days. A contract for ten thousand of these laborers has been made.

Red River, though low, has not cut off the railroad supplies, as one hundred teams are between Monroe and Shreveport; and the first mule trains, loaded with railroad supplies, arrived in Shreveport on the 22ult. A very large mule train is also now between the end of the Missouri, Kansas and Texas track and the depot at Sherman.

This railroad has bought largely at Galveston, and has established an extensive depot at Dallas. The company has its own cars and engines at Corsicana to carry material, and is erecting derricks, etc., to transfer material from steamers at Shreveport to supply the interior. The track has been extended at Shreveport through the largest warehouses. Ten thousand tons of railroad material have been ordered, and is now en route to the different depots.

The *Railroad Journal* has, in a late number, an article on this great enterprise, which shows how much attention it is attracting throughout the country since Col. Scott took hold of it. The *Journal* says:

"We are now able to state that five hundred miles of road will be under contract within thirty days, and will be open to travel before July next. The divisions of the road which are to be completed by the time mentioned are as follows: 1. A division west from Dallas to Fort Worth, Tarrant Country, Texas, a distance of 155 miles. 2. A branch north from Marshall to Texarkana, a distance of 65 miles. 3. A division from Texarkana west to Fort Worth, a distance of 224 miles.

"From the above it will be seen that Fort Worth is that point on the trunk line from which diverge its eastern branches or outlets; one the distinctively southern branch leading to a connection with the Vicksburg line, and the other tending northward making a direct connection with Mississippi, Ouachita and Red River and the Cairo and Fulton Railroads at Texarkana, a point on the boundary of Arkansas and the western terminus of these roads.

"We understand the Arkansas roads referred to are in a very forward state, and can be completed by the time the Texas divisions of the Texas and Pacific are opened.

"The Cairo and Fulton will be opened to Little Rock some time this fall. This will leave a gap between Little Rock and Texarkana of only 145 miles, on which, however, no work has yet been done; but the company has abundant means and will unquestionably prosecute the work vigorously to its completion to the Texas line.

"On the Mississippi, Ouachita and Red River the work is in a more advanced state. On this road thirty miles of track are laid and eighty-five miles of road are graded, leaving less than fifty miles of road-bed to be graded to make the work continuous to the starting point of the Texas Pacific Railroad."

The above from the *Journal* is good as far as it goes; but it is well understood, as Col. George Williamson stated when there, that Col. Scott considers New Orleans to be the terminus of the Texas and Pacific Railroad, and is exceedingly desirous for the road from New Orleans to Shreveport to be built in time to meet the great transcontinental road there.

Louisville, Cincinnati and Lexington R. R.

Dr. Norvin Green having resigned the presidency of the Louisville, Cincinnati and Lexington Railroad Company, we are pleased to learn that Gen. John Echols, of Staunton, Virginia, has been elected to succeed him in that important position. Gen. Echols is a gentlemen of high reputation and commanding abilities, and will bring to the fulfillment of his new duties the invaluable experience of many years spent in civil engineering, and as a prominent and active officer of the Chesapeake and Ohio Railroad Company, of which we believe he is still a leading director. The intimate connections, already in great part consummated between the Chesapeake and Ohio, and the Louisville, Cincinnati and Lexington, roads make General Echols' promotion under the circumstances, peculiarly appropriate.—*Frankfort Yeoman.*

☞ The Mansfield and Tuscarawas Valley Railroad Company, has been organized with a capital stock $50,000, to build a railroad from Mansfield, Ohio, through Richland, Ashland, Holmes, Coshocton and Tuscarawas counties, to Newcomerstown. The corporators are Henry H. Sturges, J. H. Cook, Lyman B. Matson, Z. S. Stocking and Barnabus Burns.

☞ The Shawnee and Millerstown Railroad Company has been organized to construct a railroad through Perry county, Ohio, between Millerstown and Shawnee City. The capital stock is $300,000. The corporators are James W. Taylor, H. L. Anderson, Wm. L. Anderson, W. H. Wilmot, W. H. Beaumont, J. W. Carter and Allen Miller.

☞ The contract for the construction of the extension of the Boston, Barre and Gardner Railroad from Gardner to Winchendon has been awarded to Mr. N. B. Farren, a well known railroad builder. The price is $25,000 per mile. The work will be begun at once.

☞ The Poughkeepsie *Press* reports that the Dutchess and Columbia Railroad is doing considerable business at present in the way of transporting ore from the beds in Connecticut. The ore to the extent of eight car loads per day is shipped direct to Dutchess Junction.

☞ The traffic receipts of the European and North American Railway for the month of October, 1872, were $33,834 20, against $27,882 57 in October, 1871, and $22,566 98 in October, 1870.

$5,000,000.

SAFE AND PROFITABLE INVESTMENT.

THE

CHICAGO AND CANADA SOUTHERN

First Mortgage Sinking Fund

THIRTY YEARS'

7 PER CENT. GOLD BONDS

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically STRAIGHT AND LEVEL, and SHORTER by THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,
Bankers, No. 27 Pine Street.

Leonard, Sheldon & Foster,
Bankers, No. 10 Wall Street.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	668,270	566 080	532,557	511,854	609,788	579,642	535,360	467,559	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	.....	....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	416,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1.000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,645	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	327,538	318,626	354,766	366,960	378,493	.....	219,009	404,286	.....	428,598	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459.762	423,797	406,373	510,100	423,878	640,179	799,236	661.391	657,141	603,402	6,329.447
1865	571,586	528,972	616,665	516,608	460.573	617,682	578,408	747.469	739,786	641,589	643,887	518,088	7,181.208
1866	603,053	505,266	505,466	411,605	569,250	567,679	480,626	578.253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	628,383	661,780	601,126	555,087	684,589	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	559,617	563,598	620,228	718,102	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,176	547,988	636,373	641,410	616,680	768,256	759,967	863,746	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,151	96,388	103,378	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,483	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	113,178	119,650	115,115	118,572	137,341	166,191	175,458	172,567	169,820	1,600,714
1872	153,577	142,408	180,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	.....	.....	.....
Michigan Central:													
1865	306,824	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	493,640	414 604	308,660	4,260,115
1867	304,095	283,661	375,210	362,783	338,962	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	396,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363.187	326.891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,686	470,703	480,547	427,096	422,516	529,800	628,660	582,602	533,506	.....	.....
1872	505,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,145	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,208	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	464.590	330,400	420,951	460,288	630 844	678,923	586,531	525,647	724,732	1,040,102	801 195	495,563	7,250 069
1870	396.171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,318	791,014	529.758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,625	426,192	474,183	580,432	594,901	488,343	565,729	811,961	950,945	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.000	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,468	349,285	344,700	350,848	372,618	412,558	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	306 454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,066	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,978	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216.080	221,450	214,409	218,639	223,286	192,364	275,220	292,803	328,044	298.027	254.896	2,916,543
1870	196,787	218,284	253,065	270,984	248,266	249,987	211,219	300,971	318,957	356,187	316,054	250,471	3,188,137
1871	245,982	258,564	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,438,930
1871	212.005	219,504	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,606
1872	254,319	238,823	303,594	305,755	266,000	304,612	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1.032.149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	788,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,286	880.742	887,793	874,974	436,990	10.687,124
1867	500,488	634.561	703,618	836,603	965,258	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8.735.082
1869	479,286	525,490	755,438	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	814,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,148,309	899,258	9,642,177
1871	506,367	423,045	644,206	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177.364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	168,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,890	139,761	153,671	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	128,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,166	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,798	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,789	333,480	3,809,358
1868	278,712	265,137	267,800	286,925	260,529	293,344	283,853	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	296,279	318,699	340,892	348,633	322,756	466.431	508.043	451,294	425,687	516,618	4,454,464
1871	365.175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,808	434,465	614,175	.....	621,351	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	28,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528.529	500.139	589,238	706,603	802.586	746,450	643,058	644 051	728.521	719,698	570.168	505,053	7,654,094
1871	479.573	373,925	499,899	584.540	724.466	728,174	678,696	681,865	800,402	777,362	708,142	542,908	7,574,969
1872	273,936	594,116	565,861	699 430	690,442	825,450	743,882	790,567	803,754	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of Track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	....
Sept 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	657		100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	....
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	....
Sept. 30,'71	4.65			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25			Boston & West Roxbury.Mass.	58,133	41,000			2,500	2,348		100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,591		100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,757	34,200		100	100	....
Sept. 30,'71	14.50	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100	....
Sept. 30,'71	15.2	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	....
Sept. 30,'71	33.51			Cambridge (Boston).....Mass	740,904	740,000	150,000		63,091	60,091	13.5	100	100	101
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,1 3		100	100	....
Oct. 31, '71	7.25	302	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.35	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.6	50	46	....
Sept. 30,'71	14.82	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14 667		100	100	....
Sept. 30,'71	10.38	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000		698,241	179,551		100	100	....
Sept. 30,'71	1.70	5.	16	East New York & JamaicaN.Y.	259,668	175,800	52,700	1,632	26,554	5,460		100	100	....
Oct. 31, '71	1.68	18	3	Easton and S. Easton.....Pa.	25,962	29,562			9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	9.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in	opera.)		100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458		14,371	3,208		50	42	....
Oct. 31, '71	5.00	72	15	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000		41,167	7,504		25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	....
Sept. 30,'71	9.68	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000		362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	62	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	....
Oct. 31, '71	34.25	36	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,552	170,000	90,000	20,000	94,496	7,771		100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)		100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.15	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567		25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	264,295	123,540	137,000		85,554	27,659		100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,109		310,958	105,646	13.5	50	....	18
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530		4,500	32,185	2,182		100	100	....
Sept. 30,'71	11.02	283	38	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215		100	100	....
Sept. 30,'71	3.60			Malden and Melrose (Btn).Mass.	60,240	200,000						100	100	....
Sept. 30,'71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326				100	100	....
Sept. 30,'71	3.46			Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000		2,400	1,923		100	100	....
Sept. 30,'71	9.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,262			100	100	....
Sept. 30,'71	48.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000		455,566	905,066	153,192	10	100	100	62½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	....
Sept. 30,'71	42.24	177	53	Ninth Avenue (N.Y. City)N.Y.	1,000,000	797,320	167,000		117,331	6,768		100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000		5,059	7,887	293		100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	138,600		15,350	41,951	6,981		100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,000		1,920		100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,806	130,000	67,000	5,275	49,098	708		50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,600	188,000		30,051	898		100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000						100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500			33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Leased)		4.0	50	20	....
Oct. 31, '71	12.87	145	28	Phi'adelphia & Gray's Ferry.Pa.	289,127	290,176	6,500		120,395	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000		139,377	34,703	28.6	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham...Pa.	135,918	100,000	10,800	57,254	84,895	3,636		50	50	....
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809		100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City..... N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	....
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,016	158,100	63,300	6,000	45,834	36,700		50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000		67,140	17,102		100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,753	150,000	35,900	3,300	47,854	7,625		100	100	....
Oct. 31, '71	3.49			Schuylkill River (Phila.) ....Pa	47,463	50,000			(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,059,623	888,100	1,163,500		565,954	137,404		50	50	95
Oct. 31, '71	18.00	560	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300		434,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	108,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	5.35	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,930	100,100	12.5	100	100	130
Sept. 30,'71	4.03			Somerville (Boston).....Mass.	98,000	98 000				4,500		100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000			284,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562		100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	63,081	50,000		7,000	17,581	1,618		100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000			14,906	348		100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000		16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000			14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750			313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N.Y. City)N.Y.	3,001,241	1,170,000	1,916,000		1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700			173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992		100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	76,000	83,673	160,799	29,020		100	100	....
Sept. 30,'71	4.50			Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingh.)				100	100	....
Sept. 30,'71	——	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000		556,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012		100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000		19,345	4,487		100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750		17,507	7,404	756		100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000		111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	488	78	West Philadelphia.....Pa.	584,898	400,000	100,000		416,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000			23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush...N.Y.	428,600	300,000	125,000	3,600	17,070	609		100	100	....
Oct. 31 '71	2.38	12	4	Williamsport.....Pa.	38 625	15,000	6,000	22,213	10,436	2,734		25	25	....
Sept. 30,'71	3.25	——	——	Winnisimmet (Boston)....Mass.	62,162	51,650			3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	81,413	40,000	33,000	18,000	25,091	704		100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M.& N	1876	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1861	....
Central Park, N. & E. River: 1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Phila.): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1875	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M.&S	'74'5	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A.&O.	1875	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.& O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br., Morris'n & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Farm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Phila.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N.Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A & O	1885	....
Conv. bonds	315,000	7	M.& N	1900	....
Second and Third st. (Ph.): 1st Mortgage	88,700	7	J.& J.	1875	....
2d Mortgage	15,800	7	A.& O	1876	....
Sixth Avenue (N.Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Real estate	519,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	55,550	7	A.&O.	1890	....
Troy and Lansingburg: 1s. Mortgage	75,000	7	M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1883	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1s. Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage	28,000	7	.....	.....	.....
2d Mortgage	5,000	8	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	---- ---- ..
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	---- ---- ..
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	----------
Avon,Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	---- ----
Berkshire* 100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 3½
Boston and Albany 100	19,604,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	---- ----
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost.,Conc.& Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,683,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	---- ----
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,109,500	— & —	---- ----
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,000,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,950,550	— & —	Apl. '72 10s
" " pref... 50	429,040	M & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	3,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	1,130,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,981	F. & A	Aug. '72 5
Concord..... ... 00	1,500,000	M. & N.	Nov. '72 5
Concord and Porta.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A	Aug. '72 3
Connecticut Riv.....	1,000,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	---- ----
Cumberland Valley..... 00	1,325,000	A & O.	Oct. '72 4
Danbury and Norwal.. . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 00	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,500	— & —	---- ----
" " pref. 50	2,099,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,500	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,500	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	600,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	8,000,000	F. & A.	Feb. '66 4
" pref.....100	8,636,910	J & J.	July '72 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,540,000	J. & J.	July '72 4
Georgia 100	4,150,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.) 100	14,367,946	— & —	---- ----
Great Western, (Ca.)...100	19,237,404	A. & O	Oct '72 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	6,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,000,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	---- ----
" " pref. 50	218,350	J. & J	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,686,487	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	----------
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J	Jan.'66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*.100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	638,500	F. & A.	Aug.'71 5
Lawrence*..... 50	280,200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	----------
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	----------
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,108	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	800,000	M. & N.	Nov. '72 5
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Ning. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	July '72 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi...100	19,995,847	— & —	---- ----
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	---- ----
Panama..... 100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*..100	636,000	J & J.	July '72 4
Paterson and Newark*..100	600,000	J & J.	----------
Paterson and Ramapo*..100	248.000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	----------
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,560,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	587,500	— & —	----------
Rome, Watert. and Ogd..100	2,997,900	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	---- ----
" preferred..... 100	4,300,000	F. & A.	Aug.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,200,000	— & —	----------
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	800,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,100	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.)..... 100	317,550	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J & J.	July '72 4
Terre Haute & Indiana.100	1,968,150	J. & J	July '72 6
Tol., Peo.& War.1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,380,000	M. & S.	Nov. '72 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec.'71 8½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,00	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	---------- 2½
Baltimore City..... 100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F. Fy.(NY)100	900,000	— & —	----------
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City..... 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488.100	— & —	----------
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.'00	500,000	— & —	----------
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---------- 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... ...100	200 000	— & —	----------
Malden and Melrose..... .100	200,000	— & —	----------
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	197,320	— & —	----------
Orange and Newark..... 100	282,555	— & —	----------
Philadelphia City..... 50	760,000	J. & J.	July'71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	----------
Delaware Division..... 50	1,638,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000.000	F. & A	Aug. '72 6
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	----------
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... .100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,317,950	— & —	----------
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 50c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide-Water... 50	2,002,746	— & —	---- ----
Union..... 50	2,907,860	— & —	----------
" preferred 50		— & —	----------
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan.'66 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 ½
Brunswick City..... 100	1,000,000	— & —	----------
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	----------
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 8
Mariposa Gold..... 100	2,836,600	— & —	----------
" pref.....100	8,698,400	— & —	----------
" certif.....100	2,324,000	J. & J.	----------
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	---------- 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700 000	— & —	----------
" preferred ...100	4,300,000	— & —	----------
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	----------
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... ...100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Nov. 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,737,000	6	Jan. & July.	1880	116
.. ..coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,374,450	6	Jan. & July	1881	116
.. ..coupon	63,946,750	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	32,561,100	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon	236,175,500	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,448,550	6	Jan. & July.	1881	116
.. ..coupon	21,551,450	6	" "	1881	116½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s).....registered	33,366,400	6	May & Nov.	1884	112½
.. .. .. (5-20s).....coupon	36,566,100	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	36,748,450	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	119,867,400	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	59,036,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	152,370,350	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	90,771,100	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	225,740,250	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	13,696,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	25,042,900	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	139,419,850	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	55,147,450	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	127,435,450	5	F. M. A. & N.	1881	110
.. .. coupon	72,564,550	5	" "	1881	111
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	5,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	402,969,6.3	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), '866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,000,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0..0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	....
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	98
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,684):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,780,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	58
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	490,000	7.3	Mar. & Sept.	1899	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'72-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	6	" "	1890	....
.. Bonds to R. R. and Canals, 1854-'59....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,680,545	6	Jan. & July.	1885	103½
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($20,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	95½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	6	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1866.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,600	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,733,000	6	Jan. & July.	'72-'92	35
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	28
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	27
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'94	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,9..0):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,650	6	" "	'72-'77	102
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25½
.. .. '68.-'69.....	2,262,714	6	Jan. & July.	'87-'97	24
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	75
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	75
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($3 ,2,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0.	38
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,426	6	" "	'76-'87	42
.. Funded Interest sterling, 1867.....	486,250	5	" "	'76-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	90
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	871,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	95½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1895	84½
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	85½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	90
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) s.f. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	97
Chattel Mortgage	206,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Can.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	90
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	735,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Riv.)guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng & Cars $2,750,0 0)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	99½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1868	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	74
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1910	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109.500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	95
Company B'ds(Del.Lack.& W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,179,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	96½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
6th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	168,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tr.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1851	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1895	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	57
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896*	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1 65.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96½
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	96½
Mort. Nov. 1, 1868 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	99
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	94
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	1 ar	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	86
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	...
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
ouisville and Nashville:						
1st Mortgage (main l ne 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.40.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	92
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	87½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	....
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov.	" "	1902	....
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	Jan. & July	" "	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap (E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	101
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1860	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.)						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	73½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1868	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	89½
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	94
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	95
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.		8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1852	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,900	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,080,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1886	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	1,462,000	7	" "	"	1911	108½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	576,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,900	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Cl.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866.	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.)						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	85
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.)						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	649,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	95
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	96
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	26,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	76½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	93
Loan of 1889	856,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	" "	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	82
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	550,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1936	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1875	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1846	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,760,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1938	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	76,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1900	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage re-registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	96
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	99
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,679	6	Jan. & July.	"	1882	76
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1885	....
Boat and Car Loan	628,100	6	" "	"	1880	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	77
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	8*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	293,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	61.3	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,660,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.5	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.6	—	2.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	—	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	—	23.0	—	(Leased to Cheshire.)					—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,671	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	—	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	336	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	153
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	—	—	—	995,800	2,244,500	1,212,625	—	67.0	—	—	—	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	144
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	476,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	7½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	163,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	140½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	142.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	129
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88.957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	742	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0	—	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,068	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	—	(Leased and operated by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983.932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	890	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	—	—	3,507,500	3,507,500	—	—	190.0	—	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.8	1,609,941	249,396	320,574	2,406,840	1,111,881	10	100	113
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	† 39,234	55,889	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)					6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	686,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.6	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Water'n & Sack. Harbor. .N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	—	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,881	.....	487,452	654,322	202,575	—	50	38
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,020	271.7	3,766,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102
Jun. 30, 1871	187.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	—	—	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* †..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	—	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	6,366,380	11,426,267	1,234,906	.....	233.1	461 522	138,427	99,596	769,266	200,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,307	*	304,930	84,465	2,153,360	834,202	—	90,738	63.8	586,386	197,274	370,840	787,615	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley .....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	965,000	—	21.5	(Leased to Phila. and Reading.)					—	50	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. & E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,898	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,686	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	—	—	1,000,000	2,300,000	—	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,926,841	263,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	627,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	3,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	283	89	3,968	Grand Trunk ¶.....Canada.	95,665,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17.528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	33.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)			—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	31½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	38,159	—	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	3,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	142
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	10t	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	—	—	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,363	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	121½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Buri. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	600,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	—	11.0	11.380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	516 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840.000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs..Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	8	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,369	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug. 31, 1871	49.0	—	2.5	—	6	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Mis....Illinois.	2,300,000	—	—	—	1,000.000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	610.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P..O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	88½
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—	—	(Recently opened.)					—	100	....
Aug. 31, 1871	156.0	—	2.0	—	20	13	7	150	Lake Superior and Mississippi.....Minn.	7,081,869	*	—	—	—	5,125,000	1,700,000	—	211.0	.....	(Leased to Pittsb., Ft.W.& Chicago.)	429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—	—	14,682	285,050	355,000	—	8,290	21.5	(Leased to Pacific of Mo. at 45 p.c.—m)			442,000	—	100	....
															600,000	500,000										

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,960	903,946	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,218	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	3,210,616	—	—	—	1,000,000	—	—		—	(Leased	to New Y.	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	600,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	328,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	6	141	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainable	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	56.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,168,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	8	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central †	Md. and Penn.	11,484,745	3,049,049	201,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	79
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	732,774	187,741	8	100	115½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m			278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 446,971	217,215	2,823,400	750,000	784,387	648,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	122½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,267	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	35	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	153,412	388,837	1,027,699	347,867	6	100	69½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,877	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943		393.0	2,428,696	384,514	664,676	3,197,163	798,212	—	100	45½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	661,502	10	50	72
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,000	1,099,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.		(Under	construc	tion.)	1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,697,299	947,801	—	100	58
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.		(Under	construc	tion.)	2,425,000	1,071,000	.....		63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	—	—	250,000	—	—		—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—		34.0		(Construc	tion in pro	gress.)	245.662	5	100	135
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—		14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—		15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	180,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	363.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	132,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,066	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.2	—	11	8	8	106	Petersburg †	Virginia.	1,719,113	*	—	63,753	1,342,200	258,500	50,306	31,860	82.	168,592	34 953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,603,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,884	1,828,491	3,542,284	842,596	—	50	54½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	173
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,643,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	—	1,259,100	—	—	286.850	30.8	.....	1.276.762	663,196	1,398,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,689	105.1	1,065,517	1,608,033	348,216	2,678,866	1,069,943	8	50	110
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,037,305	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,585	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964.989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.6	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,288	18,663,000	.....		369.3	6,608,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—		—	(Lease	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,336	651,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	—	—	250,000	218,500	—		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—		51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1871	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	97½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	26	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830		....	40,208	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

									Providence and Worcester	R. I. & Mass.	1,674,043	557,747	138,706	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
																			97.0	164,046	28,994	69,167	348,423	144,146	6	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,708	121,493	2,000,000	300,000	110,094	81,892	48.3	464,672	1,398,891	452,266	329,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,143	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	604,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No returns furnished.)				—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,552	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	14
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	(No returns fuanished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,285,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	90
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,650	.....	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 20,	1871—No	returns.)		—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,000	155,259	6,633,800	3,250,000	338,427	—	....	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	103	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,639	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468 969	.....	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)			—	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	.....	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,986	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	5	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	231,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	15	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	.....	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	.....	.....	.....	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	3,000,000	.....	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	.....	.....	.....	2,667,600	1,624,000	.....	—	157.0	(No report	furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	.....	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	.....	.....	.....	1,000,000	2,250,000	170,328	—	66.0	338,420	611,784	67 077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	¶	3	88	Southern Central.....New York.	3,236,830	.....	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,868	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	600,000	265,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,095	—	66.0	.....	49,466	.....	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	.....	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently	opened	—No returns.)				—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	0	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	51.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,080	*	.....	.....	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	899,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,162	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,282	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	30
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,487	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	.....	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	123	103	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	124
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,813,651	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				—	100	64
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,089	244,819	150,376	562,238	162,372	2	100	82
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	262,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently	opened	—No returns.)				—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., Lacka. and	Western.)			7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,600	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	50	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia..... Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)		306,088	.....	.....	—	188.0	66,389	.....	364,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	*	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	208,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,689	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	188.0	143,269	13,340	42,987	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	152,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	137,517	—	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																							
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo s.	10	100	116
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	3,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	77
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003.800	110.000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,816	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,455,048	8,617,998	86,694	—	108.3	(Leased	to Phila. &	Reading.)		651,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144.099	37.303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	74
Catawissa,* pref. and guar....	2,200,000	7	7	85
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	88
Chemung, guar....	380,000	8	6	...
Cheshire, preferred....	2,017,815	7	3	79
Chicago and Alton, pref....	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	86½
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred....	1,822,100	6	6	90
Cumberland Valley, 1st pref....	241,900	8	8	114½
" " 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	84
Erie, preferred....	8,536,910	7	7	71
Evansville and Crawfordsville pref..	100,000	...	...	...
Hannibal and St. Joseph, pref....	5,078,224	...	...	50
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred....	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred....	190,750	7	3½	32
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred....	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	26
" " 2d pref....	4,051,744	6	...	14½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	...
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	74½
Mine Hill and Schuylkill Haven,* guaranteed....	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99½
Ohio and Mississippi, pref....	3,500,000	7	7	77
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	60
St. Louis, Alton and T. H., pref....	2,040,000	7	7	45
Sandusky and Cincinnati, pref....	445,566	6	6	48
Schuylkill Valley,* guar....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref....	1,700,000	7	...	....
" " 2d pref....	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar....	1,633,350	8	8	...
Morris, preferred....	1,175,000	10	10	128
Schuylkill Navigation, pref....	2,888,997	6	6	28½
Union, preferred....	.. ..	6	...	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774 400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	55 —	@ 56 —
Gartsherrie		53 —	@ 54 —
Glengarnock		50 —	@ 51 —
Eglinton		48 —	@ 48 50
Pig, American, No. 1		50 —	@ 55 —
Pig, American, No. 2		48 —	@ 51 —
Pig, American, Forge		41 —	@ 45 —
Bar, Refined, English and American		— —	@120 —
Bar, Swedes, assorted sizes	(gold).	120—	@130 —
		—STORE PRICES.—	
Bar, Swedes, 1½ x¾ & ¾ 1¼ x ¾ to ¼ & ½ sq. 1½ to 5x½ to ¾ & ½ to 2 sq. 6 to 12 x ¾ & ¼		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ½ to 1 in.		105 —	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		110 —	@ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ¼@3-16 inch		110 —	@152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	16 —	@ 17 —
Sheet, Single D. and T. Common		— 7	@ — 8
Sheet, Doubles and Trebles, Charcoal		— 8½	@ — 9
Sheet, Galvanized		List. 15 per ct.disc.	
Rails, English	(gold) per ton.	72 —	@ — —
Rails, American, at Works in Penna. c'y.		80 —	@ — —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$— —	@ 6 —
8d. and 9d. "		— —	@ 6 25
6d. and 7d. "		— —	@ 6 50
4d. and 5d. "		— —	@ 6 75
3d. "		— —	@ 7 50
Cut, 2d and 3d. Fine		— —	@ 8 25
4d. and 4½d. Sugar Box		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 35	@ — —
Straits	(gold).	— 30½	@ — 31
English	(gold).	— 31	@ — 31½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 11 —	@11 25	13 —	@ 13 25
I. C. Coke	10 —	@10 50	11 50	@ 12 —
Coke Terne	9 —	@ 9 50	10 50	@ 11 —
Charcoal Terne	10 —	@10 50	11 50	@ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 14½	@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 19	@ — 19½
Refined, Standard White (in ship'g order)	— 27½	@ — 27½
Refined, S. W. (in jobbing lots)	— 27½	@ — 28
Refined, S. W. (in tin)	— 32	@ — 32½
Naptha, Refined, (65 @ 73 gravity)	— 18	@ — 18½
Residuum	per bbl. — 12	@ — 12½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— —	@— 43
Copper, Bolts	— —	@— 45
Copper, Braziers' (over 16 oz.)	— —	@— 45
Copper, Nails	— —	@— 45
Copper, Old Sheathing, &c., mixed lots	— 26	@— 28
Copper, English Pig	— —	@— 28½
Copper, American Ingot	— 30½	@— 31

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50 @ 6 62½
German	(gold)	6 50 @ 6 62½
English	(gold)	6 62½ @ 7 —
Bar		— — @ 9 25
Sheet		— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Cns	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		15 — @— —
Liverpool House Cannel		21 — @22 —
Anthracite (by cargo)	per ton (of 2,000 lb.	5 — @ 5 75

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Canton Co	....	103½	103	....	105	
Central Pacific 6s	100	....	....	100	....	
Central of N. Jersey	102	....	....	....	....	
Chicago & Alton	....	....	109	....	109	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q	130½	130	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	83¾	83½	84	84½	83¾	95
" pref	87½	....	86½	87	86½	86¾
" 1st M	....	....	....	....	....	99
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac	107¾	107¾	108	107¾	107¾	108¾
Chi., R. I. & Pa. 7s, 1896	101½	....	102	102	102	
Clev., Col., C. and Ind	89	89	....	89	....	
Clev. & Pittsburg guar	88½	88½	....	87½	88½	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	102½	....	....	....	....
Col., Chi., & Ind. C	31½	31½	31½	31	31	31½
" 1 M	86½	86½	....	86½	....	86½
" 2 M	....	....	74	....	....	....
Del. & Hudson Canal	115	115½	....	116	116	116½
Del. Lack. & Western	95¾	96	97	....	....	97½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	50¾	50½	52¾	52¾	52½	53½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	94	....	....
" 4 M. 7s, 1880	92	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	94	....	....
" 7s, con. gold	....	95	....	....	....	....
Great Western 2d mort.	88	88	....	....	....	....
Hannibal & St. Joseph	31½	31¾	32	32	31¾	....
" pref	50	....	50	....	....	....
" 8s, conv	88	....	....	....	....	88
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	121	121½	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	88¾	87¾	88¾	88¾	88¾	88¾
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	27	....	26	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	113¾	114¾	....	114¾	115	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	100¾	....	100½	....	....	....
" 2 M	96½	....	....	....	....	....
Mariposa Mining Co	1¾	....	....	....	....	....
" pref	4	4¼	2½	2¾	3	3½
Milw. and St. Paul	53½	52½	51¾	51½	51½	52½
" pref	74	....	....	75	....	74½
" 1st mort	92½	92¾	....	....	....	92½
" 2d mort	....	....	....	....	....	....
" 8s	107	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	97½	....	....	....	....
Missouri 6s	93½	....	93½	....	93½	
" H. & St. J. 1ss	....	....	....	....	....	....
Morris and Essex	91¾	....	91¾	....	91½	91¾
" 1st mort	101	....	....	....	....	....
" 2d mort	....	....	....	....	....	97
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	100	100¼	....	....	....
" 6s, S.F. 1883	....	89	89½	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93¾	93¾	93¾	93¾	93¾	93¾
N. York and Harlem	114	....	114	113¾	114½	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	99½	....	....	....	99½
N. Carolina 6s, old	....	....	....	....	85	....
" new	....	....	....	....	....	....
Ohio and Miss	44¾	44¼	44¾	44¼	44¼	45¾
" pref	....	....	77	77	77	
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	86¾	85¾	85¾	85	84¾	85¾
Panama	135	....	....	....	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	93¾	....	94	94	93¾	93
" 1 M	....	....	....	....	....	....
" 2 M	93¾	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	45	46	45½	....	
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	101
" 2 M. pref	....	90	....	....	....	....
" Income bds	....	80½	....	....	....	....
Tennessee 6s, old	....	....	74½	....	75	
" new	....	....	74½	74¾	75	
Tol., Wab. & Western	69¾	68½	69¾	69	68¾	69¾
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	96	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	....	....	90	....	....
Union Pacific	34½	34¼	34¾	34¾	34	34¾
" 1st mort	87½	87½	87¾	....	....	....
" L. Gt. 7s	76¾	....	76	76½	76¾	
" Inc. 10s	77	77½	77¾	77	76½	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	54¾	55	....	....	55	....
" def. cert	....	....	16	16	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	103	....	....	....	....
U. S. 5s, 10-40s, coup	108¼	108¾	108¾	.. ..	108¼	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	111	....	....	....
U. S. 6s, 1881, reg	115	....	116	116½	116	....
U. S. 6s, 1881, coup	116¾	117¼	117	....	....	116¾
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	112¾	....	....	....	....
U. S. 6s, 5-20s, reg. '64	112¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	112¾	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	113	112¾	112¾	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	114¾
U. S. 6s, 5-20s, c. n '65	114¾	115	114¾	114¾	....	114¾
U. S. 6s, 5-20s, reg. '67	115	....	115¾	....	....	....
U. S. 6s, 5-20s, c. 1867	115¾	115¾	115¾	115¾	115¾	115¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115¼	115¼	....	....	....	....
U. S. 6s, Pac. R.R. issue	113¼	113¾	113¾	113¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	W.13.	Th.14.	F.15.	Sat.16.	M.18.	Tu.19
Catawissa preferred	42¼	....	42¼	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96¼	96	95	96	96¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	37	....	36¼	36¾	38	38¼
.. 6s, 1884	....	....	87⅝	87¼	....	....
.. Gold L	92	92	....	92¼	....	....
.. R. R. L	....	....	....	....	....	....
.. Conv. L	....	....	....	....	....	....
Lehigh Valley R. R.	58¾	58¼	58¼	58½	58¾	59
.. 6s new coup	98	....	....	98¼	....	....
.. 6s new reg	....	....	....	....	....	98
Little Schuylkill R.R.	47¾	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	54	54	54	54
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	49¼
.. 6s, 1880	....	....	....	....	99¼	....
.. 7s	93¾	93¾	....	....	93¾	94
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34¾	34¾	....	....	35¼	35¼
.. 7s	....	....	....	75½	75¼	75¼
Pennsylvania R. R.	55¾	55¾	55⅞	56¼	56¼	56
.. 1st M	101¾	101¾	101¾	....	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort	....	....	94	....	....	....
.. .. reg	....	....	94¼	....	....	....
Penn. State. 6s. 1st series	....	....	101¼	....	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	109	....	109	....	....	....
Philadelphia City, 6s	....	....	....	....	98¾	....
.. new	102¾	102¾	102¾	102	102¼	102¼
Philad., Germ. & Nor.	86¼	....	....	86¼	....	....
Phila. & Reading	57	56¾	57	57¼	57¾	57¼
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	90	90	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	14¾	14¾	....	14¾	14¾	14¾
.. 6s, 1882	....	....	....	76	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	124¾	124¾	....	....	....	124¼
Hestonville, (Horse)	....	....	....	....	....	18
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	58¾
Spruce and Pine ..	....	....	....	....	....	....
15th and 16th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	W.13.	Th.14	F.15.	Sat.16.	M.18.	Tu.19
Baltimore City 6s, 1875	96¼	....	....	....	....	96
.. 1886	....	....	....	....	....	....
.. 1890	96¼	96¼	96¼	96¼	96¼	96¼
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	96	....
Balt and Ohio	....	....	152¼	....	....	....
.. bonds, 1875	....	....	....	....	....	..
.. .. 1880.	95¾	....	....	....	....	....
.. .. 1885	....	94	....	94	....	94
Marietta & Cin. 1st M.	98¼	98¼	98¼	98¼	98¾	98½
.. 2d M	87¾	....	....	....	....	87¼
.. 3d M. 8s	....	....	84¼	....	....	....
Northern Central	....	89¼	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94	....	93¾	....	....	93¾
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	54¾	....	....	....	....	56
.. Defer. Certif	....	....	15¾	15¾	....	....
City Passenger R R.	....	....	....	....	16	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 20

	Th.14.	F.15.	Sat.16.	M.18.	Tu.19.	W.20
Boston and Albany	....	147¾	....	....	144	
Boston and Lowell	....	....	....	....	140¼	
Boston and Maine	132	131	....	....	129	
Boston and Providence	150¼	....	....	150	149¼	149
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	....	38¼	39¼	39¼	40	....
Cheshire, pref	....	....	....	....	....	79
Chi., Burl. & Quincy	....	131¼	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	103	104	103¾	....	103¼	103
Fitchburg	....	....	....	..	131	131¼
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	113¾	114	114¼	114¼	114¼	
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ	....	71	....	....	69¼	
.. pref	....	....	....	....	99¼	
Old Colony & Newport	113	....	113	....	113	112
Ph., Wil. & Baltimore	....	56	55¾	55	55	
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	84¾	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	75¾	75½	75	....	
Vermont & Canada	....	65	....	65	64½	
Vermont & Mass	....	85	....	....	83¾	
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	101	
Metropolitan ..	....	60¾	....	....	62½	
Middlesex ..	....	....	....	....	....	....
Central Mining Co	35	....	....	....	....	....
Copper Falls .. 11	....	12¼	....	12¾	....	
Franklin ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	8¾	....	....	10	....	
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 31.	Nov. 8.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	72 — 74
Do. 2d mort., $1,000	64 — 66	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	37 — 39	36 — 38
Do. Reorg. Scrip	95 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	86 — 88	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 76	71 — 74
Do. 2d do.	73 — 76	71 — 74
Erie shares 100 dol. all paid	43 — 43¼	42½ — 43
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	91 — 93	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	97¼ — 98¼	99 — 98
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	95 — 97	96 — 98
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	96 — 98	96 — 98
Do. General mort	95 — 96	95 — 96
Do. $50 shares	48 — 50	48 — 50
Philadelphia and Erie 1st mort	92 — 94	93 — 95
Do. with option to be paid in Phila.	92 — 94	93 — 95

American Railroad Journal.

Saturday, November 23, 1872.

Stock Exchange and Money Market.

Money has been close and stringent throughout the week. The drain on the banks for currency and for discount aid has been severely felt in the call loan line, in which accommodation has been more difficult to obtain. The governing rate to even the best class of borrowers in a temporary form has been 7 per cent., and many needy parties have been forced to pay the same rate in gold, with, in several instances, a fractional commission for the use of funds from day to day in the carrying of Stock on speculative account. In the discount line, the several failures growing out of the Boston fire tended to stiffen rates as against the borrowing classes, and on commercial paper, the figures outside of the banks have been from 9@15 per cent. per annum, on the choicest to really good mercantile credits. This state of affairs, in the financial way, has operated very seriously against free movements in all lines of business, and the week has shown much less animation in produce and merchandise, as well as at the Gold and Stock Boards. The English advices are of some relaxation in the Money pressure there, though high rates are yet the rule in the London market, as well as in the provinces. Our city banks have been again quite heavy losers in the line of their legal tender reserve, while further gaining slightly in the specie average. Their deposit line has been augmented about 1⅛ million. They reduced their loan and discount average a little. The U. S. Sub-Treasury reduced its coin reserve about 7-10ths of a million and its currency balance 1⅝ million.

Under the Treasury programme for November Government proposes to sell, at least, four millions of Gold, or one million on each Thursday, and to buy in four millions of Five Twenties, or one million on each Wednesday, of the month.

The U. S. Sub-Treasury office last week received $3,006,511 of currency, and $2,998,949 of gold, the latter including $1,806,987 from customs; and disbursed $4,644 228 of currency and $3,679,283 of gold, the latter embracing $1,942,408 of coin interest. The city banks reduced their loan and discount average about 3-10ths of a million during the week, and increased their outstanding circulation a trifle. The U. S. Sub Treasury held a currency balance on Wednesday morning of $22,181,932, and a coin reserve of $45,295,230.

The city banks, in their latest return, show a decrease of $1,529,400 of legal tender notes, with an increase of $166,000 of specie, an addition of $1,119,000 to their deposits, also a contraction of $298,500 in their loan and discount averages, and of $11,200 in their item of circulation. The city bank exchanges, last week, averaged 146½ millions. The banks now hold $2,290,825 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $13,590,200, against $16,239,300 same time last year. The city bank deposits are now $204,524,600 against $219,186,900, week ending Nov. 18, 1871. The legal tender reserve amounts to $46,731,600, against $55,181,500 same time last year. The circulation now stands at $27,599,300 against $30,188 600 same time last year. The loans are now $276,933 000 against $286,204,500 at this date last year.

The coin reserve of the city banks is now about 13⅝ millions as against about 29¼ millions on the 20th of July; the legal tender reserve is about 48¾ millions against about 55¼ millions on the statement of June 15th; and the deposits are now down to 204½ millions, against 247½ millions on the 20th of July.

Government revenues have been somewhat less satisfactory in their yield, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $49,872,923. The customs at the port of New York last week were $1,806,987; and at the outports, equal to about $600,000, all in coin or coin certificates.

There has been a restricted business reported in the Gold line, the Money pressure having been against the speculative element, while the customs call has been on a very moderately scale. The export drain was heavier, reaching nearly three millions. The price was very well maintained partly by the confident action of the operators

for a rise. The range of the price during the week has been from 113⅛@113⅞, and the closing quotation on Wednesday was 113¼ against 112¾ the preceding Wednesday. The specie outflow last week, was $2,975,449. The Gold Exchange Bank clearances have averaged about 55⅞ million per day during the week.

The customs demand for Gold last week, averaged $323,340 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $18,370, and since Jan. 1, 1872, were $5,347,772 against $8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $133,538,248 against $141,902,942 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $70,514,397, against $78,833,285 during the same time in 1871.

The export drain of specie was $2,975,449 last week, against $629,666 same week preceding year. The shipments since January 1, 1872, have been $66,858,905 against $59,219,734 during the same portion of 1871.

Foreign Exchange has been depressed and lower, on a restricted business. Bankers' sixty day bills on London closed on Wednesday at 108@108¼; sight bills on London, 109⅞@110⅛.

The week's exports hence of domestic produce have been to the currency value of $5,725,763.

Government securities have been in rather more demand and generally strong in price, especially considering the activity in Money, which was against the investment call.

On Wednesday, Government bought in two million of the offered Five-Twenties at from 112 39 @112 90. The aggregate offering was $2,914,000 @112 89@113 14.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116⅜@116¾; U. S. Five-Twenties of 1862, 112⅛@112¼; U. S. Five-Twenties of 1864 at 112⅛@112¾; U. S. Five-Twenties of 1865, 112¾@113; U. S. Five-Twenties of 1865 consolidated, 114⅞@115; U. S. Five-Twenties of 1867, 115⅜@115⅝; U. S. Five-Twenties of 1868, 115@115¼; U. S. Tenforties at 108@108¼ U. S. Fives of 1881 (Funding Loan) 109¾@110; Six per cent. currency Sixes from 113½@113⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 6.	Nov. 13.	Nov. 20.
Consols	92⅜	92¼	92½
U. S. 5-20s, 1865	91¼	90½	90½
" 1867	93⅛	92½	93
" 10-40s	88	87	87¼
New Fives of 1881	89	88¼	88½
Erie	43¼	38¾	41½

State bonds have been less freely dealt in, and quoted easier and irregular in price closing however, somewhat steadier.

Railway and Miscellaneous share property has been less active, the severe stringency in Money operating against the speculative movement, and values have been generally weak and yielding, closing heavily.

Railway Mortgage Loans have been moderately sought after on investment account at about steady prices for all the more substantial loans, especially of the older issues. Central Pacific Sixes closed firmly from 100@100¾.

The Committee on Stock List of the New York Stock Exchange have recommended the following among other additions to the regular list.: The first mortgage bonds of the Western Pacific Railroad Company: the State aid bonds of the Central Pacific Railroad Company.

Trade has been unusually dull in all kinds of Metals. Small lots of Ingot Copper sold at 31½c.: market weak. Iron very tame, and nominally unchanged as to values; 90 tons Glengarnock Pig sold at $50; American quoted as before. Pig-lead inactive, with ordinary Foreign quoted at 6⅝c., gold. Spelter dull at 6¾c., gold. Tin tame and weak; sales, 1,000 slabs Straits on private terms, quoted at 30½c., gold. Charcoal Plates nominal at $11 50@$11 75, gold, showing a further decline, on an important movement. Zinc quiet but steady.

General business has shown less animation. Prices of Breadstuffs, Cotton, Petroleum and Tobacco, were very well supported. Provisions were less firm. Wool quoted at 3@5 ct. per lb. higher with an exceptionally brisk inquiry noted for desirable grades. Middling upland cotton, closed on Wednesday at 19⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 956,462 bales, against 718,498 bales same time in the preceding year; exports 490,000 bales against 269,500 bales in the previous year; stock at the ports at latest dates, 359,400 bales against 327,300 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at from 9½@15 cts.; Veals at 7@11 cts.; Sheep in moderate request at from 4@7¼ cts.; Lambs, 6¼@9 cts.; Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,832 Beeves, 1,470 Veal Calves, 28,884 Sheep and Lambs, and 57,835 Swine.

Foreign goods have been moderately dealt in at generally steady rates. The week's imports of foreign goods reached the amount of $5,717,907 including $1,218,039 of dry goods.

Ocean freights have been less active, but firm with the demand for room mostly for Flour, Grain, Cotton, Lard, Petroleum, and Tobacco.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 7¼; do. 1st mort., 39½: Louisville and Nashville consols, 1898, 92; Burlington, Cedar Rapids and Minnesota 1st mort., 89⅜; Toledo, Peoria and Warsaw 1st mort., W. D., 88; Central of New Jersey 1st mort., new, 102½; Clev., Painesv. and Ash. 7s, old, 96½; Long Dock bonds, 96; St. Louis, Jacksonville and Chicago 1st mort., 90; Mil. and St. Paul 7s, Iowa Div., 89; Ohio and Miss. consols, 95; 2d mort. 85; Buffalo and Erie 7s, new, 94; Detroit, Monroe and Toledo 1st mort., 97; Toledo, Wabash and Western consols, 87; Pekin, Lincoln and Decatur 1st mort., 85; New Jersey Southern R. R., 27; do. 1st mort., 78½; Galena and Chicago 1st mort. 100½; do., 2d mort., 96⅛; Gt. Western 1st mort. 1888, 95½; Missouri, Kansas and Texas R. R., 40; Pacific R. R. of Mo., 58; New York, New Haven and Hartford R. R., 142; Albany and Susquehanna R. R., 95; Dubuque and Sioux City R. R., 64; St. Louis, Kansas City and Northern pref., 65; Renesslaer and Saratoga R. R., 106; Am. Mer. Union Exp., 70; U. S. Exp., 77½; Adams Express, 94½; Wells-Fargo Exp., 88; New Central Coal, 47⅝; Consol. Coal of Md., 47½; American Coal, 61; Maryland Coal, 22; Western Union Tel., 76½; Quicksilver pref., 55; Atlantic Mail S. S. Co., 12; North Carolina Fund Act 1868, 27; do. 1866, 28; South Carolina 6s, new, Apl. and Oct., 25¾; do. Jan. and July, 24.

Philadelphia.—Pennsylvania Canal 6s, 74¾; Philadelphia and Reading Gen'l mort. 7s, coup., 102½; do. reg., 103½; do. 7s, new, con., 101½; do. mort. 6s, 1880, 95; do. deben. bonds, 82, Pennsylvania and New York Canal 7s, 99; Lehigh Valley 7s, new, 104; West Jersey 1st mort., 6s, 96; Warren and Franklin 1st mort. 7s, 83; Allegheny Valley 7s, 3-10s, 94; Westchester and Philadelphia R. R. 7s, 101; Catawissa R. R., 19; do. priv., 31⅜; Nesquehoning R. R., 54⅞; Camden and Atlantic pref., 37; Allegheny County 5s, 77½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102@102¼; Pennsylvania State 6s, 1st series, 101¾@—; do. 2d series, 106@106½; do. 3d series, 109@109½; Philadelphia and Reading, 56⅜@57⅜; do. Gen'l mort. 7s, coup., 102¼@102½; do. reg., 103@103½; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, con., 101½@101½; United New Jersey R. R. and Canal Co., 123½@124; Camden and Amboy mort. 6s, 1889, 94½@95; do. 1883, 92@93; do. 1889, 92@93; Pennsylvania R. R., 55⅞@56; do. 1st mort., 101@101¾; do. 2d mort., 97@98; do. General mort. coupon, 94@94¼; do. reg., 94@94½; Little Schuylkill R. R., 47@48; Morris Canal, 49@50 do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 76@76; Schuylkill Nav., 7@8; do. pref., 14@14½; do. 6s, 1882, 76@77; do. 1872, 78@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 95@96; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39¼; do. 6s, 1884, 87½@88; do. R. R. Loan, 93@95; do. Gold Loan, 92@93; North Pennsylvania, 49@50¼; do. 6s, 98@99½; do., 7s, 93⅞@94; do. Chattle 10s, —@110; Philadelphia and Erie, 25¼@26½; do. 6s, 89@92; Minehill, 53@—; Catawissa, 18¾@19; do. pref., 42@48; do. 7s, 1900, 98½@99½; Lehigh Valley, 58½@58⅞; do. 6s, new coupon, 98@98½; do. reg., 98@98¼; do. 7s, 103¾@104¼; Fifth and Sixth streets, (horse,) 48@51; Second and Third, 58@60; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 32@34; Green and Coates, 40@—; Chestnut and Walnut, 57@60; Hestonville, 18@18½; Union, —@78; Germantown, 33@38.

Boston.—Norwich and Worcester R. R., 122½; Boston and Albany 7s, 1892, 103¾; Cincinnati, Sandusky and Cleveland R. R., 18; do. 7s, 1887, 79; Boston and Lowell 6s, 1879, 95¾; Cheshire 6s, 1880, 90; Old Colony and Newport 7s, 1877, 101; do. 6s, 1876, 95; Atchison, Topeka and Santa Fe 7s, Land Grant gold, 77½; Eastern R. R. 6s, 1874, 97¼; Rutland scrip, 95; Cary Imp. 97⅛; Maine 6s, 1889, 99½; New Hampshire 6s, 1901@1902, 97½; do. 1884, 97¾; St. Louis 6s, 1875, 96¼; Chicago 7s, 1892, 95¾; Portland 6s, 1887, 90¾; Boston 6s, 1880, currency, 99; Lowell 6s, 1890, 96; Nashua, 6s, 1892, 94¾; Calumet and Hecla, Mining Co., 145; Hum-

boldt, 1⅛; Petherick, 2; Ridge, 10; St. Clair, 2.

Baltimore.—Maryland Defense 6s, 103⅝; Virginia Consol. 6s, coupon, 58½; do. reg., 49; Orange Alex. and Manasssas 7s, 81½; Orange and Alexandria 4th mort. 8s, 83½; do. 1st mort. 6s, 93; Northern Central 6s, 1900, gold, 93½; Union R. R. 1st mort. guar. 93; Wilmington, Columbia and Augusta, 79; Parkersburg R. R., 11; Indianapolis Water bonds, 100; Norfolk Water bonds, 87⅞. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@93⅞; Baltimore and Ohio, 152@154; do., 6s, 1875, 97⅝@98¾; do., 1880, 95½@96½; do., 1885, 94@94⅛; Parkersburg Branch, 11@12¾; Washington Branch, 136@150; Northern Central 87½@—; do. 6s, 1885, 93@94½; do., 1900, 86⅝@86⅞; do., 6s, 1900, gold, 93½@93½; N. W. Va. 1st mort., 101¾@102; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98¾; do., 2d mort., 7s, 87@88; do., 3d mort., 8s, 84@85½; Central Ohio, 85½@35½; do., pref., 38½@40; do. 1st mort., 85⅝@85⅞; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 94@97; do., 2d mort. guar., 94@96½; do. 3d mort., guar., 90@—; do. 2d mort pref., 70@80; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@78; Orange and Alexandria 1st mort. 6s, 92@—; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 83½@83½; Orange, Alex. and Manassas 7s, 81@81; Virginia and Tennessee 1st mort. 6s, 95@100⅞; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91@—; Baltimore 6s, 1875, 95¾@96; do., 1884, 96@96; do. 1886, 96½@98½; do., 1890, 96¼@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96½@97; do. 1900, new, —@97; do. 1902, 96@97¼; Memphis City 6s, 52¾@55; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103½@103¾; Virginia 6s, old, 38@39; do. consol. 6s, 55@57; do. reg., 49@52¼; do. Peelers, 47@50; West Virginia, 16@16½; City Passenger R. R., 22@24; George's Creek Coal, 100@110.

Worcester and Nashua Railroad.

The annual report of the directors of the Worcester and Nashua Railroad Company made to the Railroad Commissioners, exhibits the business of this corporation in a very favorable light.

The gross receipts for the past year were $587,358, from the following sources: Passengers $189,033; freights $356,837: car service on other roads $16,648; express business $10,287; carrying the mails $4,625; and rents of property $10,427. The expense of operating the road was $391,905.

The net income of the year is $195,902. The total surplus with which to begin the new year will be $186,274, 381,954 passengers have been carried during the year, and 868,042 tons of freight. The percentage of net income to capital and debts is a little more than 11⅛ per cent. for the year.

☞ The Philadelphia, Wilmington and Baltimore Railroad Company have commenced running some of their trains on the new road known as the Darby Improvement. The new stations between Philadelphia and Chester are Fifty-eighth street, Mount Moriah, Bonnaffon, Paschall, Darby, Sharon Hill, Glenolden, Ridley Park and Crum Lynne.

Tasmanian Main Line Railway.

Herapath's Railway Journal of Oct. 26, says: The first batch of men engaged by Messrs Clark, Punchard and Co., of Westminster, for employment in the construction of the Tasmanian Main Line railway, were despatched in the Essex from Gravesend on the 23rd inst. to Launceston, via Melbourne. These men have been sent out under the provisions of the Tasmanian Act of Parliament, 31 Victoria, No. 26, which entitle each adult to a land order warrant of the value of £18, and the secretary of the Tasmanian Main Line Railway Company, Limited, who has been appointed the agent of the Board of Emigration in Tasmania, is empowered to issue 1,500 such land orders. A further number of men to the extent of 150 to 200 will be despatched in about a month.

☞ The directors of the Suncook Valley Railroad Extension Company, recently elected, are: Samuel N. Bell and Frederick Smyth of Manchester, Nat. Head of Hooksett, James H. Colberth and Daniel E. Tuttle, of Barnstead, Thos. Cogswell, and John M. Durgin of Gilmanton Iron Works. The estimated cost of this extension, which is sixteen miles in length, is $200,000. The extension will complete the line to Alton Bay, and will be built next summer.

☞ Measures are in progress for the construction of a bridge across the St. Lawrence from St. Cecile de Valleyfield to some point on the opposite side between Coteau Landing and Coteau du Lac. An act for this purpose was obtained by a company at the last session of the Dominion Parliament, and the bridge will connect a railway in course of construction between Ottawa and the Coteau with the network of railways in the State of New York.

☞ The Baltimore *Sun* says it is understood that the necessary stock subscriptions for a narrow gauge steam railway line from Swan lake—connecting with the Northern Central Railway at Relay House—to Towsontown have been taken, and the newly organized company have arranged the details of a contract to build the same, which has been given out, and the work will be at once pushed forward. This will give direct steam connection between Baltimore and Towsontown.

☞ A dispatch from Parsons, Kansas, says the Missouri, Kansas and Texas Railroad is now completed to within eleven miles of the Red river. The bridge across that stream is being rapidly built. The Texas Central Railroad will be completed to Denison by the first of January next. The gap between the two roads is now only forty-two miles.

☞ The newly elected Board of Directors of the East Tennessee, Virginia and Georgia Railroad Company have elected the following officers; President, R. T. Wilson; vice-president, C. M. McGhee; vice president and superintendent, Joseph Jaques; secretary and treasurer, James G. Mitchell.

☞ Surveys, etc., are now being made preparatory to an estimate of the cost of a railroad bridge over the Ohio river opposite or near Paducah.

BANKING HOUSE OF

FISK & HATCH,

5 Nassau Street..... .....NEW YORK.

We receive DEPOSITS and allow interest on daily balances, issue interest-bearing CERTIFICATES OF DEPOSIT, make COLLECTIONS in all parts of the United States and Canadas, and execute orders at the Stock Exchange for INVESTMENT STOCKS AND BONDS.

We buy and sell, as usual, GOVERNMENT and CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS.

The smaller denominations of the latter are nearly exhausted, and of the $1,000 bonds we have only a small supply remaining. At their present price they yield *over seven per cent. income in gold.* We strongly recommend them.

This great work is about completed; there are now nearly 400 miles finished, and only about 30 miles remain to unite the Atlantic tide-waters to the Ohio River valley by the shortest and easiest route.

The company have, at considerable expense, caused a geological survey to be made of the route of the road by Prof. Ridgway. Copies of this valuable Report, and also a pamphlet containing the latest information in reference to the present condition and future prospects of the road, can be had at our office.

The quantities of white oak, chestnut, walnut and other valuable timbers; the cannel, splint and bituminous coals; the varieties of iron ores; the limestone, salt and other products, render the route of the Chesapeake and Ohio Railroad probably the most attractive location for iron and kindred industries in the United States.

FISK & HATCH,

☞ At the annual meeting of the stockholders of the Alexandria and Fredericksburg Railroad Co., held on the 12th inst., the President submitted the annual report, which, in substance, states that the receipts of the road have been comparatively very small, so light as to be insufficient to pay the interest on the bonds of the company, the limited receipts being attributed to a failure to make satisfactory arrangements with the Richmond, Fredericksburg and Potomac Railroad Company for the transportation of passengers and freight, whereby additional inducements could be held out for trade and travel. George B. Roberts was unanimously re-elected President, and Albert Hewson Secretary and Treasurer.

☞ For the month of October 99,374.04 tons of George's Creek coal, cleared at the port of Cumberland. The shipments were made by the following Co's: American, 16,134 tons; Borden, 12,073 tons; Consolidation, 28,757 tons; George's Creek, 797 tons; Hampshire, 5,955 tons; Maryland, 13,268 tons; New Central, 14,769 tons; Individuals, 7,618 tons.

☞ The laying of the track of the Orange and Alexandria Railroad has been finished to the Virginia and Tennessee Railroad at the transfer platform, and the connection between these two important lines of travel is now complete.

☞ We understand that the St. Joseph and Denver Railroad will be pushed forward to Kearney before the first day of next January.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR INJURY TO ANIMALS OCCASIONED BY WILLFULLY GIVING PREFERENCE TO OTHER FREIGHT.

The facts in the late case of Kenney et al *vs.* The Grand Trunk Railway Company of Canada (47 N. Y., 525,) are fully and clearly stated in the following opinion by:

GROVER, J.—In March, 1866, the defendant was a corporation under the laws of Canada, and engaged in the transportation of persons and property by rail, between Goderich and Buffalo. On the fifteenth of that month, the defendant received from plaintiffs, at Goderich, a quantity of cattle, which it agreed with them to transport and deliver to them at Buffalo, in consideration of the payment of the usual freight, under the following stipulations, regulating its liability: 1st. That the owners of the cattle undertake all risks of loss, injury, damage, and other contingencies in loading, unloading, conveyance or otherwise. 2d. The company do not undertake to forward the animals by any particular train, or at any specified hour; neither are they responsible for the delivery of the cattle, within any certain time, or for any particular market. 3d. When free passes are given to persons in charge of animals, it is only on the express condition that the railway company are not responsible for any negligence, default, misconduct, or otherwise, on the part of the company or their servants, or of any other person whomsoever causing or tending to cause the death, injury or detention of persons with such free passes; and that whether such passes are used in traveling by any regular passenger train, or by any other train. A portion of the cattle were loaded upon the defendant's cars at Goderich on the same day, and transported to Brantford, where the car containing them was detached from the train and placed upon a side track, where it remained for three days, and the residue loaded and taken to Brantford upon the sixteenth of the same month, and the car containing them also detached and placed upon the same track, where it remained for two days. The case further shows that the weather was very cold during this interval. That the cattle could not be unloaded from the cars where they were, nor fed or watered while therein. That from exposure to the weather while there, and the want of food and water, some of the cattle died, and the others were seriously injured. It further appeared that the usual time of transporting cattle from Goderich to Buffalo was from eighteen to twenty hours. By the contract the defendant undertook to transport the cattle in the usual way and in the usual time, and deliver them safely at Buffalo; and in default of performance became liable to the plaintiffs for the damages thereby sustained, unless exempt therefrom by the stipulations of the contract or some other legal excuse for its failure to perform its contract. The first stipulation restricting the common law liability of the defendant has no application to the case, as the injury to the cattle did not occur while loading, unloading or carrying them under the contract. The concluding words of this stipulation "and otherwise" if they have any meaning, clearly have no application to the present case, as it cannot be claimed that either party thereby understood that it was intended to shield the defendant from liability for running the cattle on a side track, and unnecessarily abandoning them there to perish by cold and famine. The second clause merely exempts the defendant from liability for failing to forward the cattle by any particular train or at any specified hour, or for a failure to deliver within any certain time or for any particular market. This obviously was designed only to shield the company from liability for its failure to load and place the animals upon any particular train, or if so loaded and placed, for failing to start such train at the particular time advertised or at any particular hour, and for failing to deliver within any certain time or in season for any particular market, but not to protect it from liability for an entire failure to perform its contract, or for any substantial breach after entering upon its performance. The third stipulation relates entirely to the liability of the company for injuries to the persons in charge of the cattle riding upon free passes, and has nothing to do with the present case. Leaving the cattle upon the side track at Brantford for the length of time they were left, and under the circumstances of exposure to injury, can in no sense be regarded as an act of negligence in the execution of the contract. It was for the time an entire abandonment of all efforts to perform, intentional on the part of the employes of the company; and if such effort had not thereafter been resumed and all the cattle had perished while in the cars upon the side track, no one would, I think, have pretended that the company was excused from liability for their loss, but the reason that the company was, under the contract exempt from liability for injuries caused by the negligence of its servants in its execution. It is immaterial, therefore, to inquire whether, by the true construction of the contract, the company was so exempt or not, or if not so exempt, by the common-law, (see Steinway *vs.* Erie Railway 43 N. Y. 123,) such an exemption under the law of Canada was shown by the testimony of the learned barrister, introduced by the defendant upon the trial. The judge did not err in denying the request of the defendant's counsel to direct the jury to find a verdict for the defendant. By the law of New York and of Canada, the defendant was liable for the injury in question, unless excused therefrom by such an unusual and unexpected accumulation of freight between Brantford and Buffalo, which the defendant was required by law to transport prior to the receipt of the cattle in question, as rendered delay in transporting the latter absolutely necessary. The evidence was far from proving this. Taking the most favorable view of the testimony bearing upon this fact, the most that the defendant could claim was that the question should be submitted to the jury. An examination of the charge shows that it was submitted to the jury, more favorable to the defendant than the law authorized. The court charged the jury, in substance, that the contract required the defendant to transport the cattle according to the usual course of business, and that there should be no affirmative discrimination against this species of freight. That it was the duty of the defendant to forward freight in the order in which it was received. That the defendant had no right to give preference to freight about to become dutiable over that in question, and if it did so was liable. So far the charge was correct. The court then erroneously charged the jury that, if such preference was given, and the consequent delay had resulted from the misconduct or negligence of what was ordinarily known as the employes of the defendant, it would not be liable; but that the defendant was liable for its own negligence or misconduct, or that of the witness Barnard. The latter portion of the charge was correct, except so far as placing the cattle and leaving them on the side track, is called negligence. We have already seen that this was a deliberate intentional act, constituting a breach of the contract and in no sense negligence in its performance. Barnard was superintendent of that portion of the defendant's road, and had the entire supervision of its business and control of its servants there. He sent a telegram to Brantford to detain all stock there, and forward other freight which would become subject to duty upon the expiration of the reciprocity treaty, which would occur the next Saturday night. The effect of the charge was, that if the jury believed that an illegal preference had been given to other freight, by means of which the cattle were detained at Brantford, and that this preference and consequent delay was caused solely by these orders of Barnard, they should find for the plaintiffs, otherwise for the defendant. Under this charge the jury must have found that the detention was caused by giving an illegal preference to other freight, and in addition thereto, that such preference was caused by the orders of Barnard. The latter was an immaterial question. The accumulation of freight creating the obstacles testified to by defendant's witnesses, was principally at Fort Erie. The difficulty was in crossing the river from that point to Buffalo. No reason was shown for not continuing the cars containing the cattle in the respective trains to Fort Erie. The case further shows that defendant had a track running to a ferry at Black Rock, at which the cattle might have been crossed and saved. This might have been a little more expensive, but it was the duty of the defendant under the contract to have resorted to this, rather than let the cattle perish on the side track at Brantford.

The judgment appealed from must be affirmed, with costs.

Judgment affirmed.

☞ The suit between the Delaware and Hudson Canal Company and the Pennsylvania Coal Company, for damages for violation of a contract, which has been pending since 1857, and involving nearly $250,000, has just been decided in favor of the latter by the referee, Judge Hogeboom.

☞ The directors of the California Central Narrow Gauge Railroad Company have elected the following officers: Cornelius Cole, President; M. D. Townsend, Vice President; R. L. Tracey, Treasurer; W. W. Magary, Secretary; W. S. Watson, Chief Engineer.

☞ The Springfield and St. Louis Railroad Company have closed a contract with Messrs. Ware & Co., for the construction of their road from Springfield to Litchfield.

☞ The Cairo, Arkansas and Texas Railroad, to run from Cairo to Poplar Bluff, is now entirely under contract, and is being speedily pushed to completion.

Burlington, Cedar Rapids and Minnesota Railway.

On their main line from Burlington to Austin, the road bed is being put in the best possible condition for winter. The bridges have been strengthened by additional piling and double stringers packed and bolted. A new Howe Truss 104 feet in length is being built over Mud Creek this side of Vinton, which will be finished in a few weeks. The bridge over the Shell Rock which they had trouble with last winter, is now one of the strongest in the State and secure against any further possible accident, so that the traveling public may rest assured of an easy and safe transit on any point of the line this winter.

On their new roads special attention has also been given to bridges which are either of the V. or Howe Truss Pattern. The latter spans the Turkey River for 300 feet on the Pottsville route, and also the Cedar on the Muscatine Western, which is the longest of all being 1,200 feet in length.

On account of the impossibility to obtain iron, the Postville line will only be laid 6 miles south of West Union this fall, where it will intersect with the Davenport and St. Paul road building north. The entire line is ready, or nearly so, for the iron from Cedar Rapids to Postville, but the unprecedented scarcity and high price of this article entirely precludes the possibility of obtaining it. On the Southern end the iron will be laid to Centre Point, 18 miles, this week, and then the tracklayers will go to Vinton to work on the Liscomb branch, 25 miles of which is now nearly ready for them. The company have laid out two towns on it, one 15 miles west of Vinton called Dysart, and another 11 miles from Buckingham, called Traer, to which point the track will be laid this fall. It is expected when this is completed that trains for this division will leave Cedar Rapids daily so that it will add another railroad to our city and thus increase the facilities. On their Muscatine Division, trains are now running regularly for 27 miles while the grading is done for some distance beyond. In the spring, work will be resumed with the greatest vigor on all these branches. The Liscomb division, will be pushed to some point probably between Sioux City and the Northwestern. The Muscatine Division towards Council Bluffs and perhaps the Postville line north into Wisconsin. Parties have already been in Cedar Rapids consulting with the company to have this done.

On the Southern end, work is progressing rapidly below Keokuk and the track will be laid on the 96 miles of gap between Keokuk and St. Louis so that the cars will probably pass over by January, 1874. Mr. W. W. Walker has this work in charge, which is a sufficient guarantee that it will be well and faithfully done. Tracklaying has been progressing for the past month, and 17 miles are now laid.

The rolling stock of the company has been increased this fall and now consists of 660 box, flat and stock cars, and 20 new and elegant passenger coaches. Two more to be placed on the line from Postville south, will be out of the shops in a few weeks. Two new engines from the Grant Works at Paterson, N. J., will be here in November, two more in December, and two in January. Sixteen of their wood burners have been altered for coal, and the rest will be immediately. All their passenger trains are now provided with the Westinghouse Air Brake and Miller Platform.—*Cedar Rapids Republican.*

☞ The Oxford (Pa.) *Press* says: "Grading is progressing rapidly on the Peach Bottom Railway. Nearly the whole distance from Oxford to Octoraro is nearly finished, and six gangs of workmen are operating on the York county side. About six miles is already graded."

☞ Ten miles of grading on the Arkansas Central Railway have been let west of White river, and gangs of men are being put on the work.

Cairo and Fulton Railroad.

We are informed, by reliable authority, that work is progressing quite rapidly on this great thoroughfare between Little Red river, the present terminus, and the Missouri state line, to which point the "Iron Mountain extension" has been finished and running for several days. There only remains a very small amount of grading to be done, which will be completed before the tracklaying reaches such points. Track-laying is progressing rapidly south from the Missouri line, north from White river, south from White river, and north from Little Red river, which insures the early completion of this great enterprise, say by some early day in December next.

The temporary bridge at Little Red affords a ready passage over that stream, and the permanent bridge is being rapidly built. The bridge at White river is likely to be the last thing completed, but a large force is at work on it, and the time is near at hand when we of Little Rock may take our seats in an Arkansas made car and find ourselves in St. Louis in twelve or fourteen hours. —*Arkansas Gazette, Nov.* 12.

☞ The Texas papers are filled with accounts of the rapid progress of the Texas and Pacific Railroad. The Jefferson *Times* says that the work is lively and progressing. Graders are busy on all parts of the line, contracts are being let and all available labor is pressed into service. There is every reason to believe that by, or before, January the road will be completed to Marshall, a substantial, elegant railroad bridge finished over the bayou at Jefferson somewhere near Mayberry's bridge, and a connection formed with the branch road to Texarcana. Beyond Little Cypress the 12th, 13th, 14th, 15th, 16th and 17th miles are being graded. The last mile is within the city limits.

☞ The Wilmington (Del.) *Commercial* says that the surveyors and engineers of the Wilmington and Western Railroad will in a few days commence a survey of the proposed route as far as Oxford, Pa. The proposed road will make a detour to the left about half a mile east of Landenberg, and cross White Clay Creek and the Pennsylvania and Delaware Railroad on a high trestle bridge, and from thence to the town of Kimbleville, and on through a rich agricultural region, and near a large number of various kinds of manufactories, to Oxford, where it will connect with the Peach Bottom Railroad, which is already under contract and partially graded.

☞ The Shenandoah Valley Railroad Company are about to place under construction the second division of their road. The division embraces the line through the counties of Warren and Page, the graduation of which, however, through Warren county was completed nearly two years ago by the Central Improvement Company, and but fifteen miles of work is required to reach Luray.

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No. 44 Second St., Baltimore, Md.,
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved.

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JOHN G. BUTLER,
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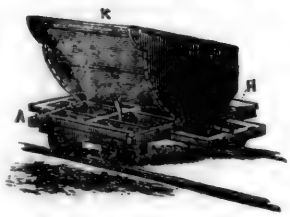
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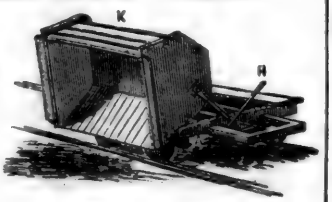


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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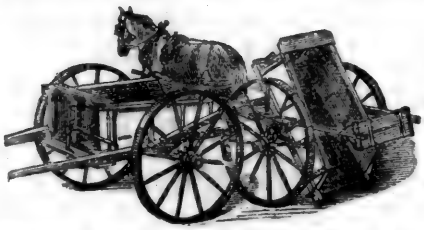
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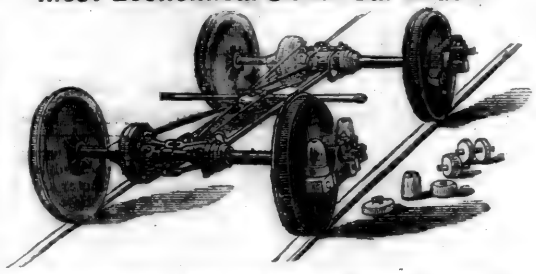
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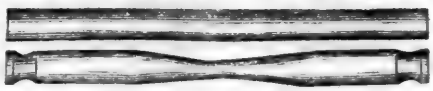
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Hot Pressed Nuts ⅛ for ⅜ Bolts to 3¼x2 for 2 in. Bolts either Square or Hexagon.
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DANVILLE, PENN.

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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ESTABLISHED IN 1852.

Billmeyer & Smalls,

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Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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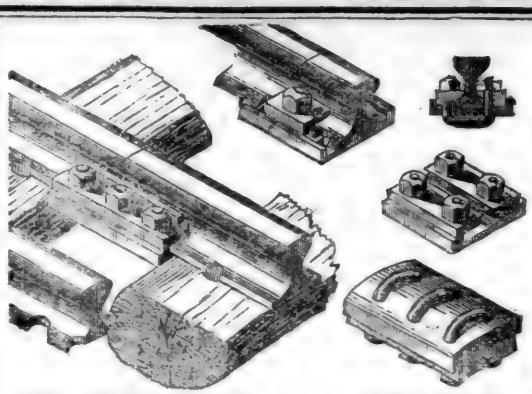
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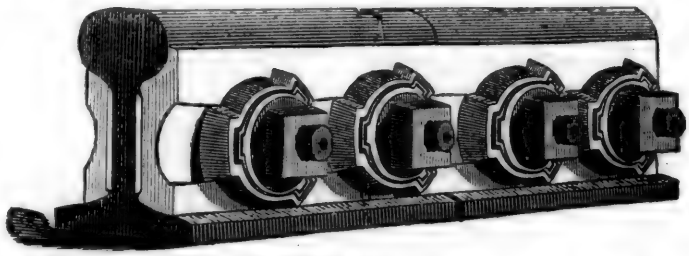
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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HERMANN BOKER & CO.

101 & 103 Duane-St. } New York.
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IMPORTERS OF

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Steel Head Rails, Fish Bars,

SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

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HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.

BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, November 30, 1872.

The New Middle Line of Rail to the West.

The Chesapeake and Ohio Company are already perfecting the connections of their main line, now drawing to completion, south-west of the Ohio River, at Huntington, the western terminus of the main line. Mr. Huntington, the energetic Executive of the Company, the same who built the Central Pacific Railroad, has secured control of the Cincinnati and Louisville Short Line, and of the Lexington, Frankfort and Louisville Road, and is now rapidly building the connecting link between Huntington and Lexington, 125 miles, under the old Big Sandy, Mount Sterling, and Lexington surveys. Of this link 33 miles are already opened to traffic and by an early day the entire route will be an accomplished fact from tide-water at Richmond and from the Potomac at Washington, to Louisville, Kentucky. The Cincinnati and Louisville Short line, now controlled by Mr. Huntington, extends not only to, but through the City of Louisville, to a point three miles south-west of the city, where connection is made with the Louisville, Nashville, and Memphis Road. Another connection south will be practicable in the course of a year or eighteen months, by the extension of the Elizabethtown and Paducah R. R. as an independent line, from Elizabethtown to Louisville. The connections of the Chesapeake and Ohio with the St. Louis Roads from Louisville, will also be perfected by the time the route is made continuous to Louisville, so as to establish another through line between St. Louis, Louisville and Cincinnati at the west and Richmond and Washington at the east.

Atlantic, Mississippi and Ohio Railroad.

The action brought by Mr. J. E. Tyson, of Baltimore, against the Atlantic, Mississippi and Ohio railroad, in the Circuit Court at Lynchburg, Virginia, has been finally concluded by a judgment adverse to the plaintiff in all points of the bill. The case involved the legality of the consolidation of the several roads forming the Atlantic, Mississippi and Ohio road, under the presidency of Gen. Mahone. The Lynchburg *Virginian*, reviewing the case, says:

It will be remembered that an act was passed by the Legislature of Virginia at its last session entitled "An act to complete the organization of the Atlantic, Mississippi and Ohio Railroad Company." This act recited that the former act of June 17th, 1870, contemplated the ultimate absorption of all the stock of the Virginia and Tennessee, Virginia and Kentucky, Southside, and Norfolk and Petersburg railroads into the new company, and stated that, while a large majority of the private stockholders in each of the four companies had merged their stock into the said new company, a few in each still refused to do so, and then provided for the appointment of a board of commissioners to value the stock of each of the outstanding stockholders, and prescribed that the board for the Virginia and Tennessee stockholders should report their valuation to the Circuit Court of Lynchburg for conformation. Said board was appointed, met, and valued the stock of Tyson and others, and made report to the court.

Said report coming up now for confirmation, it was opposed on the ground that the act of the last session was unconstitutional, and that no power existed in the Legislature to condemn the stock of Tyson and others for the benefit of the Atlantic, Mississippi and Ohio Railroad Company. It was further opposed on the ground that the market value was not a fair basis of compensation for these outstanding stockholders. The court, however, overruled both objections, held that the act was constitutional, and the market value of the condemned stock was the true basis of compensation to the holders thereof. The counsel for Tyson intimated their purpose to ask a supersedas from the Court of Appeals.

The Canals of New York.

In the aggregate, the canals of the State of New York are eight hundred and thirty-four miles in length. The Erie extends from Buffalo to Albany, three hundred and fifty miles; the Chenango, from Binghamton to Utica, ninety-seven miles; the Genesee Valley, from Olean to Rochester, ninety-five miles; a branch of the same, from Conesus to Danville, twenty miles; Black River, from Rome to Carthage, including a distance of forty-two miles by river, seventy-seven miles; the Chemung, from Elmira to Montezuma, including a distance of thirty-five miles through Seneca Lake, eighty miles; the St. Paul's, a branch of the Erie, from Montezuma to Seneca Falls, thirty miles; and the Delaware and Hudson, from Honesdale, Penn., to a point on the Hudson River opposite Rhinebeck, about eighty-five miles of which are in the State of New-York. These, in the season, are navigated by nearly 7,000 different boats, or an average of eight boats to each mile of canal. Of these boats the largest have each a carrying capacity for 225 tons of assorted cargo, or 2,000 barrels of flour, or 9,000 bushels of grain. The smaller boats have a carrying capacity of 125 tons, in proportion as indicated above. The average cost for the construction of the boats used is, for the larger, $5,000, and for the smaller, about $2,000. The average monthly cost of running, including tolls and towing, is about $800 per boat, which, it will be seen, involves a very large capital for simply the running expenses of a season. The men nearly all complain of the manner in which the canals have been managed by the State authorities, and express the hope, earnestly, that the next Legislature will inaugurate a reform. They charge the great falling off in the canal trade upon the failure to keep the canals in proper order, and the heavy tolls, by which, they declare, a vast business which now seeks railway and other conveyances, has been driven away. They are anxious that "the West" should be induced to return to the canals with all its former work, and they insist upon it that a proper system of repairs and charges would secure a return and large additional profit to the State. Soon after the opening of the Legislature attention will be called to the canal question and many reforms asked, by the adoption of which a large increase of trade, will, it is supposed, be the result.—*N. Y. Times.*

Euphrates Valley Railway.

We learn from the Levant *Herald* that the Turkish Grand Vizier has commissioned M. Pressel to undertake the survey of the ground for a line of railway to connect the Mediterranean sea with the Persian Gulf. It is to commence at Tripoli, on the Syrian coast, passing by way of Palmyra, and crossing the Euphrates, thence traversing Mesopotamia and the Tigris, and terminating at Bagdad, where it would meet the Persian Gulf line as originally planned. A preliminary step has already been taken in the despatch to Tripoli of two experienced engineers, one of whom took an active part in the pioneering work of the Roumelian line. The road will be 550 miles in length.

Chicago and Tomah Railroad.

The Chicago and Tomah Railroad Company has been formed with the view of building a railroad from Chicago, in the State of Illinois, to Tomah, Wisconsin. The line of the proposed road through the State of Wisconsin is as follows: Through Green, Lafayette, Iowa and Grant counties, crossing the Wisconsin river at the mouth of the Kickapoo, and following that stream northward, cross the ridge and intersect the Milwaukee and St. Paul Railroad at Tomah. It is to be a three feet or narrow gauge road. The bonded indebtedness of the road is limited by its charter to $15,000 per mile of constructed road.

Louisville, Cincinnati and Lexington R. R.

The earnings of this road for the years ending June 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$516,517 74	$491,287 42
" freight	414,439 83	485,472 06
" express	34,109 24	33,995 14
" mail	22,937 50	22,937 86
" telegraph	1,221 04	1,072 90
" miscellaneous	6,200 28	3,508 37
	$995,425 63	$1,038,273 25
Expenses, viz:		
Conducting transp	$267,959 88	$276,008 45
Motive power	174,721 95	202,742 67
Maintenance of way	211,668 45	227,400 73
Maintenance of cars	58,829 90	68,503 60
General expenses	27,561 50	27,818 40
	$740,741 68	$802,473 85
Net earnings	$254,683 05	$235,799 40
Add balance on hand July 1, 1871	239,666 81	
Total		$475,466 21
Disbursements, viz:		
Interest on bonds	$258,109 55	
Dividends on pref. stock	79,534 84	
Interest on floating debt	73,391 56	
Interest on Louisville Railway Transfer Company bonds	$24,326 08	
Less net earn'gs	9,321 45	
	15,004 63	
Discount on 20,000 shares common stock	493,840 12	
	919,880 70	
Balance to debit of General Account	$444,414 49	

The President, in his report dated September 1, 1872, says:

The capitalization of the company has been increased by the sale of one million of additional common stock, and almost the entire proceeds thereof invested in construction and equipment and added to the property value of the company. Substantial and commodious new machine and car-shops have been constructed and improved machinery purchased, greatly increasing the capacities and facilities of those departments. Five new locomotives, two new passenger and sixty-one freight-cars have been added to the equipment. Twenty-nine freight, four passenger, and two express cars are in course of erection at the company's shops, and nearly completed. A number of old passenger-cars have been reconstructed on an improved model in the shops of the company, and the Westinghouse atmospheric brake attached to all the passenger equipment. Ample depot grounds have been purchased in Newport. One hundred acres of land have been purchased near Newport for machine-shops, coal-yard, with elevator and stock-pens. Additional sidings have been laid, and permanent masonry and embankments have been substituted for trestle-work on the Cincinnati line.

The floating debt of the company has been essentially reduced by the sale of second mortgage bonds at materially advanced rates. The improved condition and prospects of the company have so enhanced the credit of and demand for its securities, that much of the floating debt for which bonds were hypothecated has been paid in advance of maturity.

The earnings compared with the previous year show an increase of $43,847 62, or 4.23 per cent. notwithstanding the reduction in rates over the preceding year.

The operating expenses have increased $61,732 17, or 8.34 per cent., which is due to the increase in traffic mileage of 10.70 per cent. over that of last year, the enhanced cost of fuel for locomotives, removal of temporary trestling, payments on account of accidents, etc., and the purchase of lease and fitting up new general ticket-office.

The cost per mile of the operating expenses has been reduced 1.33 cents per mile run over the previous year. It is more than probable the roads might have been operated with less train mileage and without a loss of business corresponding to the expenses saved; but the policy of operation, in which I fully concurred, has been to run a sufficient number of trains to meet all the connections at either end of the line, in order to build up and establish more promptly the great through business we are bound to command whenever there is business to be done. If the liberal scale of operation has failed to prove more remunerative than a more economic scale would, it has only been because the season has been extremely dull, with a less amount of travel and freight traffic to and from the South than has been known during any year since the war. Our roads have certainly done a very largely increased proportion of the business offered. The encouraging feature of our exhibit is that we are able to show an aggregate increase of nearly five per cent. in gross earnings, while all the roads around us, as far as I have been able to obtain information, have to accept a falling off.

Since the close of the fiscal year the months of July and August inaugurate the ensuing year with a handsome increase in both freight and passengers, giving further assurance of a sure and steady advance to a large and profitable business. The completion of the Lexington and Big Sandy Railroad to Mount Sterling, now being operated by this company, is giving a very considerable increase of traffic to the Lexington line, which will tell handsomely on the net results of another year, as the increased earnings it will afford occasions a very trifling increase of expenditures on the old line. It serves also to demonstrate the vast benefits which must be derived to this company and to the commerce of this city from the further extension and completion of that line through to a connection with the Chesapeake and Ohio at the Big Sandy or at Huntington.

We were compelled to submit to a still further postponement of the opening of the Cincinnati-Newport bridge than even the latest period promised you in my last annual report, and have only enjoyed the benefit of crossing it to immediate connections with northern roads in Cincinnati since the first day of April—only three months the river has maintained a fine navigable stage, with a sharp and active competition for freight by water-carriage at very low rates; notwithstanding which our freight traffic has been very largely increased.

Our connections of the Short-line are now fully completed at either end, the condition of our roadbeds steadily and vastly improved, the finances of the company in safe and easy condition, and we have reached a condition of readiness to begin to make money. That we shall be able to do so is as certain as that there shall be any people traveling or freights to carry.

Our next great object is to do what we can to put the Lexington line in the best possible condition for the great through traffic it will soon be called upon to perform. In order to do that we have about completed the purchase of the Shelby Railroad, and shall proceed at once with the work of extension beyond Shelbyville to make a shorter line to Lexington. The precise route of the cut-off has not been determined; but by either one of two routes already surveyed the distance between Louisville and Frankfort will be reduced thirteen and a half miles, with a material reduction also in grades and curvatures. When these connections shall be completed, and both the roads of this company become indispensable links in the two shortest and best lines north and east, the very large profits of their operation can not be doubted.

The receipts from all sources and payments during the year were as follows:

Receipts.	
Transportation earnings	$1,038,273 25
Sale of 77 Cincinnati Branch bonds	77,000 00
Sale of 359 L., C. & L. R.R.Co. bonds	359,000 00
Sale of 20,000 shares common stock	506,159 88
Chesapeake & Ohio R.R. loan acc't	100,000 00
Decrease in cash on hand	109,493 63
Accounts for labor and material unpaid	52,483 02
	$2,242,409 78
Payments.	
Operating expenses	$802,478 85
Construction and equipment	466,215 58
Bills payable	423,823 90
Louisville and Frankfort R. R. Co. bonds matured	28,000 00
Change of gauge	78,172 46
Interest on this company's bonds	256,238 80
Interest on Louisville Railway Transfer Co. bonds	15,004 63
Dividends on stock	77,237 37
Interest on floating debt	73,391 56
Increase in supplies on hand	21,852 18
	$2,242,409 78

The company have 31 locomotives, 9 twelve-wheel and 10 eight-wheel passenger cars, 6 baggage, 6 express, 71 house freight, 187 house stock, 116 platform, 8 caboose, 1 pay, 1 wrecking, 6 boarding, 68 hand, 40 truck, and 23 road cars. Number of miles run by locomotives with passenger trains, 449,183; with freight trains, 292,309; distributing trains, 52,959; Louisville connection, 22,820; other roads, 18,721—total, 835,992; of which, 641,670 miles were run by coal burners at a cost per mile for fuel of 12.58 cents and for repairs 2.63 cents; and 194,322 miles by wood burners, at a cost per mile for fuel of 12.05 cents, and for repairs 3.78 cents. Av. cost per mile for fuel, 12.43 cents; and for repairs, 2.90 cents. Total cost per mile run, 25.81 cents. Total mileage of cars, 4,613,965. Number of passengers carried, 442,233; total mileage of passengers, 15,276,176. Av. number of miles traveled by each passenger, 34.54. Number of tons hauled 244,446; number of tons hauled one mile, 18,955,478; average distance each ton was hauled, 77.95 miles. Earnings per total revenue mile, 161.16 cents; ex-

penses, do., 125.02 cents—net earnings do. 36.74 cents. Earnings per total engine mile, 130.89 cents; expenses, do., 101.01 cents. Proportion of operating expenses to earnings, 77.29 per cent.

GENERAL ACCOUNT, June 30, 1872.

Cost of road and equipment		$7,684,998 17
Sundry assets:		
Stock in Turnpike Co..	$5,000 00	
Stock in Louisville Fair Ground Association..	5,000 00	
Real estate	62 290 10	
Stock of supplies on hand	151,528 90	
Cash on hand	78,938 35	
		302,757 35
Balance to debit of income account		444,414 49
		$8,432,170 01
Funded debt and capital stock:		
Lou. & Frank. R.R. Co. 6 p. ct. bonds		$54,000 00
Lou. & Frank. R. R. Co. 6 per cent. bonds, due in 1874		25,000 00
City of Louisville 6 per cent. bonds, due in 1881		100,000 00
Cincinnati Branch 7 per cent. bonds, due in 1897		3,000,000 00
L., C. and L. R. R. Co. 8 per cent. bonds, due in 1900		1,000,000 00
		$4,179,000 00
State of Kentucky Perpetual Loan, at 6 per cent		74,519 50
Nine per cent. preferred stock		1,500,000 00
Common stock		2,623,482 82
		$8,377,002 32
Less unsold:		
L., C. & L. R. R. Co. 8 per cent. bonds	$296,000 00	
Nine p. ct. preferred st'k	649,000 00	
		945,000 00
		$7,432,002 32
Bills payable:		
Loans, etc.		600,969 54
Unpaid accounts:		
Accounts for labor and material	$222,405 96	
Interest coupons	112.371 15	
Dividends on stock	48,737 60	
Due other roads on ticket sales	19,591 26	
Chesapeake and Ohio R. R. loan account	100,000 00	
Due sundry parties	37,091 94	
	$540,197 91	
Less due us from:		
Post Office Department	$5,734 38	
Bills receiv'ble	2,300 08	
Station agents, foreign offices, etc	39,177 40	
Paymaster	50,423 97	
Sundry parti's	43,363 93	
	140,999 76	
		399,198 15
		$8,432,170 01

President.—NORVIN GREEN.

Vice President.—JOSHUA F. SPEED.

Directors.—By the stockholders: Joshua F. Speed, J. Guthrie Coke. J. W. Kalfus, J. M. Monohan, J. B. Wilder, R. Ferguson, E. D. Sayre, M. C. Johnson, Jas. O. Harrison, Henry Bell. By the State of Kentucky: Littleton Cooke, E. D. Standiford.

Chief Engineer.—I. M. ST. JOHN.

Superintendent.—J. E. GIMPRELING.

Secretary and Treasurer.—R. H. COURTNEY.

Auditor and Purch. Agent.—WILLIAM MAHL.

Boston and Providence Railroad.

The annual meeting of stockholders of this company was held in Boston on the 20th inst. The report of the Board of Directors was read by J. H. Clifford, President, showing the gross earnings of the road for the past year to be $1,716,399 42, and the net income, notwithstanding many extraordinary outlays, $465,346 83—more than $30,000 over last year's income.

The road has transported during the year 540,263 passengers, carried 203,168 tons of freight, and run 117 miles more than in the previous year. The company has erected depots at Pawtucket, Dodgeville, Boylston Station, Hyde Park and Heath street, Boston.

They have now in process of erection one at Camden street, Boston, Forest Hills and Attleboro, and are forwarding diligently the new principal passenger station in Boston. The Directors wish particularly to bear evidence to the fidelity of their employes in every department. Other proofs of the prosperity of the road are found in the report, which was received with satisfaction by the stockholders.

Mr. Clifford then spoke of the matter of the Stoughton Branch Railroad, the stock of which the Directors of the Providence Road had purchased, and it was voted that petitions be made to the Legislature for the merging of the two roads into one corporation.

Messrs, W. R. Lee, of Boston, and J. W. Smith, of Providence, were appointed a committee to sort and count votes for directors for the ensuing year. The committee reported the following as elected: Messrs. John H. Clifford, Geo. W. Hallett, T. P. I. Goddard, Wm. R. Robeson, Francis M. Weld, Joseph W. Balch, Henry A. Whitney. Forty-eight stockholders voted, representing 6,389 shares.

On motion of Mr. Isaac A. Anthony, the thanks of the stockholders were voted to the employes of the road for the faithful discharge of their duties.

Messrs. W. G. Russell, John A. Thomas and J. R. Smith were appointed an Auditing Committee for the ensuing year.

Richmond, Fredericksburg and Potomac Railroad.

The annual meeting of the stockholders of this company was held in Richmond on the 20th inst. The report of the president, John M. Robinson, alludes to the opening of the all rail night line on the 18th of July, the arrangements being made with the Alexandria, Fredericksburg and Baltimore and Potomac Company's line, and the cars have been regularly run by this line between Weldon and Baltimore. The board determined to continue connection with the day steamboat line on the Potomac, the favorite route to the passenger, affording rest to the traveler after a tedious ride.

So far the company has experienced but little advantage from their connection with the railroad companies north of Quantico beyond what they enjoyed in connection with the Potomac steamers; but in the future, when the Baltimore and Potomac Railroad shall have been extended into and through the city of Baltimore, it is believed that freight may be conveyed by the all-rail line at such rates as will produce a large and valuable freight business not only between Richmond and Baltimore, but also in connection with roads to the south of Richmond. Such trade, it is believed, must eventually be obtained.

The report of general superintendent E. S. D. Myers, gives an encouraging exhibit of the affairs of the company, the income for the past fiscal year being $351,919 29, expenses $205,909 45, showing a net increase on the earnings of the year previous of $23,666 90. Mr. John M. Robinson was unanimously re-elected president. H. A. Claiborne, Charles S. Mills, Elisha Chauncey and W. B. Myers were elected directors on the part of the stockholders, and Mr. Andrew Johnson was announced as director on the part of the State. Messrs. C. F. M. Garnett, James Hunter, John M. Robinson, John R. Baylor and L. B. Anderson were re appointed the committee of examination.

The Ohio Coal Fields.

We give below, from the Cincinnati *Gazette*, the very able address of Prof. E. B. ANDREWS, State Geologist of Ohio, delivered before the Cincinnati Boad of Trade on the 7th inst.:

Prof. Andrews first showed that Cincinnati, being a great city, should make articles of prime necessity free from any uncertainty or precariousness of supply. In the earlier days when the place was small, the abode of the first pioneers, the elements of precariousness mattered comparatively little; it rather gave zest to pioneer life. If the intervals between the capture of bear or turkey were somewhat long, the appetite was the keener and the relish greater when the supply came. The spring on the hillside drying up in summer gave way in time for wells, and in the growth of the place, wells gave way to water works, with certain and abundant supply. The surrounding forest afforded the first fuel, and as the forest receded wood was floated down the river, and when this became uncertain coal slowly made its way against many prejudices, hickory and maple being regarded by many as possessing in themselves all the caloric virtues.

But coal at last supplied all the wants, and this was brought by the river almost exclusively. But the river has elements of uncertainty, and now the city, in the magnitude of its wants, often suffers for the want of an adequate and continuous supply. Has, then, the city outgrown the Ohio river? If the question is change? it answers itself. Shall an article of cheap necessity—indeed, a prime factor in the well being and growth of the city, the demand for which is constant and increasingly vast—be subjected to a doubtful and precarious supply?

The Ohio river has served a noble purpose, and through its aid Cincinnati has grown steadily in population, in wealth, and business enterprises, and with this wealth has come regard to the requisitions of taste and culture, and now the city, with its almost unrivaled environs, ranks among the first and most beautiful in the land. In past years the river floated your commerce, and travelers came and went by it, and all gave it merited honor. It was for years the great thoroughfare over which the statesmen of the West passed to and from the National Capital, and business men to and from the Eastern marts. Down it immigrants, in constant throng, passed, to find homes here, or in the broad West beyond. But its day has passed, not for the beauty and picturesqueness of its scenery, but for the prosaic purposes of traffic, and now Cincinnati must look elsewhere for the supply of one of her most urgent demands. Fortunately an ample supply of fuel is not far away, and I shall point out such of our coal fields lying East as are proximate to the city. But before the Professor takes an excursion with his audience, among the Eastern hills and valleys, he wishes to spend a moment on the subject of coal

itself—its origin and leading varieties, that we may make our excursion more intelligently.

(Here the Professor drew a geological section across the State, from Cincinnati eastward, and illustrated by a diagram.)

Coal is formed from vegetable tissues. The leaves, bark and vegetable tissues are visible in the coal itself.

Coal vegetation grew where now found, and was not a mass of vegetable detritus carried from the land and buried under the sea, as some think. Coal vegetation grew in marshes and on low islands skirting an ancient shore. Fishes and marine shells are found in coal, and accompanying slate. These marshes were sometimes flooded, and beachworn sticks carried into the marshes and are now lodged into the coal.

The marsh settled down and the vegetation was buried by sands and clay sediments, which now forms sandstones and shales. This subsidence was a regular and uniform thing until arrested, and the waters were silted up with sand and mud. A new marsh formed, making another seam of coal. Hence a beautiful parallelism between the seams of coal, for each represents a water line. The coal thus formed is of three kinds: highly bituminous and coking, splint and cannel. These pass into each other by almost imperceptible gradations.

Coking coal—formed from the vegetation which has before burial undergone the least change from decomposition. A tree or branch buried in impervious clay always makes bright resinous coal. Pittsburg and Youghiogeny are of this general class. Good steam coal where it can be stoked. Not so pleasant for the grate as the dry burning coal. It is good for coke, and generally for gas.

Splint coal—Is formed from vegetation more changed, which has been more subjected to wetting and drying. It is generally laminated, and breaks into tabular blocks in fracture and dry burning. It is generally rich in carbor, and from its non-cementing nature is especially adapted to the blast furnace.

Cannel Coal.—In the ancient marshes there were areas where the water stood more or less, and there were accumulations of vegetable mud or muck, such as we find in bogs now. All vegetable structure is gone, and, when dry, such muck forms a dark and impalpable powder. Such muck beds, in the ancient marsh, when burned up and compressed, and bituminized, formed cannel coal, which shows no structure, seldom any lamination, and breaks with a conchoridal fracture. This coal, when free from impurities, makes a popular parlor grate coal, and gives to gas a high illuminating power.

Ash in Coal—Is derived from the ashes or inorganic matter in the original vegetation, and from the sediments which were brought into the old coal marshes. A coal from Jackson county gave .77 per cent. of ash. From this minimum it ranges to even 20 or 30 per cent., and, when excessive, destroys the value of the coal.

Sulphur in Coal—Is derived in part, from the original vegetation, but probably more from sulphates in ocean water, decomposed by the action of decomposing vegetable matter. Part of the sulphur is united with iron to form pyrites or bisulphide of iron; part is united with the bituminous matter and is volatilized in coking the coal, and part is found with the fixed carbon of the coke. A mere trifle is found in the ashes.

For iron making, in blast furnaces, the more sulphur passes off in the coking which takes place in the top of the furnace stack the better, since pure coke is chiefly needed. For gas making, it is just the opposite.

The Professor gave the following distances to coal fields.

CINCINNATI AND MUSKINGUM VALLEY RAILROAD.

Cincinnati to Lancaster, 125 miles; Cincinnati to New Lexington, 146 miles; do. to McLunay, 152 miles; New Lexington to Moxahala, 5 miles; to Sunday Creek, 10 miles; Cincinnati to Sunday Creek, 156 miles; Cincinnati to Wolf Station about 141 miles; Wolf Station to Shawnee, 12 miles (estimate); Lancaster to Straitsville field, by a proposed direct road, 17 to 20 miles; Lancaster to Straitsville, Columbus and Hocking Valley railroad, 31 miles; Lancaster to Haydenville, 25 miles; Lancaster to Nelsonville, 30 miles; Cincinnati to Nelsonville, via Columbus and Hocking Valley railroad, 155 miles; Cincinnati to Straitsville, via Columbus and Hocking Valley railroad, 156 miles.

The coal by the Cincinnati and Muskingum Valley railroad would find dumpage from the bridge alone, and will naturally supply the southern part of the city.

MARIETTA AND CINCINNATI RAILROAD.

Cincinnati to Byers' Station, about 120 miles; from Byers' to Pigeon Creek, by branch to be built, 3 to 5 miles. Cincinnati to Hamden, 129 miles; Hamden to Jackson, 12 miles; total, 141 miles. Cincinnati to Zaleski, 140 miles; Cincinnati to Mineral City, 150 miles; King's Switch and Mooresville between Zaleski and Mineral City; Cincinnati to Carbondale, 155 miles; Cincinnati to Athens, 160 miles; Nelsonville, via Marietta and Cincinnati railroad, 174 miles; Cincinnati to Big Run and Federal Creek, 174 miles. Coal by the Marietta and Cincinnati railroad would supply the north part of city.

OHIO RIVER.

Cincinnati to Big Sandy, 158 miles, Cincinnati to Pittsburg, 466 miles; Cincinnati to Pomeroy, 230 miles; Ohio river to Peach Orchard coal, Big Sandy, 42 miles; Ohio river to Warfield, 53 miles; Ohio river to Twelve Pole, by rail, 24 miles; Ohio river to Guyandotte coal field, 32 miles; Ohio river to Coal river coal field, by water, 72 miles, by rail a little less; Ohio river to Coalburg, Kanawha, by water, 70 miles, by rail, 69 miles.

The speaker passed up the Cincinnati and Muskingum Valley railroad to Lancaster, and thence to the great Perry county and Hocking valley coal fields by various routes.

Continuing to New Lexington and McLunay Station, we find coal in the hills bordering the railroad. It is of good quality and popular where used. Ten miles south of New Lexington, by a railroad now in progress, the great Sunday Creek coal seam is reached the maximum development of coal in the State being thirteen feet lacking two inches of pure coal. The quality is very superior, and has great adaption to all the higher uses. In another year this coal will be reached, and can be mined and shipped to great advantage. Excellent coal is found in the Moxahala valley, south of New Lexington. At the junction, about six miles west of New Lexington, the Newark and Straitsville crosses the Cincinnati and Muskingum Valley railroad, and reaching Shawnee City in the immediate neighborhood of Straitsville, where very excellent coal is found in great abundance.

A road is projected from Lancaster to the Straitsville region, which will reach the coalfield in seventeen miles.

By using the Hocking Valley road, all the vast treasures of the Hocking Valley and Straitsville region are made accessible. This is a coal of the finest quality, and it is authenticating itself for all important uses, over a vast district which it is now supplying. The business in this region is becoming very extensive and profitable.

MARIETTA AND CINCINNATI RAILROAD.

A branch from Byers Station up Pigeon creek reaches in three to five miles, the Sells coal, the equivalent of the Anthony seam. This is one of the best and purest coals in the State.

Hill coal and shaft coal are found nearer Jackson—all superior coals. A branch to the Elk Fork coal (Wolff's), north of McArthur. This is a very excellent coal, and perhaps the equivalent of the Briar Hill and Jackson shaft.

At Zaleski, King's Switch, Moonville, Carbendale, are coals of varying values, but generally good, and popular where used. From Carbondale, a road three to five miles would strike the Nelsonville region, or Floodwood, or Meeker's run, where the coal is from six to eight feet. Hocking Valley coal may now be brought to Athens, thence by the Marietta and Cincinnati railroad, east of Athens, on Federal creek and branches, the equivalent of the Pomeroy seam in Ames, Browne, Homer, Marion, and ——town-ships. This is a good coal for all uses except gas making and the blast furnace. It makes a good coal for steam purposes and for the grate where a coking coal is desired.

SYMMES CREEK ROUTE.

Distances furnished by Colonel Trimble.—Cincinnati (Miami Depot) to Works Mines, 5 miles west of Jackson, 106 miles; Cincinnati to Jackson Court House 111 miles; Cincinnati to Symmes Creek seam of coal, Greenfield township, 120 miles; Cincinnati to Waterloo, Walnut township, 131 miles; Waterloo to Ohio River, 23 miles.

COAL IN JACKSON COUNTY.

Shaft coal at Jackson—Very pure and excellent; used for making iron in blast furnace; resembles the Briar Hill block coal, but less blocky, probably the geological equivalent of the Briar Hill seam.

Anthony coal, one of the purest and best coals of the State, extends through the hills to the north for a considerable distance; seen on Buffalo Skull Creek and Pigeon Creek, etc.

Hill Coal.—Another very pure coal, and would make a very popular fuel. It has little sulphur and little ash.

Over the ridge on Symmes Creek is the Sheridan Coal, which is thicker, and found to be very full and good. This coal ranges through Walnut, Greenfield, and, perhaps, other townships in Gallia county.

There are four other coal seams on this railroad line—one 75 feet below ferriferous limestone; one just under the limestone, and one 20 feet above, and one 50 feet above the Symmes Creek seam.

By a branch south of Jackson the Webster Furnace block coal could be reached. This is the geological equivalent of the Briar Hill coal; the coal is very superior.

There is, on the aggregate, a vast supply of coal on this route.

By the Ohio valley the coal fields are reached in about one hundred and twenty five miles.

On the Little Scioto, near Webster furnace, the coal is very fine, and in places typical block coal, but this coal is needed at home for smelting the ore of this region. It is, however, within reach of the Ohio river over the Portsmouth branch of the Marietta and Cincinnati railroad.

In the vicinity of Hanging Rock and Ironton the principal coal is the Newcastle vein, twenty feet above the ferriferous limestone. This coal is used successfully for general purposes, but is not well adapted for blast furnaces.

The Sheridan coal, now mined and shipped on the Ohio side, about six miles above Ironton, is an excellent coal for steam purposes, and for most other uses. It is a widely spread seam, extending back into Symmes Creek. The Symmes Creek coal ranges from four to six feet; is a good coal, with a large per cent. of fixed carbon. This coal is accessible to the Ohio valley by the valley of Symmes Creek.

The distance from the river to the best of these coals is about twenty-three miles. This deposit is quite extensive, and is well developed and very pure throughout several townships. Following up the river, the next important seam is that of Pomeroy and vicinity, which is well known in Cincinnati. The range of this coal is extensive and the supply abundant, and is very accessible, the river curvature affording a large frontage for mining.

The coal fields on Duck Creek, above Marietta, are now rendered accessible by the Marietta and Pittsburg railroad. These veins have a thickness of from five to six feet. The coal is highly valued for steam purposes, and is used in the puddling furnaces at the Marietta Iron Works, and is now in general use at Marietta, taking the place of the up-river coals.

On the south side of the Ohio, the Coalton coal

seam is worked on the railroad, twelve miles south of Ashland. This is a valuable coal for furnace use, for which reason it is not shipped by its owners to the general market.

The Peach Orchard district, forty-two miles up the Big Sandy, contains very fine deposits of coal, which at one time won a high reputation in this city; but the mines had to be abandoned during the war.

On Twelve Pole creek, twenty-four miles from the Ohio river, is also a valuable boring of coal, generally a splint, but running into cannel in places; the heaviest good cannel the lecturer had ever examined.

The Guyandotte coal, thirty-two miles back from the river, is, doubtless, the same as that on Twelve Pole. This is reported to be of fine quality, and from six to seven feet thick. The Coal river basin extends further up, and embraces, with the Kanawha coals, an extensive field and the coal is highly spoken of.

All these several coal deposits, affording an inexhaustible supply of every class of coal, are in easy reach of a line of railroad along the Ohio river directly, or by branch roads, extending a short distance up the valleys of these lateral streams.

GENERAL CONCLUSION.

I fear I have confused your minds by the large number of locations of excellent coal to be found within reasonable distance of Cincinnati. There is one very manifest inference from these facts—viz: that Cincinnati should not go to Western Pennsylvania for coal. As it now is, you go 300 miles further than you need go, and that 300 miles the worst part of the Ohio river, through which the coal boats must run the gauntlet of low water, sand bars, bridge abutments, &c. Fewer runs can be made on the same rise of river, so much more time being consumed on the way. Furthermore, of the millions of dollars sent to Pennsylvania for coal, not a dollar comes back to you in the reflex current of trade. This vast sum is not only lost to you, but goes largely to enrich Pittsburg, a rival city. Fortunately, adequate supplies are at hand.

During the address, while the Professor was speaking of the line of the Cincinnati and Muskingum Valley railroad, a gentlemen inquired:

"What grades are to be overcome in getting coal to Cincinnati from that district—about the maximum?"

Professor Andrews—I have not the exact grades, but they are not very serious until you get on the ridge between Lancaster and Circleville. Between the waters of the Hocking and the waters of the Scioto there is but one place where, for heavy freight trains, an extra engine would be needed.

Q.—How many feet to the mile is the grade?

Prof. A.—I do not know positively, but I understand it is about 64 feet. The difficulty there could be obviated by using an extra engine.

Q.—How many cars loaded with coal can be taken over that road with one engine?

Prof. A.—With the exception of that one place, I have been told they can take twenty-eight, of 300 bushels each. That is about the average size of the trains on the Hocking Valley road—not where it is taken out of the ridge, but where they make up their trains.

Q.—How long is that grade?

Prof. A.—It is not long. It is the first rise west of Lancaster, and of course it is the up grade coming this way, to the summit. I am told it is nothing serious. Whether it can be remedied by some new engineering, I do not know.

Q.—What is the relative value of Ohio and Kentucky coals, of which you have spoken, and the Pittsburg coal?

Prof. A.—It is very difficult to speak of their relative values. The Pittsburg coal is the standard of that class of coking coal. For household use, and for the generation of steam, the other coals are preferred by many people. I have burned the Pittsburg and other coals, and my preferences are for the dry burning coals of the Hocking Valley. They are much cleaner, and have less ash. The chief heating quality of coal lies in the carbon. The difference in the amount of gas between the Straitsville coal and the Pittsburg coal is not much. There is a little excess of gas in the Pittsburg coal, but in Columbus, Lancaster, and other places where Straitsville coal is easily obtained, that coal has driven out the Youghiogheny coal. One of the reasons is that the Straitsville coal makes gas of a superior quality.

By photometric test, the Youghiogheny coal produces a gas which averages fourteen candles, while, by the same test, Straitsville averages eighteen candles. I have never in my life found so beautiful and satisfactory a light for my evenings' work as I get in Lancaster, where they use Straitsville coal. If your gas companies could get it as cheap as the other coals I have no doubt they would use it.

Q.—Are there any uses to which the Youghiogheny coal is applied, for which the coal you have been speaking of cannot be applied?

Prof. A.—With the single exception of making hard coke, I do not know of any. The best cokes are made of coals which melt, become porous, and swell up. When they harden, they harden like a cinder, and that makes the most valuable and compact coke.

Q.—I understand the most valuable uses of the Youghiogheny coal are for making steam and blacksmithing?

Prof. A.—I find all over the country that the blacksmiths have very different ideas about coal, but they generally prefer a bituminious or coking coal. They want what they call a "hollow" fire, which is better attained by a coking coal. As to the relative values for the generation of steam, I cannot say. A gentlemen in Columbus is testing coals with reference to that subject. If I can get him to test a sample of Youghiogheny coal for me, I will know the relative values of coals for that purpose. I do not disparage the Youghiogheny coal, because it is a valuable coal of its class; but the class is not what I should prefer for general use. The Straitsville coal, I judge, would be very valuable for domestic use.

Q.—What is the probable supply of that Straitsville coal?

Prof. A.—It is indefinite. It runs through several counties, and in its maximum development, it has a development of 13 feet for miles and miles.

Two years ago I was called to address the State Board of Equalization, to state what value coal gave to land, and I was obliged to state that, in some districts, they had so much coal that the consumption of the large part of it would have to be adjourned for more than two hundred, and from that to a thousand years; and that the coal to be mined two hundred years from now had no present effect on the taxable value of the land. I have no fear that it will be exhausted for a long time to come.

Q.—What is the relative value in carbon of the Straitsville and Youghiogheny coal?

Prof. A.—I think the Straitsville coal has two or three per cent. more carbon.

Q.—Do you consider the Scioto coal at the Webster Furnace of any better quality than the Ashland coal? [in Kentucky]

Prof. A.—I should say the coal at Webster Furnace would take rank with the other coals in that vicinity, but it has not been very extensively opened.

Q.—Isn't it a stronger coal than the others?

Prof. A.—I should think it would be stronger in heating power—that is, has more fixed carbon—than the Ashland coal.

In conclusion, Professor Andrews said:

"The coal fields I have mentioned are so extensive, and of such quality, that in five years it should drive out of your market all of the Pennsylvania coal."

A vote of thanks was tendered to the Professor, and the meeting adjourned.

☞ The Midland (Ca.) Railway is now completed to Atherly, within three miles of Orillia.

Finances of Boston.

From the annual report of the City Auditor, for the year 1871-72, we gather the following interesting statistics:

Funded city debt	$20,799,766 80
Unfunded city debt	197,857 91
Water loans	6,812,711 11
Roxbury debt	634,700 00
Dorchester debt	183,500 00
	$28,628,535 82

The classification of this debt, funded and unfunded, April 30, 1872, is as follows:

City debt, proper	$16,292,885 08
Water debt	9,602,950 74
War loans	1,914,500 00
Roxbury debt	634,700 00
Dorchester debt	183,100 00
	$28,628,535 82

During the year ending April 30, 1872, the debt was increased by the sum of $745,899 69.

The consolidated debt has increased each decade as follows, since 1824:

1824	$100,000 00
1830	891,930 75
1840	1,698,232 56
1850	6,195,144 35
1860	8,491,599 77
1870	18,687,350 91
1872	28,628,535 82

THE POPULATION, VALUATION, AND RATE OF TAXATION.

Year.	Population.	Valuation.	Rate.
1825	58,277	$52,442,600	7 00
1830	61,392	59,856 000	8.10
1835	78,603	79,302,600	9.70
1840	93,383	94,581,000	11.00
1845	114,366	135,948,700	5.70
1850	138,788	180,000,500	6.80
1855	161,429	241,932,200	7.70
1860	177,902	276,861,000	9.30
1865	192,324	371,892,775	15.80
1870	250,526	584,289,400	15.30
1871		612,663,550	13.10

Of the valuation in 1871 the property was classified as follows:

Real	$395,214,950
Personal	217,448,600

Canal Towages.

A new and novel invention for steam towage on the canals, in competition for the $100,000 prize made its appearance in our city this morning, and will make its first trip on the Erie Canal between this city and Schenectady on Friday of this week. The new invention comprises a boiler and engine, six-horse power, the former being on the boat, and the engine on the tow-path furnishing the propelling power. The latter is placed on a truck of three strong wheels, two in front and one in rear for directing the course of the machine, which is eight feet long three feet wide and three feet in height, having a capacity for using three hundred and fifty pounds of coal in twenty-four hours and weighing only eight hundred pounds. The machine also carries a tank for ballast purposes, which will contain an aggregate of 2,000 pounds of water. The engine is connected with the boiler on the boat and is supplied with steam by means of a gutta percha or india rubber tube or pipe, and the connection is further strengthened by auxiliary lines. The cylinder of the engine is four by six inches. The inventor is Mr. J. P. Tice of New York, and he is very sanguine of the success of his invention.—*Albany Journal, Nov.* 20.

☞ The Rensselaer and Saratoga Railroad, during the year ending Oct. 1st, transported 557,000 tons of freight; amount carried one mile 29,451,800. The number of passengers carried for the same time was 664,000, number carried one mile 17,241,410.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,553
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,690	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	632,657	511,554	609,788	579,642	535,364	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	.....	....	.....
Chicago and Alton:													
1865	280,508	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,002
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.228	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,166	3,892,861
1868	276,117	275,140	267,094	279,121	308,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,009	388,727	328,390	345,838	402.854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,553
1870	251,109	316,087	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,285	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466.830	565.145	480,710	519.306	669.605	729.759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585.623	747.942	702.691	767,508	946,707	932.683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858.948	925,983	808.524	797,475	1,000,086	1.200.216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,287	1,448,942	1.541,057	1,211.530	879,900	11,632,789
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1.570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,066	1,037,974	1 306.673	1,374,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,697	1,139,284	1,034,393	1,227,513	1,259,282	1,304,338	1,037,964	773,494	12,208,408
1871	655,428	602,182	774,994	787,841	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,006,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274.021	249,355	319.012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	428,598	.....	.....	.....
Illinois Central:													
1864	327,900	416,558	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	618,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	687,448	586,165	444,448	518,800	572,551	626,249	549,714	794,425	889,967	931,530	686,401	681,041	7,817,629
1869	659,188	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623 388	661,789	801,926	555,087	654,539	712,647	627,216	899,052	901,235	908,225	811,708	697,751	8,678,958
1871	624,744	5.9,617	563,598	620,228	713,102	718,722	707,992	836,041	890,287	753,184	755,486	688,131	8,401,142
1872	642,466	547,068	572,176	547,988	636,378	641,410	616,680	768,256	759,967	863,746	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,181	96,888	103,873	98,043	106.921	104,866	113,504	112,952	123,802	1,201,339
1867	94,186	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95.416	95.924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,617	91,666	108,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,620	1,390,822
1870	90,177	98,275	101,379	106,246	110.218	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,888	126.224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	176,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,650	162,521	191,841	208,977	.....	.....	.....
Michigan Central:													
1856	306,324	279,137	344,228	337.241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1866	282.439	265,796	337,158	343,787	365.196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,096	288,661	375,210	362,788	383,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4.371 078
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,018	392,942	456,978	511,820	410,826	399,671	4,509,251
1869	384,120	320,686	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,768	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,788	1,101,771	775,616	438,323	5,683,606
1868	389,228	321,208	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,409	420,951	460,288	630.844	678,923	586,631	525,547	724,732	1,040,102	801.195	496,553	7,250 069
1870	396,171	382,828	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,481	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	665,729	811,961	950,945	.....	.....	.....
Ohio and Mississippi:													
1864	210,320	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	246,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,468	349,285	344,700	350,348	372,618	412,553	284.319	3.793,006
1866	267,541	246,109	326,286	277,424	283,130	253,925	247,262	306 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,989	240,135	234,683	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194.455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,286	249,987	211,219	300.971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,459	236,108	3,438,980
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,108	299,592	3,630,696
1872	254,319	238,823	303,594	305,756	266,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,158	711,457	1,170,241	1,125,685	754.551	1,032.149	512,178	9,555,510
1865	668,053	608,305	116,215	928,283	416.841	866,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.038 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	85o,742	887,793	874,974	456,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,537	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,062
1869	479,286	525,490	755,438	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1.199,094	1,143,309	899,258	9,642,177
1871	606,367	423,045	644,506	688,578	1,068,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	102,138	170,485	168,699	162,582	166,015	222.953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149,342	174,153	188,162	171,736	156,066	172,983	220,788	219,160	230.340	206,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,138	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	168,295	152,909	137,794	1,871,081
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,671	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,510	309,501	364,724	382,996	406,766	351,759	333,480	3,809,363
1868	278,712	265,137	257,800	286.825	260,529	293,344	283,833	484,209	450,203	429,896	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.869	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,657	515,618	4,454,464
1871	366.175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	621,351	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528.529	500.139	539,238	706,003	802.596	746.450	643.058	644.051	728.521	719,698	570.168	506,053	7,654,004
1871	479.573	373,925	498,899	584.840	724.466	728,174	676,696	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	834,115	565,864	699 430	890,442	859,459	748,882	789,567	863,754	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.53	....	....	Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	56	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	802,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury..Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	10.33	....	....	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,085	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,618	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,826	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,595	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	334	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,656	5	25	25	....
Sept. 30,'71	18.00	677	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads.....N.Y.	45,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	18	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.76	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	662,270	307,545	350,000	—	365,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,290	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,648	13.5	50	....	15
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	76,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.50	—	—	Malden and Melrose (Btn).Mass.	60,240	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	68,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,568	1,250,000	—	455,566	905,066	153,192	10	100	100	62
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City C. &.....Pa.	450,237	225,000	200,000	25,287	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	10	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	....
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,718	8.9	50	25	32½
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	228,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,158	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	52	32	Salem.....Mass.	263,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31,'71	6.75	286	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,376	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	848	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	33,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	487,165	81,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	596,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	78	West Philadelphia.....Pa.	584,896	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamsburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport.....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	6	100	100	....
Sept. 30,'71	4.18	51	23	Worcester.....Mass.	51,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Brklyn City & Pros. Park: 1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M.&S.	'74'5	....
Eighth Avenue (N. Y.): 1st Mortgage	208,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1855	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (ds & 7s)	62,350	..	J.& J	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1878	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M.&N	1886	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	16,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Rea. estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M.&N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	6	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage	93,000	7	.....	.....	....
2d Mortgage	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*..100	2,494,900	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J & O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M. & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M. & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,883,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J. A. J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R..*100	6,850,400	M. & N	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June'72 5
Central of New Jersey..100	15,000,000	J.A J&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*..... 100	380,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	5,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*. 50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 5	1,180,800	M.J.S.D.	June '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug.'72 5
Concord..... 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*..... 100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Riv.....	1,200,000	J. & J.	July '72 5
Cooperstown and Susq..100	207,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,250,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,508,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,300,200	J. & J.	July '72 4
East Mahanoy * 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,800	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	800,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,009,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Sept.'72 1½
Fitchburg.....100	3,240,000	J. & J.	July '72 4
Georgia 100	4,185,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,160,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,224	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	38,446,000	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	6,739,800	M & N.	May '67 5*
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug.'72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	July '72 4
" " pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nig. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	July'72 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J. A. J.O.	Oct. '72 3
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July'72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 2½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040.000	May.	May '68 7
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,519,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,868,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass 100	2,360,000	M. & N.	Nov.'72 2

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '72 1
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July'72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July'71 3
Grand St. and Newton....100	170,000	J. & J.	July'71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston).... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	July'71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	902,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July'71 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston)	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan.'72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000.000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 5
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4.000.000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700.000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,737,000	6	Jan. & July.	1880	116
.. .. coupon	4,678,000	6	" "	1880	116½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,374,450	6	Jan. & July	1881	116
.. .. coupon	63,946,750	6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s) ..... registered	32,561,100	6	May & Nov.	1882	112½
.. .. .. (5-20s) ..... coupon	236,175,500	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,448,550	6	Jan. & July.	1881	116
.. .. coupon	21,551,450	6	" "	1881	116½
Loan of March 3, 1864 (5-20s) ..... registered	2,296,000	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s) ..... registered	33,366,400	6	May & Nov.	1884	112½
.. .. .. (5-20s) ..... coupon	36,566,100	6	" "	1884	112½
Loan of March 3, 1865 (5-20s) ..... registered	36,748,450	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	119,867,400	6	" "	1885	113½
.. .. .. 2d series (5-20s) ..... registered	59,036,650	6	Jan. & July.	1885	115
.. .. .. (5-20s) ..... coupon	152,370,350	6	" "	1885	115½
.. .. .. 3d series (5-20s) ..... registered	90,771,100	6	Jan. & July.	1887	115
.. .. .. (5-20s) ..... coupon	225,740,250	6	" "	1887	115½
.. .. .. 4th series (5-20s) ..... registered	13,696,500	6	Jan. & July.	1888	113½
.. .. .. (5-20s) ..... coupon	25,042,900	6	" "	1888	115½
Loan of March 3, 1864, (10-40s) ..... registered	139,419,850	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ..... coupon	55,147,450	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71 .registered	127,435,450	5	F. M. A. & N.	1881	109
.. .. coupon	72,564,550	5	" "	1881	110½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	5,030,000	3	.....	Den.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency	402,969,6 3	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0. 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'89-'00	...
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	...
.. Bounty and Relief Bonds, 1863 and '61...	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($0,7.8,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	72 '74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,080	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	....
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	103½
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'76	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'68-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1885	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	...
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'96	...
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	..
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	107½
North Carolina—($29.900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	35
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'96	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	28
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	27
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,986):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1893	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1886	30
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	22½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	75½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,600	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	76½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'0.	38
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'67	43
.. Funded Interest sterling, 1867.....	466,260	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	5*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	99½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95½
Loan of 1853-'55	1,710,500	6	April & Oct.	"	1885	94
Loan of 1858-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R., assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84½
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'd by $4,000,000 Bar.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	96
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1876	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1909	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	97
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	83
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	$12,000	7*	April & Oct.	" "	1991	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Len. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	83
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,785,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1885	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	99
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	186,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	584,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1892	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	93
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	660,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	....
1st Mort. (San., Day. & Cin.)S.F.	588,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)	3:23,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.	15,344,750	7	April & Oct.	New York.	1908	86½
1st Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	78
2d Mortgage Consol. skg fund						
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	802,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,753,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,683,000	7	March & Sept.	" "	1881	95
Company B'ds(Del.Lack.& W.)	3,000,000	7	June & Dec.	" "	1892	90½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,600,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	800,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	94
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1851	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1870	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1*st Preference Bonds* £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2*d Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	67
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	108
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, sk'g fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk'g fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,989,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Kook., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sk'g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854	600,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,608,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	260,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	94
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1867	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort.July 1, 1868(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	96
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1893	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,600,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1907	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1886	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1896	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1909	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov.	" "	1902	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July	" "	1890	107½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93½
Milwaukee City Loan	238,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1852	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	101½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	99½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	94
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	55
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,600	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	98½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,800	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	88
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	1,462,000	7	" "	"	1911	104
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	576,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1890	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	...
1st Mortgage	175,000	8	April & Oct.		....	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
3d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1s' M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1856	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-,90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,500,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant......	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	85
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	96
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	81½
Omaha Bridge B'ds, stg£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	57½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	82
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1889	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& Alll.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95½
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 67 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1906	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	98
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	86,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	78
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	77
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	28	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,800,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	16	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	—	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	53.0	(Operated by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	153
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	*	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	144
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	53,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	.....	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.8	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	140
Sept. 30, 1871	74.2	8.5	65.4	—	49	68	24	1,056	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	292,913	4,921,274	—	646,593	1,012,570	144.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	126
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	147
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	—	—	—	(Leased and operated by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	483.681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	113
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,121,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,924	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	39
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	756,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,762,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,153	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*†..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,942,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,184	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,368,380	11,426,267	1,234,906	.....	233.1	451,522	133,427	99,566	769,266	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley.....Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	240.0	112.0	30.0	—	125	66	42	2,466	Chicago, Rock Island and Pacific..Illinois.	14,497,000	*	864,634	608,795	11,253,500	4,498,000	2,660,262	446,956	599.6	3,259,907	715,682	1,501,496	5,278,910	1,810,051	10	100	109

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Star asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	259.5	—	20.3	51.4	23	22	8	268	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,025,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept.30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,746	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387.800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilmen, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	180,000	.....	—	14.0	17.528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	33½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,389	7.8	19.200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,038	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.609	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,061	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	124½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette.Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,629,175	*	589,143	222,168	600,000	3,338,000	702,486	—	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,661	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	—	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*...Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,936,000	66,667	263,757	11.0	11,380	.....	82,617	34 292	4,558	—	50	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	308,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug.31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ....Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871									Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,936	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,203	10,430.333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92½
Aug.31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000,000	.....	.....	—	—	(Recently opened.)					—	100	....
Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,031,959	*	.....	.....	5,125,000	7,700,000	.....	—	211.0	.....	.....	.....	429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—	.....	14,682	285,050	356,000	.....	8,290	—	(Leased to Pittsb., Ft.W.& Chicago.)			56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.Kansas.	1,100,000	—	.....	.....	600,000	500,000	.....	—	21.5	(Leased to Pacific of Mo.at 4.5 p.c.—m.			$42,000)		—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv...Kansas.	5,119,520	587,550	5,700,038	254,227	5,707,550	5,707,550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac.....New York.
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven. N.Y. & Conn.
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua. N.Y.
Jun. 30, 1871	35.0	—	3.5	18.0	—	—	—	—	Niles and New Lisbon .....Ohio.
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.
Dec. 31, 1871	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada.....Canada.
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶.....Md. and Penn.
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey.....N. J. and N. Y.
Dec. 31, 1871	278.0	—	....	1,700	.0.	—	—	—	Northern Pacific.....Minn., Dak. &c.
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶. Conn. & Mass.
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,377	Ohio and Mississippi ....Ohio, Ind. & Ill.
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport..Massachusetts.
Dec. 31, 1871	5.0	4.0	2.7	—	....	....	....	....	Orange and Newark.....New Jersey.
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	340	Orange, Alex. and Manassas Gap ¶....Va.
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas....Mo.
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse .....New York.
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri ¶.....Missouri.
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania .....Pennsylvania
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	Pennsylvania Coal.....Pennsylvania.
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York. N.Y. & Penn.
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent. Penn. & Md.
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶.....Pennsylvania.
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore. Penn.
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic..P., O., I. & I.
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.
May 31, 1872	50.0	—	....	60.0	2	....	....	....	Port Royal.....South Carolina.
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.

x Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.
$	$	$	$	$	$	$	$
461,207	*	.....	.....	217,200	161,000	55,465	
229,110				135,300		74,700	
6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013
10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	
2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....
3,210,616				1,000,000			
1,112,858	*	.....	.....	500,000	500,000	127,420	
4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241
2,148,131	*	24,990	42,518	1,099,950	1,161,604	39,868	4,813
	(No a	ccounts o	btainable.)				
6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725
5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520	
11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437
3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661
527,451	*	875,000	.....	1,000,000	400,000	.....	
(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	
2,846,180	*	.....	.....	2,823,400	750,000	784,387	548,255
6,942,765	*	1 448,071	217,215	(Govern	ment bon	ds and c	ash.)
4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....
452,994	*	.....	34,259	450,000	.....	2,767	34,477
30,863,793	*	.....	.....	24,030,000	6,554,8 0	298,943	
7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	
8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956
808 022	59,000	.....	.....	282,550	542,200	66,000	
8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	
600,000				375,000	280,000	25,000	
950,953	*	.....	.....	268,000	612,100	27	
1,269,324	*	.....	.....	1,141,400	183,000	.....	
(Under	construc	tion.)		1,500,000	1,500,000	.....	
747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....
(Under	construc	tion.)		2,425,000	1,071,000	.....	.....
250,000	*	.....	.....	250,000			
9,500,000	*	.....	.....	7,000,000	2,993,177		
1,000,000		800,000		600,000	1,200,000		
330,000				330,000			
1,000,000				500,000	500,000		
350,000				248,000	80,000		
2,488,250		87,758		1,500,000	1,076,000		
538,692				342,150	160,000	36,542	
875,000				500,000	375,000		
4,774,000	*	.....	.....	1,995,000	2,779,000	.....	
27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887
2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	
231,098				132,412	700,000	100,000	
4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	
1,800,000				1,200,000	600,000		
3,239,700	*	.....	.....	1,239,700	2,000,000	.....	
3,500,000	*	.....	.....	1,200,000	2,300,000	.....	
214,581				57,200	100,000	57,381	
1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860
1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	
20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	
1,146,528	368,262	.....	.....	2,231,900			
32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420
1,259,600		329,620	.....	1,259,100			286,850
11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889
468,478				80,855	330,300	112,713	
18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	
353,247	*	.....	.....	250,000	100,000	3,247	
7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	
33,394,515	*	.....	.....	19,714,288	13,663,000	.....	.....
443,678				450,000			
609,058	101,524	13,131	128,950	83,330	551,000	218,333	
1,807,847	*	.....	.....	1,007,847	800,000	.....	
550,000	*	.....	.....	250,000	218,500	.....	
1,664,882	*	25,000	49,819	631,712	934,000	70,458	
1,359,836	*	585.069	79,576	1,500,000			
1,200,600	*	4,300,000	.....	3,000,000	2,500,000	.....	.....
670,000	*	.....	.....	170,000	200,000	.....	
1,011,071	*	120,523		524,464	380,300	226,830	
642,009	63,611	2,236	4,981	437,917	50,000	63,611	

Operations. Railroad Operated.	Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
M.	M.	Number.	Tons.	$	$	pc.	$	p.c
5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
7.0		(Recently	opened—	No retur	ns.)	—	100	....
76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	141
262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
—	(Leased	to New Y	.Cent.& H	ar. R.)	60,000	6	100	....
35.0	.....	42,948	274,628	154,259	73,121	—	100	....
223.0	.....	96,990	89,992	744,761	340,716	6	100	....
102.0	250,404	99,049	.....	321,551	90,804	—	100	....
72.0		(No accou	nts.)			—	100	....
67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99½
97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
257.0	2,982,397	1,091,366	4,164,400	4,266,899	979,133	6	50	79
82.6	623,592	181,100	445,210	722,774	187,741	3	100	114
		(Leased to	Erie Com	pany.)		8	100	....
278 0		(No acc	essible ret	urns.)		—	100	....
66.4	402,895	371,651	804,710	749,117	261,746	10	100	124
145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	67
12.0	.....	.....	58,979	48,986	29,048	6	100	....
393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	467
123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	714
145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
292.6	555,236	185,604	121,911	929,680	359,677	—	100	....
25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.	)	—	100	....
28.6	(Leased	to Rome,	Watertow	n & Ozde	nsburg.)	...	100	....
35.0	166,568	186,707	170,816	328,048	71,251	3	100	....
21.0		(Opened	April 17, 1	871.)		—	100	....
471.3	.....	669,200	.....	3,597,299	947,801	—	100	58
63.5		(No return	s furnishe	d.)		—	100	....
—		(Under	constructi	on.)		.....	100	....
47.5		(No	returns.)			—	100	140
34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
14.5		(Leased t	o Erie.)		53,410	—	100	....
12.0	(Leased	to Erie at	35 p. c.)			—	100	....
15.1		(Leased t	o Erie.)		29,758	6	100	....
67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
22.0	(Leased	to United	Companie	s.)		6	100	....
18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112½
47.0	.....	.....	941,863	.....	.....	20	50	....
		(To be co	mpleted in	1872.)		—	50	....
142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
83.0	261,382	80,722	131,216	333,403	.....	—	50	....
91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
82.	168,592	34,953	52,345	263,432	85,236	5	100	....
58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	53½
33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	170
615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116½
30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	110
11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
7.0	9,000	8 639	.....	14,159	Loss.	—	50	....
120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92
—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
41.0	.....	41,988	55,029	142,580	92,102	—	100	....
....		(Not in ru	nning ord	er.)		—	100	....
27.5	.....	2,880	6,375	14,221	.....	—	100	....
52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
51.3	331,257	389,322	.....	628,430	180,561	10	100	131
		(Not in op	eration at	date.)		—	100	....
26.0	.....	.....	.....	97,204	33,511	—	100	97½
....	40,208	53,052	6,110	34,021	5,673	—	100	....
13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	43.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	158,708	121,498	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	74
Catawissa,* pref. and guar.	2,200,000	7	7	86
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	79
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	89½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	72½
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	51½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	32
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	26
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	75½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,586	6	6	48
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	123
Schuylkill Navigation, pref.	2,888,997	6	6	28
Union, preferred	.....	...	5	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	55 — @ — —	
Gartsherrie		50 — @ 53 —	
Glengarnock		48 — @ 50 —	
Eglinton		47 — @ 48 —	
Pig, American, No. 1		50 — @ 54 —	
Pig, American, No. 2		48 — @ 51 —	
Pig, American, Forge		41 — @ 45 —	
Bar, Refined, English and American		— — @120 —	
Bar, Swedes, assorted sizes	(gold).	120— @130 —	

—Store Prices.—

Bar, Swedes, 1¼ x¾ & ¼ 1½x¾ to ¾&¾ sq. 1¼ to 5x¾ to ¾ & ½ to 2 sq. 6 to 12 x ¾ & ¼	per ton	145 — @155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in.		105 — @ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		110 — @ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50 @ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.		112 50 @125 —
Scroll		120 — @150 —
Ovals and Half-round		130 — @150 —
Band, 1 to 6 in. by 3-16 to No. 12		— — @122 50
Horse Shoe		117 50 @127 50
Rods, ¾@3-16 inch		110 — @152 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		127 50 @172 50
Nail Rod	per lb.	— — @ — 9
Sheet, Russia, as to assortment	(gold)	10 —@ — —
Sheet, Single D. and T. Common		— 7 @ — 8
Sheet, Doubles and Trebles, Charcoal		— 8½@ — 9
Sheet, Galvanized		List. 15 per ct. disc.
Rails, English	(gold) per ton.	71 — @ 72 —
Rails, American, at Works in Penna. c'y.		80 — @ 82 50
Anvils, (Eagle)	per lb currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$ — @ 6 —
8d. and 9d. "		— — @ 6 25
6d. and 7d. "		— — @ 6 50
4d. and 5d. "		— — @ 6 75
3d. "		— — @ 7 50
Cut, 2d and 3d. Fine		— — @ 8 25
4d. and 4½d. Sugar Box		— — @ 7 —
Cut Spikes, all sizes		— — @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 45
Yellow Metal Sheathing and Slating		— 27 @ — 30

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 35 @ — —
Straits	(gold).	— — @ — 30
English	(gold).	— — @ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 75 @11 25	12 75 @ 13 25
I. C. Coke	9 — @ 9 75	10 50 @ 11 50
Coke Terne	8 75 @ 9 25	10 25 @ 10 75
Charcoal Terne	9 75 @10 25	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	13½@ — 14
Crude, 40 @ 47 gravity (in shipping order)	—	18½@ — 19
Refined, Standard White (in ship'g order)	—	27 @ — 27½
Refined, S. W. (in jobbing lots)	—	27½@ — 28
Refined, S. W. (in tin)	—	33 @ — 32
Naptha, Refined, (65 @ 73 gravity)	—	17½@ — 18½
Residuum	per bbl.	— 12 @ — 12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @— 43
Copper, Bolts		— — @— 45
Copper, Braziers' (over 16 oz.)		— — @— 45
Copper, Nails		— — @— 45
Copper, Old Sheathing, &c., mixed lots		— — @— 28
Copper, English Pig		— — @— 28½
Copper, American Ingot		30½@— 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50 @ 6 62½
German	(gold)	6 50 @ 6 62½
English	(gold)	6 62½@ 7 —
Bar		— — @ 9 25
Sheet		— — @11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		15 — @— —
Liverpool House Cannel		21 — @22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 5 75

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu 26.	W. 27
Canton Co.	....	103	....	102	103	
Central Pacific 6s.	....	100½	100	....	100	
Central of N. Jersey.	103	....	....	102½	102½	
Chicago & Alton	109	....	109½	109	....	....
" pref.	...113	113	....	....	....	....
" 1 M.	....	....	....	103	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	130½	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	100	165	150	200	125	85½
" pref.	87	87	87½	96	90	90
" 1st M.	99	....	99	....	99	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	93
Chic., Rock Isl. & Pac.	108½	107½	109½	110½	109½	110
Chi., R. I. & Pa. 7s, 1896.	102	102	102	102	102	....
Clev., Col., C. and Ind.	90	90	89	89	88	....
Clev. & Pittsburg guar.	87	....	....	86½	....	87
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	102½	....	
Col., Chi., & Ind. C.	31½	31½	31½	33½	33½	33½
" 1 M.	86½	86½	86½	86	87	86½
" 2 M.	73	....	....	72½	....	73
Del. & Hudson Canal	....	....	117½	....	117	....
Del. Lack. & Western	96	96½	....	96½	96	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	55½	54½	52½	52½	52	53½
" pref.	71½	....	72½	....	73½	73½
" 1 M. 7s. 1897.	101½	....	....	102	102	....
" 2 M. 7s, 1879.	....	....	....	....	....	....
" 3 M. 7s, 1883.	....	....	....	....	....	....
" 4 M. 7s, 1880.	....	....	....	....	....	....
" 5 M. 7s, 1888.	....	....	....	....	94½	....
" 7s, con. gold.	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	87
Hannibal & St. Joseph.	32	....	....	35	32	32½
" pref.	50	....	....	52½	51½	51
" 8s, conv.	....	....	88	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	104	....
" 3 M 7s, 1875.	....	....	....	....	....	....
Illinois Central	125½	....	....	....	124½	124½
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	88½	89½	92½	92	93½
Lake Shore Div. bonds	....	....	....	....	93½	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	114½	....	....	....	114	....
" S. F. 8s, 1882.	115	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	100½	....	100½
" 2 M.	....	....	....	....	....	97½
Mariposa Mining Co.	2	2	2	2	1½	....
" pref.	2½	2½	2½	2½	2½	2½
Milw. and St. Paul.	51½	51½	51½	52½	52½	53
" pref.	74½	....	75½	75	75	75½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	107	....	....	....	....	....
" 7 3-10s con.	94	....	....	....	93½	....
" 7s, gold.	97½	....	98	....	....	....
Missouri 6s.	93½	93½	95½	95	95½	95
" H. & St. J. 1s.	....	....	....	91½	....	....
Morris and Essex.	92	92	....	91½	....	91½
" 1st mort.	102	....	....	....	....	101½
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s, S.F. 1883.	89	....	89	90	90½	
" 6s, S.F. 1887.	89	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	93½	93½	93½	94½	94½	95
N. York and Harlem	114½	....	113½	114	114	114½
" pref.	....	....	....	....	....	....
" 1 M. 7s. 1873.	99½	....	....	99½	....	....
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	45½	44½	45½	47½	46½	47½
" pref.	77	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	88½	86½	86½	91½	88½	88
Panama	140	....	....	....	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	92½	....	....	92	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	98½	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	46	....	45½	45	45	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	75½	76	76	....	76	75½
" new.	75½	76½	....	....	....	....
Tol., Wab. & Western.	69½	69½	68½	68	68	69½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	97
" 2 M.	....	....	....	....	....	....
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	89½	....
Union Pacific.	34½	34½	35½	36½	39	36½
" 1st mort.	86½	87	86½	87	87	87½
" L. Gt. 7s.	....	76	....	75	75½	76½
" Inc. 10s.	....	78½	....	79½	....	81½
Virginia 6s, old.	....	....	....	....	....	....
" new.	....	....	....	....	....	....
" consol.	....	....	....	....	54½	....
" def. certs.	....	....	10	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th.21.	F.22.	Sat.23.	M.25.	Tu.26.	W.27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107⅞	....	....	108	108¼	....
U. S. 5s, 10-40s, coup	108	.. ..	....	108¼	108¼	....
U. S. 5s, 1881, reg	110	....	....	109	....	109⅞
U. S. 5s, 1881, coup	....	....	....	....	....	110⅛
U. S. 6s, 1881, reg	116	115⅞	....	....	115⅞	116
U. S. 6s, 1881, coup	....	....	....	116¼	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112⅜	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112⅜	....	....	....	....	113¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112¼	112¼	112⅜	....	....	113⅛
U. S. 6s, 5-20s, r. n. '65	115½	....	115	....	....	115
U. S. 6s, 5-20s, c. n '65	114⅜	114⅜	114⅛	115	115	115¼
U. S. 6s, 5-20s, reg. '67	....	....	....	....	115	115
U. S. 6s, 5-20s, c. 1867	115⅜	114⅜	115⅛	115	115¼	115⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	115½	115⅜	....	....
U. S. 6s, Pac. R R issue	113¼	....	....	113⅜	....	113¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Catawissa preferred	....	....	42¾	43	43¼	43
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	92½	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	94¼	....	94⅛	....	....	....
Elmira & Williamsport.	27½	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	38½	....	38⅞	....	39½	39¼
.. 6s, 1884	....	....	....	....	87⅞	....
.. Gold L.	....	....	....	93⅛	....	....
.. R. R. L.	....	....	....	93	93	93
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	58¼	58⅞	59	58⅝	58⅝	59
.. 6s new coup	....	98¼	....	98½	....	....
.. 6s new reg.	98	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	54	....
Morris Canal	....	....	....	....	....	....
.. pref.	123	....	....	....	....	....
North Pennsylvania	....	....	....	50	49⅞	49⅜
.. 6s, 1880	....	....	99½	....	....	....
.. 7s	94	....	94	94	....	....
.. 10s, 1887	....	....	....	....	....	110
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	36	36	35⅞	....	36	35⅞
.. 7s	....	....	....	....	75	....
Pennsylvania R. R.	56	55⅞	55⅞	55⅝	56¼	56¼
.. 1st M.	....	....	....	....	....	....
.. 2d M.	....	....	....	....	....	....
.. Gen. mort.	....	....	94	....	....	....
.. .. .. reg.	....	....	....	93¼	93⅜	....
Penn. State. 6s. 1st series	102	....	101¼	101⅜	....	....
.. 6s, 2d series	....	....	....	....	....	....
.. 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98¼	98⅞	98¼	98⅞	....	....
.. new	102⅛	102¼	102¼	102⅛	102⅛	102⅛
Philad., Germ. & Nor.	86¼	....	....	....	....	85
Phila. & Reading	57⅞	57⅛	57⅛	57⅛	58¼	58½
Philadelphia and Erie	26⅝	....	....	....	26⅜	....
.. 6s	....	....	....	....	90	....
.. 7s	....	....	....	91	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref.	14⅜	....	....	....	....	14
.. 6s, 1882	77	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	124	....	....	125	....	125
Hestonville, (Horse)	....	....	....	....	18	....
Chestnut & Wal.	....	....	....	58	58	58
Green & Coates	....	....	....	....	....	....
2d and 3d streets	58¼	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
16th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	W.20.	Th.21.	F.22.	Sat.23.	M.25.	Tu.26
Baltimore City 6s, 1875	96	96	....	....	....	....
.. 1886	....	....	....	....	....	....
.. 1890	96⅜	96¼	96⅛	96½	....	96⅞
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	96¼	....
Balt and Ohio	153	....	....	....	153	153
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	91	....	94	....	....	....
Marietta & Cin. 1st M.	98	93	....	98½	98¼	98⅛
.. 2d M.	....	....	87¼	....	86½	86⅝
.. 3d M. 8s	84½	....	....	....	....	....
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	87¼	....	....	86⅞	86½	
Pittsb. & Connellsv. 7s	93½	....	....	93¼	....	
N. W. Va. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	....	56	....	55¼	55¼	
.. Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

	Th.21.	F 22.	Sat.23.	M.25.	Tu.26.	W.27
Boston and Albany	143	143	142½	143	144	145
Boston and Lowell	....	....	....	....	....	138
Boston and Maine	125	124½	125	125	125¼	127
Boston and Providence	148½	148½	148	147	....	147
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	....	40	39⅜	....	39⅜	40
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	....	133	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	103	103	103	103½	103½	103
Fitchburg	....	....	132	132½	..	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114½	114½	....	114¼	114½	114⅛
Northern, N. H.	....	....	....	114	....	....
Ogdens. & Lake Champ	....	....	67⅜	67	67	67
.. pref.	....	....	96⅜	....	99	....
Old Colony & Newport.	112	111⅞	112½	112	111⅞	112
Ph., Wil. & Baltimore	55½	55	....	54⅞	55	55
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	84	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	77	78¼
Vermont & Canada	61	....	60	60	....	....
Vermont & Mass.	....	....	83½	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	100½	....	....	100
Metropolitan ..	62	....	....	....	....	62½
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	13	....	15	....	....	....
Franklin ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Quincy ..	41	....	....	....	43	....

London Stock Exchange.

	Closing Prices. Oct. 31.	Nov. 8.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	72 — 74
Do. 2d mort., $1,000	64 — 66	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	37 — 39	36 — 38
Do. Reorg. Scrip	95 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	86 — 88	85 — 87
Detroit & Milwaukee 1st mort. Bonds	73 — 76	71 — 74
Do. 2d do.	73 — 76	71 — 74
Erie shares 100 dol. all paid	43 — 43¼	42½ — 43
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	91 — 93	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	97½ — 98½	99 — 98
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	95 — 97	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	92 — 94
Pennsylvania, 2d mort.	96 — 98	96 — 98
Do. General mort.	95 — 96	95 — 96
Do. $50 shares	48 — 50	48 — 50
Philadelphia and Erie 1st mort.	92 — 94	93 — 95
Do. with option to be paid in Phila.	92 — 94	93 — 95

American Railroad Journal.

Saturday, November 30, 1872.

Stock Exchange and Money Market.

Money has been quite active on call throughout the week, on the basis of 7 per cent. as the minimun rate, to even the most responsible borrowers. Lenders, both through the banks and private channels, have been more exacting, in making advances, as to collaterals, and less liberal of accommodation generally. The needs of the Stock Exchange firms have been quite urgent, in part owing to the exceptional activity in Chicago and North Western Railway shares, in which the cornering movement was engineered to a head on Friday and Saturday, to the discomfiture of the operators in the Stock for lower figures. In the discount line, there has been a restricted business reported with even the best commercial paper rated as high as 12 per cent. per annum, as the rule. Mercantile affairs were injuriously affected by the continued Monetary stringency. Our city banks have been again losers in the line of their legal tender reserve, and also in the specie average. Their deposit line has likewise been reduced 4⅞ millions. They contracted their loan and discount about half a million. The U. S. Sub-Treasury reduced its coin reserve about ¼th of a million and its currency balance about half a million. At the close, Money was quoted somewhat easier to the leading street houses to 7 per cent. on call.

The U. S. Sub-Treasury office last week received $4,747,567 of currency, and $3,142,015 of gold, the latter including $2,109,000 from customs; and disbursed $5 250,762 of currency and $4,426,035 of gold, the latter embracing $1,408,139 of coin interest. The city banks reduced their loan and discount average about half a million during the week, and their outstanding circulation a trifle. The U. S. Sub-Treasury held a currency balance on Wednesday of $21,446,781, and a coin reserve of $43,688,147.

The city banks, in their latest return, show a decrease of $832,300 of legal tender notes, of $1,489,000 of specie and of $1,873,000 in their deposits, also a contraction of $468,700 in their loan and discount averages, and of $22,500 in their item of circulation. The city bank exchanges, last week, averaged 132½ millions. The banks now hold $1,193,400 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,101.200, against $16,222,800 same time last year. The city bank deposits are now $199,651,600 against $219,220,800, week ending Nov. 25, 1871. The legal tender reserve amounts to $45,899.300, against $55,694,900 same time last year. The circulation now stands at $27,576,800 against $30,089 500 same time last year. The loans are now $276,464 300 against $288,403,700 at this date last year.

The coin reserve of the city banks is now about 12⅛ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 45⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 199¾ millions, against 217¾ millions on the 20th of July.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about 2¼ millions and thus far in the current fiscal year beginning with July 1, 1872, $51,537,639. The customs at the port of New York last week were $1,927,979, and at the outports, equal to about $650,000, all in coin or coin certificates.

The Gold movement has been moderately active, in the speculative line, since our last, while the customs call has been on an average scale, and the export drain, very light. The price has shown much irregularity, the later dealings indicating weakness. The range of the price during the week has been from 112¾@113⅞, and the quotation on Wednesday was 112⅞ against 113¼ the preceding Wednesday. The specie outflow last week, was only $232,624. The Gold Exchange Bank clearances have averaged about 54 millions per day during the week.

The customs demand for Gold last week, averaged $351.500 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,347,772 against $8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $135,652,435 against $144,309,962 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $71,711,312, against $81,020,328 during the same time in 1871.

The export drain of specie was $232,624 last week, against $416,014 same week preceding year. The shipments since January 1, 1872, have been $67,091,529 against $59,600,663 during the same portion of 1871.

Foreign Exchange has been in very moderate request at irregular prices, closing more firmly. Bankers' sixty day bills on London closed on Wednesday at 108⅛@108⅜; sight bills on London, 100@110⅛.

Government securities have been in fair demand, mostly on investment account, at generally well supported prices. The offerings of the favorite issues in the open market have been very limited.

On Tuesday, Government bought in $489,150 of of the offered Five-Twenties at from 112 69 @112 74. The aggregate offering was $1,059,100 @112 35@112 99.

On Wednesday Government sold $1,000,000 of gold at from 112 66½@112 35. The aggregate offering was $2,200,000, at from 112@112 85

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 116½@116¾; U. S. Five-Twenties of 1862, 112⅝@112⅞; U. S. Five-Twenties of 1864 at 112⅜@112⅝; U. S. Five Twenties of 1865, 112¾@113; U. S. Five-Twenties of 1865 consolidated, 115⅛@115¼; U. S. Five Twenties of 1867, 115¾@115⅞; U. S. Five-Twenties of 1868, 115¼@115½; U. S. Ten-forties at 108¼@108½; U. S. Fives of 1881 (Funding Loan) 109½@110; Six per cent. currency Sixes from 113½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 27.
Consols	92¼	92½	92¾
U. S. 5-20s, 1865	90½	90½	91⅛
" 1867	92½	93	93⅜
" 10-40s	87	87¼	87½
New Fives of 1881	88¼	88½	88½
Erie	38¾	41½	41⅜

State bonds have been very moderately sought after and quoted unsettled in price closing rather steadier.

Railway and Miscellaneous share property has been active, excited, higher, and very variable as to values. The great feature of the week's movements was the cornering operation in North Western shares, which on Friday sent the price of this stock jumping upwards very rapidly, to the serious embarrassment and peril of many of the dealers in the property, who had been working on the *bear* side of the speculation. The adjustment of the speculative transactions was progressing very slowly, even with the intervention of the lawyers, and the courts.

Railway Mortgage Loans have been in fair investment demand and generally held with firmness The older issues were scarce in the open market. Central Pacific Sixes closed firmly at from 100@ 100¼.

The Metal trade has been unusually tame. Trade in Ingot Copper is dull, the dealings being confined to small lots, amounting, in all, to 100,000 lbs. at 31c.@31¼c., at which figures the offerings were liberal. Iron has been very dull throughout, influenced, to some extent, by the unfavorable foreign advices, and prices have been quoted weaker, with Glengarnock quoted at $49@ $50; Eglinton, to arrive, at $47; No 1 American at $52@$53; No. 2 do. at $49@51. Sales, 100 tons Eglinton Pig, here, at $48. Lead, Spelter and Zinc have been very quiet at about previous prices. Tin Plates are depressed, lower and irregular, on a limited business, the market being adversely affected by the discouraging advices from England; 300 boxes assorted Charcoal sold at $11, gold, for I. C. 10x14; 100 boxes B. C. Coke Terne at $8 50, gold, and 200 boxes S. T. P. Terne at $10 37½, gold. Of Pig-tin, 50 slabs Straits sold at 30¼c., gold, with English held at 30¾c.@31c., and Banca at 35c., gold.

General business has been comparatively quiet. Domestic produce has attracted less attention, as a rule. Cotton, shipping grades Flour, prime Wheat, Oats and Butter closed rather more firmly on lighter offerings of stock. Corn, Lard, Naval Stores and Petroleum, rather weaker in price. Middling upland cotton, closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,051,933 bales, against 817,445 bales same time in the preceding year; exports 467,300 bales against 321,400 bales in the previous year; stock at the ports at latest dates, 376,000 bales against 361,100 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at from 8½@14½ cts.; Veals at 7@11 cts.; Sheep at from 4¾@7 cts.; Lambs, 6@8¾ cts.; Swine, at 4¾@4⅞ cts. per lb., all live weight. The week's receipts were 10,769 Beeves, 1,500 Veal Calves, 28,599 Sheep and Lambs, and 45,480 Swine.

Foreign goods have been less active, but generally steady. The week's imports of foreign goods reached the amount of $6,625,579, including $126,090 of dry goods.

Ocean freights have been unusually quiet, with less demand for room which has been mostly for Flour, Grain, Cotton, Lard, Rosin, Petroleum, and Apples, checked by the scarcity of tonnage on either berth or charter, and the firmer views of owners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere n our columns:—

New York.—N. Y. State 7s, B. L. coup., 107¼; South Carolina 6s, new, Apl. and Oct., 30; do. Jan. and July, 23½; North Carolina 6s, special tax, 14½; Brooklyn 6s, Park Loan, 93; Long Dock bonds, 96; Albany and Susquehanna R. R., 95; do. 1st mort., 98½; do. 2d mort., 95; Pacific R. R. 7s, guar. by Mo., 97; Louisville and Nashville consols, 1898, 91½; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Toledo, Peoria and Warsaw 1st mort., E. D., 94⅛; Gt. Western 1st mort. 1888, 95½; Clev., Col., Cin. and Ind. 1st mort., 100; Am. Dock and Imp. 7s, 97½; Clev., Painesv. and Ash. 7s, old, 98; Central of New Jersey 1st mort., new, 102½; Morris and Essex 7s, conv., 90¾; Boston, Hartford and Erie R. R., 8; do. 1st mort., 39½; New York, New Haven and Harford R. R., 141; New Jersey Southern R. R., 25; do. 1st mort., 74; Western Union Tel., 77⅜; Quicksilver pref. 55; Consol. Coal of Md., 47; New Central Coal, 48; Maryland Coal, 22; American Coal, 59; Atlantic Mail S. S. Co., 15⅛; Adams Express, 92; Wells-Fargo Exp., 86; Am. Mer. Union Exp., 70; U. S. Exp., 78¼.

Philadelphia.—Catawissa R. R., 19⅞; do. priv., 31½; Huntingdon and Broad Top Mt. pref., 16; Susq. Canal 7¼; Pittsburg, Cincinnati and St. Louis 7s, 79; Lehigh Valley 7s, new, 108¾; Westchester and Philadelphia 7s, 101; Philadelphia and Reading Gen'l mort. 7s, reg., 104; do. coup., 101½; Pennsylvania and New York Canal 7s, 98½; Schuylkill Nav. 6s, Boat Loan, 78; Lehigh Nav. conv. gold loan, 93¼; Chesapeake and Delaware Canal 6s, 90; Allegheny County 5s, 77½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102⅛@102¼; Pennsylvania State 6s, 1st series, 101¾@103; do. 2d series, 106@107; do. 3d series, 109@109½; Philadelphia and Reading, 58¼@58¼; do. Gen'l mort. 7s, coup., 102⅛@102½; do. reg., 103⅞@—; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, con., 101@101½; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 94½@95; do. 1883, 92 @92½; do. 1889, 92@92; Pennsylvania R. R., 56⅛@56¼; do. 1st mort., 101¼@101½; do. 2d mort., 97@98; do. General mort. coupon, 93⅛@ 94; do. reg., 93@93½; Little Schuylkill R. R., 47@48; Morris Canal, 49¾@51 do. pref., 120 @125; do. 6s, 93@—; Susquehanna Canal, 7@ 8; do. 6s, 76@78; Schuylkill Nav., 7@8; do. pref., 14@15½; do. 6s, 1882, 76½@76½; do. 1872, 78@80; Elmira and Williamsport pref., 40 @42; do. 7s, 1873, 95@96; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39⅛; do. 6s, 1884, 87½ @88; do. R. R. Loan, 93¾@95; do. Gold Loan, 93½@—; North Pennsylvania, 49@50; do. 6s, 99@100; do., 7s, 93½@94: do. Chattle 10s, —@110; Philadelphia and Erie, 26½@27¼; do. 6s, 89¼@92; Minehill, 53½@54; Catawissa, 19¾@20; do. pref., 42½@43; do. 7s, 1900, 99@ 100; Lehigh Valley, 58⅞@59; do. 6s, new coupon, 98@98; ¼do. reg., 98@98½; do. 7s, 103¾ @103¾; Fifth and Sixth streets, (horse,) 48@ 50; Second and Third, 59@60; Thirteenth and Fifteenth, 18@20; Spruce and Pine, 33@34; Green and Coates, 40@—; Chestnut and Walnut, 57½ @58; Hestonville, 18@20; Union, —@73; Germantown, 33½@38.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 17⅝; Rutland pref., 57; do. scrip, 95; Norwich and Worcester R. R., 124; Vermont Central old stock, 85c.; Northern N. Y., 16c.; Taunton Branch, 114¼; Burlington and Missouri R. R. 8s, in Nebraska, 100; Old Colony and Newport 6s, 1876, ind., 94⅞; do. 7s, 1877, 100⅞; Essex R. R. 6s, 1876, 90; Eastern R. R 6s, 1874, 96¼; do. 1889, reg., 92½; Essex Co., 110¾; Cary Imp., 9⅞; New Hampshire 6s, 1902, 97½; Maine 6s, 1889, 99⅞; Massachusetts 6s, 1876, gold, 109¼; Chicago 7s, 1892, 95; do. 1893, 94¾; do. 1897, 94¾; do. 1887, 95⅜; do. 1888, 95½; St. Louis 6s, 1877, 88¼; do. 7s, 1877, 91½; Ailouez Mining Co., 12; Calumet and Hecla, 149½; Humboldt, 1.05; International Silver, 1½; Petherick, 2⅛; Shuniah Silver, 2; St. Clair, 2; Tremont, 1¼.

Baltimore.—Northern Central 6s, 1900, gold, 93¾; Orange Alex. and Manasssas 7s, 80½; Central Ohio 1st mort. 86; Virginia and Tennessee 3d mort. 8s, 91¾; Orange and Alexandria 3d mort. 8s, 91; Wilmington, Columbia and Au-

gusta, 7s, 79; Maryland Defense 6s, 103¾; Virginia Consol. 6s, coupon, 60⅛; Norfolk Water bonds, 88; Baltimere City 6s, 1902, 97¼; George's Creek Coal, 105. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@93¾; Baltimore and Ohio, 152@153½; do., 6s, 1875, 97½@98¾; do., 1880, 95½@96½; do., 1885, 94¾@95; Parkersburg Branch, 11@13; Washington Branch, 136@150; Northern Central 37¼@—; do. 6s, 1885, 93½@93½; do., 1900, 86¾@87; do., 6s, 1900, gold, 93¾@94; N. W. Va. 1st mort., 102@102; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98½; do., 2d mort., 7s, 86¾@87; do., 3d mort., 8s, 84@84⅞; Central Ohio, 35½@35½; do., pref., 38½@40; do. 1st mort., 85@86; Western Md. 1st mort. 6s 1890, 90@92; do. 1st mort. guar., 95@97; do., 2d mort. guar., 94@96½; do. 3d mort., guar., 90@—; do. 2d mort pref., 70@81; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort. 6s, 93@—; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 91½@93½; do., 4th mort. 8s, 83½@83½; Orange, Alex. and Manassas 7s, 80@80⅜; Virginia and Tennessee 1st mort. 6s, —@102½; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91⅜@92; Baltimore 6s, 1875, 95¾@96; do., 1884, 96@96; do. 1886, 96½@98½; do., 1890, 96⅜@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, —@97; do. 1902, 96⅛@97¼; Memphis City 6s, 53@54; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103⅛@103⅞; Virginia 6s, old, 38@39; do. consol. 6s, 55@56⅜; do. reg., 50@52; do. Peelers, 48@50; West Virginia, 15⅜@16½; City Passenger R. R., 22⅜@24; George's Creek Coal, 100 @105.

The "Mogul" Engin.

The Cumberland (Md.) *News* says a trial was recently made, on the seventeen-mile grade of the Baltimore and Ohio railroad, of an "eight-wheel connected mogul" locomotive, built at the Baldwin Locomotive Works at Philadelphia, and owned by the Cumberland and Pennsylvania railroad. Its performance was highly satisfactory, if not surprising. It drew up the grade a train of thirty-eight empty coal hoppers and the private car of Mr. F. Mantz, general supervisor of trains of the Baltimore and Ohio railroad, filled with officials of the road and spectators. The camel engines used by the company pulled up the above-named grade twenty-one hoppers, and the ten-wheel engine eighteen.

☞ The value of goods exported from the port of Philadelphia during the month of October amounted to $2,234,737. Of the total shipments $1,630,079 in value were in foreign vessels and but $604,658 in American vessels. The number of vessels employed was 74, of which 19 were American, 35 British, 13 Swedish, 2 each German, Italian and Portuguese, and 1 Austrian.

☞ It is proposed to cut a canal through the narrow neck of land dividing the two provinces of New Brunswick and Nova Scotia, to connect the Bay of Fundy with the Northumberland Straits. The length of the proposed canal will be sixteen miles.

Triumph of American Skill.

The Baldwin Locomotive Works have closed a contract for supplying a Russian house with nine of their engines, to be used in Finland, on the Hungo Road. The locomotives are to be of 5 feet gauge, of the ordinary American pattern, with 15x25 inch cylinders, 62 inch driving wheels, and will burn wood. This is a high compliment paid to American skill and enterprise. Indeed, such compliments are becoming quite common, and the day is not far distant, under proper encouragement, when the products of our manufacturers will be sold in all the principal markets of the world.

☞ The Piedmont (Orange C. H.) *Virginia* says that "the work on the Fredericksburg, Orange and Culpeper Railroad is progressing finely. Messrs. M. V. B. Finch & Co. advertise for proposals for laying twenty-one miles of track —that is from its present terminus, Parker's store, to this place. A train of cars, we hear, is now running from Fredericksburg to Parkers' store, and we confidently expect to hear by the first of next March the snort of the iron-horse at this place. Major Braxton, who has the contract for this end of the road, is pushing his work through, and expects to complete it by the middle of January."

☞ The Hon. Galusha A. Grow, president of the Houston and Great Northern railroad of Texas, has been elected president of the International railroad. Both are hereafter to be operated as one road, under the management of Mr. Grow. At present the two roads have 375 miles in running order. They are mainly built by New York capitalists, and are controlled by some of the best men in New York city.

☞ It is reported that the Chicago, Clinton and Dubuque Road will commence running regular trains to Chicago, via Clinton, in a few days. This opens a second route from Dubuque to Chicago. C. A. Walcott has been appointed superintendent of the road.

☞ The Court has ordered the foreclosure of the first mortgage of the Western North Carolina Railroad and the sale of the road by auction. The State has invested four million dollars in the road, all of which will be lost.

☞ The Kingston and Pembroke (Ca.) Railway is progressing satisfactorily, the contractors having reached Verona a distance of 20 miles from Kingston.

☞ The town of Collingwood (Ca.) has voted a bonus of $40,000 in aid of the proposed Hamilton and Northwestern Railway, to run from Hamilton to some point on the Georgian Bay.

☞ M. J. Wicks has resigned the presidency of the Memphis and Charleston railroad, and John J. Rather, of Huntsville, Alabama, has been elected to fill the vacancy.

☞ The Union Freight Railway along the harbor front, at Boston, will be in full operation within a few days.

☞ Ground was broken at Dover, N. H., on the 25th of November, for the Portsmouth and Dover Railroad.

☞ Banking-House of Fisk & Hatch, No. 5 Nassau-st., New York.

We receive Deposits and allow interest on daily balances, issue interest-bearing certificates of deposit, make collections in all parts of the United States and Canadas, and execute orders at the Stock Exchange for investment stocks and bonds.

We buy and sell, as usual, Government, Central Pacific and Western Pacific Bonds, and especially recommend to the attention of investors the Six Per Cent. First Mortgage Bonds of the Chesapeake and Ohio Railroad Company, which are issued either coupon or registered, in denominations of $100, $500, and $1,000; interest is paid in gold, May and November. At their present price they yield *over seven per cent. income in gold.*

This great work is about completed; there are now nearly 400 miles finished, and only about 25 miles remain to unite the Atlantic tide-waters to the Ohio River valley by the shortest and easiest rail-route possible.

The quantities of white oak, poplar, pine, walnut, and other valuable timbers; the cannel, splint, and bituminous coals; the varieties of iron ores; the limestone, salt and other products, render the route of the Chesapeake and Ohio Railroad probably the most attractive location for coal-mining, iron-making, and kindred industries, in the United States.

The company have, at considerable expense, caused a geological survey to be made of the route of the road by Prof. Ridgway. Copies of his valuable Report, with map, and also a pamphlet containing the latest information in reference to the present condition and future prospects of the road, can be had on application at our office.

Fisk & Hatch.

☞ The Philadelphia *Ledger* of 25th inst., reports the net anthracite coal tonnage for the week ending on the 16th inst., from all sources, at 388,013 tons, and for the year 17,566,694 tons, against 13,857,688 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,709,006 tons. The production of bituminous coal for the week was 58,480 tons, and for the year 2,272,701 tons, against 1,972 537 tons to the corresponding time last year—an increase of 300,164 tons. The tota! production of all kinds of coal for the week was 446,493 tons, and for the year 19,839.392 tons, against 15 830,225 tons to corresponding time last year, showing an increase of 4,109,167 tons.

☞ The gauge of the Grand Trunk Railway between Sarina and Fort Erie opposite Buffalo has been narrowed to 4 feet 8½ inches, and this makes a complete narrow gauge line on the Grand Trunk, between Chicago and all points west, and New York and all points east. Until the gauge of the Grand Trunk is altered to Montreal, which will be done as rapidly as possible, the change from broad to narrow, will be made at Stratford, where very extensive facilities are being provided.

☞ Regular trains are now running on the Atchison, Topeka and Santa Fe Railroad to Dodge City, 851 miles from Atchison.

Journal of Railroad Law.

RAILROAD COMPANIES—NOT LIABLE FOR WILLFUL ACTS OF ITS CONDUCTORS.

The facts in the late case of Mary Isaacs *vs.* The Third Avenue Railroad Company, (47 N. Y., 122,) are fully and clearly stated in the following opinion by—

ALLEN, J.—The defendant cannot be charged for the willful acts of its conductors under the provisions of the Revised Statutes making a part of the act entitled "of the law of the road and the regulation of public stages." (1 R. S., 695.) That act, first enacted in 1824 and made a part of the revision, makes the owner of every carriage running or traveling upon any turnpike road or public highway for the conveyance of passengers, liable to the party injured, in all cases, for all injuries and damages done by any person in the employment of such owner as a driver while driving such carriage to any person or the property of any person, and that whether the act occasioning such injury or damage be willful or negligent or otherwise, in the same manner as such driver would be liable. By § 7, enacted at the time of the revision of the statutes, a "carriage" as used in the act, is declared to include stage coaches, wagons, carts, sleighs, sleds, and every other carriage or vehicle used for the transportation of persons and goods or either.

By this act, the common-law liability of one class of masters for the acts of a single class of their servants was enlarged and extended. Owners of carriages used for the transportation of persons or goods, were singled out and made liable for the willful or tortious acts of one class of their servants, to wit, the drivers of their carriages, leaving the common law, regulating the liability of masters for the acts of their servants, intact in every other case. The conductor of a street railroad car, is not the driver of a "carriage" within the statute for whose willful acts the master is liable.

Notwithstanding the comprehensiveness of the term "carriage" as defined by the statute, it is very doubtful whether it includes a car used for the carriage of passengers over a street railroad. Such a vehicle was not within the spirit of the act, and is not within the general classification and specification of vehicles mentioned. It was not known at the time of the adoption of the law as a vehicle either for the transportation of persons or goods. But that question is not before us. It is enough that a conductor is not a driver of a car. He may direct or control the driver but does not himself drive the vehicle. He controls the movements of the car, but he does not act as driver. There was a conflict of evidence as to the circumstances under which the plaintiff sustained the injury, but the jury have adopted the statements of the plaintiff and her sister-in-law, whose testimony did not differ in any essential particular, and who were the only witnesses to the transaction except the conductor of the defendant, whose testimony was disregarded by the jury. The facts proved by the plaintiff were, that she was a passenger in the defendant's car late in the evening upon a trip, and desired to stop at Spring Street, and so notified the conductor; that at or about Spring Street she rung or caused the bell to be rung as a signal for the stopping of the car and passed out on the platform and asked the conductor to stop the car, to which he replied that the car was stopped enough; that she told the conductor she would not get out until the car had come to a full stop, whereupon he took her by the shoulder by both hands and threw her out and her leg was broken by falling on the pavement. The evidence was that the push was with violence throwing the plaintiff from the platform over the step on to the pavement, and that the act was intentional on the part of the conductor. The car was in motion at the time, and one of the witnesses testified that it was going faster than a walk.

It is not denied that the act of the conductor upon the facts established by the verdict of the jury, was wrongful, for which the plaintiff may have an action against the actual wrong-doer, and also against the defendant, as his employer and master, if the act was authorized by it. It is not claimed by the plaintiff that there was express authority given by the defendant for the commission of this particular trespass. The rule, well established and recognized in all the cases, and to which there are no exceptions, is, that to charge the master for the wrongful acts of the servants, they must have been committed by the express authority of the master, or in his service, and within the scope of the employment and authority of the servant. If an act is done by the servant in the business of the master, and within the scope of his employment the master is liable to third persons for any abuse of the authority conferred, or injuries resulting from any error of judgment or mistake of facts by the servant, as well as those resulting from negligent or reckless performance of his duties. The judgment in Higgins *vs.* The Watervliet Turnpike Company recently decided by this court, was upon this ground and as fully sustained by the authorities cited in the opinion of the court, prepared by Judge Andrews, but the same authorities as well as the judgment in that case recognize and reaffirm the equally well settled principle, that for the willful, wanton or reckless acts of the servant, not committed in the service of the master, and not within the line of his duty or the scope of his employment, the master is not liable. The line separating the acts for which the master is responsible from those for which he is not answerable is not, in all cases very well defined, and in some cases it may be difficult to distinguish between the two classes of acts. The difficulty, however, is, not as to the principle but in its application to peculiar circumstances.

Whenever an injury has been caused by the conduct of a servant in the business of his master, and within the scope of his employment, the master has been held liable, although such conduct may have been tortious. The question of liability does not depend on the quality of the act, but rather upon the other question, whether it has been performed in the line of duty, and within the scope of the authority conferred by the master. When the act of a servant, whether a trespass or otherwise, is without the authority, either expressly conferred upon the servant or implied from the nature of the employment and character of the duties causes injury to others, the master is not answerable. It is said that the implied authority in the servant is limited to those acts which the master could himself do if personally present, and if, in the performance of such acts, the servant misconducts himself, the master will be liable for his acts. The case of Hubbard *vs.* New York and Erie Railroad Company (15 N. Y. 381), was well decided, and the judgment was properly reversed, for errors of the judge at the Circuit in his instructions to the jury upon the justification for the expulsion of the plaintiff from the cars by reason of his refusal to conform to the regulations of the defendant. Some of the expressions in the opinions of the judges which would exonerate a railroad company from liability for excess of force or error of judgment in the performance of an act by a conductor within his general authority, are open to criticisms as not in harmony with the later authorities, and would not, probably, be regarded as sound, although they are supported by the earlier cases and by the elementary authorities. The Supreme Court of this State, in Wright *vs.* Wilcox (19 Wend. 343), held, that for willful injury done by a servant, the master was not liable, and adopted the rule of Lord Kenyon that, "when a servant quits sight of the object for which he is employed, and without having in view his master's orders, pursues that which his own malice suggests, he no longer acts in pursuance of the authority given him." The principle is the same, whether the wrongful act of the servant is malicious or merely wanton or reckless.

In the present case an act was done by the conductor completely out of the scope of his authority, which there can be no possible ground warranted by the evidence for supposing the defendant authorized, and which it could never be right under any circumstances for the defendant to do. 1st. The car was in motion, and for no cause could the plaintiff have been thrust out into the street against her will while the car was in motion. The law forbids it, and the defendant could not lawfully have done it and therefore no authority could be implied in the conductor to do it. 2nd. There is no pretence that the conductor ejected or put the plaintiff from the car, or claimed to exercise such power for disorderly conduct, non-payment of fare, or any other cause. 3d. The act was not in aid and assistance of the plaintiff in leaving the car. She was not in the act of getting off the car, but was standing on the platform, demanding that the car should be fully stopped, and protesting as she had a right to do, that she would not attempt to leave the cars while they were in motion. 4th. The act was wanton and reckless, and was committed with great force and violence, such force as to throw the plaintiff clear off and over the step, and on the pavement. It is not in the performance of any duty to the defendant, or of any act authorized by it. It was a criminal act for which the conductor could have been punished criminally as well as made to respond in a civil action. It was a wanton and willful trespass, and was not the natural or necessary consequence of anything which the defendant had ordered to be done.

When it was found that the plaintiff's steamboat took fire in the night, while it was fastened to the defendants' wharf, upon which stood a wooden freight house, but before the freight house was endangered, and while the fire could have been extinguished, the plaintiff's cable was cut by the defendants' watchman, and the boat drifted away and was burned, no evidence being given of au-

thority for the act of the watchman, other than such as was implied from his general employment as such in the business of the defendants, the latter were held not liable for the act of the watchman. (The Thames Steamboat Co. *vs.* Housatonic R. R Co., 24 Conn., 40). The case was well considered, and is well supported by the argument of the judge, as well as by authority, and is in accord with the decisions of the courts of this State and of England. The question of liability upon the facts proved by the plaintiff was distinctly presented upon the trial and decided adversely to the defendants, and an exception taken.

Upon the case made upon the trial by the plaintiff, she should have been non suited.

The judgment must be reversed, and a new trial granted, costs to abide event.

Judgment reversed.

Shenandoah Valley Railroad.

The board of directors of this company met in Front Royal on Friday, the 8th, pursuant to a call from the president, Thomas A. Scott, the object of which, we understand, was to perfect arrangements for working the line of road between Shepherdstown and Hagerstown. A full board was present, and it is reported that work will soon be commenced on that end of the line, thus giving us a through connection to Northern cities. The work through the county of Page, or at least as far as Luray, will be given to contractors early after the 20th instant, thus assuring the friends of this enterprise that they are to have a road. Col. Spitler, one of the directors, has been for several days engaged along the road from Milford to Luray securing the right of way for the road. We understand that some parties were along the line between this place and Milford last week, with a view to becoming bidders for a portion of the work.—*Page (Va.) Courier.*

Our Southern Railroad Connections.

The interruption of the direct railroad connection through Washington, by the tearing up of the track of the Washington and Alexandria Railroad, by order of the board of public works of Washington, will not be allowed to work any special inconvenience to the Baltimore and Ohio Railroad and its Southern connections. The whole through business of the Orange and Alexandria road coming to Baltimore, and vice versa, will be passed over the Manassas line from its junction with the main line of the Orange and Alexandria road, and come down the Valley of Virginia, *via* Strasburg, Winchester and Harper's Ferry, and thence by the Main Stem of the Baltimore and Ohio road. This route has been availed of for some time past for a large traffic between the South and West, saving thus all the detour towards Baltimore, and now this line, mainly under the control of the Baltimore and Ohio Company, will do valuable service for the great through business between Baltimore, and the South, including, of course, that derived from the Virginia and Tennessee road at Lynchburg. The passenger traffic goes on through Washington as usual of both the Baltimore and Potomac and Baltimore and Ohio Railroads.—*Balt. Sun.*

☞ The survey of the Chatham Branch (Ca.) Railway has been commenced. The *Gleaner* says that this course has been taken in consideration of the assurances given that the Local Government will give the usual subsidy to the line, and it being also understood that the Dominion Government will assist by giving the rails and rolling stock.

☞ Messrs. R. H. Payson & Co., of Chicago, have the entire contract for the building and equipment of the Cairo and East St. Louis Narrow Gauge Railroad.

☞ The Lexington (Ky.) *Press* says: "The business of the Elizabethtown, Lexington and Big Sandy railroad is becoming such a feature in the railroad line as to attract considerable attention. In the freight department, no less than ten trains daily, loaded with cattle, hogs, and other stock, pass through our city, and the passenger traffic has increased nearly two-fold since the new time table went into effect. The Big Sandy is an institution in which our people take great pride, and when the eastern division is completed, giving us an unbroken line of road east, we may then realize some of the benefits which follow an enterprise so great."

☞ The York (Ca.) *Press* says that the directors of the Bachman's Valley Railroad Company have commenced running cars regularly over their road. The road intersects the Hanover railroad about a mile west of Jefferson station, running along the south branch of the Codorus creek to Klinefeltersville, through Manheim township, crossing the Manchester and Hanover turnpike, near the village of Manchester, Md., and from thence to Bachman's Valley.

☞ Preparations are making on the Union Pacific railroad for the winter snows. Five hundred men are now employed on the mountain division, of whom 225 are engaged on the snow-sheds. One hundred miles of snow-fences have been put up, and several miles of sheds. The level of the track has been raised for fifteen miles or more, and other improvements made, by which it is hoped a blockade this winter will be prevented.

☞ At the annual meeting of the stockholders of the Duxbury and Cohasset Railroad, on the 19th inst., the old board of directors was re-elected, with Hon. Onslow Stearns as President, John M. Washburn Treasurer, and S. N. Gifford Clerk.

☞ The Toronto and Nipissing (Ca.) Railway Company have resolved upon a further issue of bonds of the Company to the amount of $76,000.

Board of Engineers of the Fourth Avenue Improvement.

Office Grand Central Depot.

NEW YORK, November 23d, 1872.

Notice to Contractors.

SEALED PROPOSALS FOR WORK ON THE Fourth Avenue Improvement between 49th and 79th Streets, will be received by the undersigned at this office until 2 o'clock P. M. of December 16, 1872. Plans, Specifications and blank proposals will be ready on and after the 29th inst.

ALLAN CAMPBELL,
A. W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKOUT,
} Board of Engineers 4th Avenue Improvement.

BALTIMORE AND DRUM POINT R. R. Co.,
No. 44 Second St., Baltimore, Md.,
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved.

Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.
JOHN G. BUTLER,
Secretary.

STREET RAILROAD CARS FOR SALE.

THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

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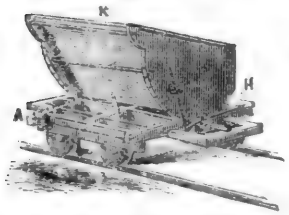
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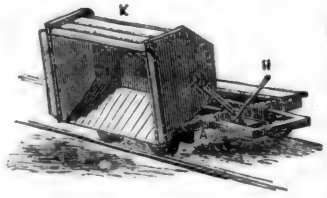


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Nov. 30, Steamer OCEAN QUEEN, Capt JEFF. MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer COSTA RICA, Capt. Lapidge, touching at Acapulco, San Diego and San Pedro, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Nov. 28.

Steamer JAPAN will leave San Francisco, Nov. 30, 1872, for Japan and China.

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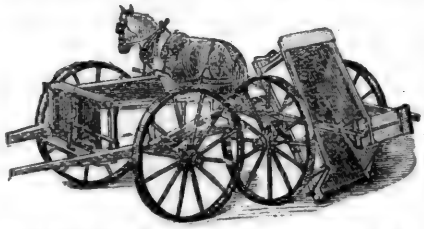
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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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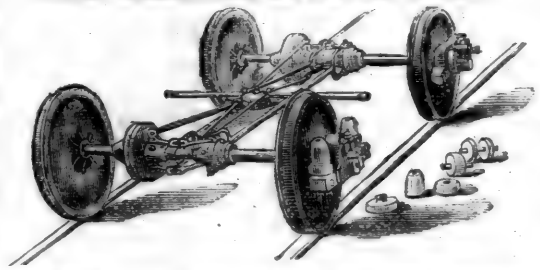
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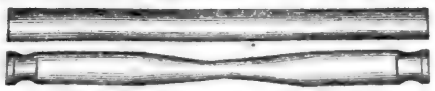
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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., and 14 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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Safety Railroad Switch.

☞ BOTH RAILS of the main track absolutely immovable, continuous and unmutilated. ☜

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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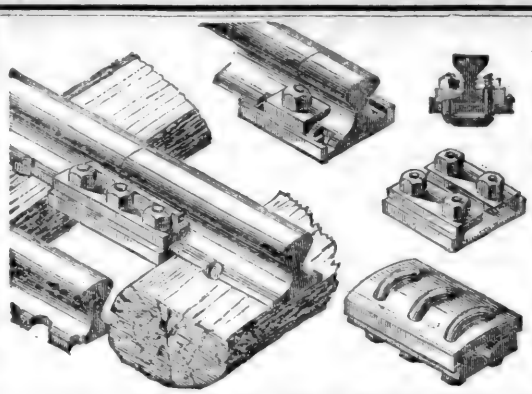
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Old Rails Re-Rolled & Exchanged for New.

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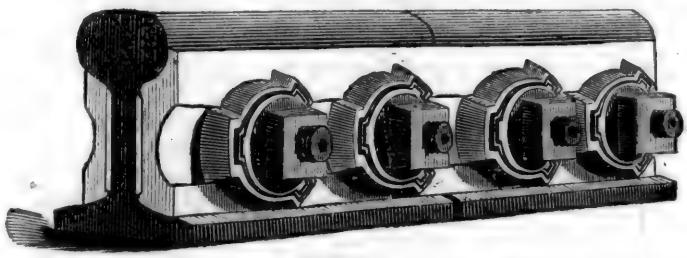
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TRENTON, N. J.

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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

[Second Quarto Series, Vol. XXVIII., No. 49.] SATURDAY, DECEMBER 7, 1872. [Whole No. 1,911, Vol. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, December 7, 1872.

Baltimore and Drum Point Railroad.

The project of building a railroad by which the fine harbor of Drum Point, or, as it is sometimes called, Cove Point, can be made accessible for coal shipments and general trade, is still being pushed forward as rapidly as circumstances will permit. At Camp Parole, one and a-half miles from Annapolis, this road can be made to connect with either the Baltimore and Ohio or the Baltimore and Potomac Railroad so as to put Baltimore in connection with Cove Point. Surveys have been made at each end of the line between Camp Parole and Drum Point. The survey from Camp Parole was to Butler's Tavern, a distance of ten miles. The survey from Drum Point was to Port Republic, a distance of twelve miles. Between Butler's Tavern and Port Republic the surveys for the route are still going on. Two parties of engineers are engaged in the surveys. Advertisements are out for the grading of those portions of each end of the line on which the surveys have been completed. The ultimate construction of an independent extension of the road between Camp Parole and Baltimore probably depends on the aid received from the city and other circumstances. The road from Cove Point to Camp Parole will certainly be built. The grades will be very easy, and the expense consequently slight. Mr. Lareda, a wealthy New Yorker, who owns a large property at Drum Point, is associated with other capitalists in pushing forward the enterprise that will so largely advance the value of property at Drum Point and all through Calvert and Anne Arundel counties. Mr. Bareda has just built near Cove Point a residence that has cost over a hundred thousand dollars. He is said to own seventy thousand dollars worth of stock in the Drum Point Railroad, and to be able and determined to build it entirely himself if it is not otherwise pushed through rapidly.

Arkansas Railroads.

There are three roads or more, perhaps, that are looking now and being projected in this direction—the Kansas City and Fort Smith railroad, the Little Rock and Fort Smith railroad, and a branch of the Missouri, Kansas and Texas railroad from some point on that road between the Arkansas and Canadian rivers to this city.

We have been led to believe that the prospects of the Kansas City and Fort Smith railroad were good and becoming more bright daily, but recently we have heard but little about it. From what we know and believe of the parties, into whose hands the interests of this road have fallen, we incline to the belief that they have the desire and the means to commence and complete this road, provided the people along the route, and at each end, who are so deeply interested, will come forward and give such aid as the importance of the advantages to be derived demands.

The Little Rock and Fort Smith road is completed and the cars running for sixty miles this way from Little Rock. The road is graded to a point this side of Clarksville, and the ties are ready, and iron, sufficient for the whole road, on hand at Little Rock. But the progress of this road has been checked by a kink in the management, and by swindles too great and too gorgeous to be resisted, so that work on it has long since ceased, and the people have lost confidence in the management.

The Missouri, Kansas and Texas Railroad Company has a charter to build the branch above referred to, and now, having their main road completed nearly to Red river, which point they propose to reach in the next thirty or forty days, they could be ready to commence work on this branch, and in less than six months it could be completed to this place, and would prove a valuable feeder to the M., K. and T. road, and the company know it full well. This company has the means, the energy and the character, to put this road through in a short time, and it only needs to be induced to come this way. The M., K. and T. railroad company can build roads—it has done it—and if we can secure her pledge to complete this road we may consider it as good as built.—*Fort Smith Herald.*

Old Colony Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 26th ult., Hon. Onslow Stearns, President, in the chair.

After the published call was read, President Stearns presented the ninth annual report of the directors, which was accepted.

Chas. F. Choate, Esq., solicitor for the corporation, read four articles of amendment to the By-Laws of the company, relative to the notice to be given of meetings (to include Barnstable county) of the corporation; to increase the number of directors from nine to thirteen, and to change the seal of the corporation, and the form of the certificates of stock as are required by change of name.

An amendment was offered by Mr. John Collamore of Boston which provided that not less than one thousand of the $3000 be donated to the families of the firemen killed on the 9th and 10th inst. As amended the motion passed.

On motion of Major S. D. Phinney of Barnstable, the ballot for thirteen directors of the company was taken.

Pending the report of the committee collecting the ballots, the Auditor's report was read, accepted and placed on file.

A letter was received from the sub-committee of the Fire Relief Committee, consisting of A. Firth, President of the Boston and Albany, and W. Merritt, President of the Boston and Maine Railroad, asking that the Old Colony Railroad Company contribute in the spirit that other corporations propose for the Fire Relief Fund. This was presented by Mr. Seth Turner of Randolph, who also made a motion that three thousand dollars be subscribed by the stockholders for that purpose.

It was voted to accept the 28th Chapter of the acts of 1872 relating to tracks at Weir Junction and Taunton, and also chapter 295 of the acts of the same legislative year, applying to this corporation in the construction of a bridge over Taunton Great river at Fall River.

Seth Turner of Randolph, Minot Terrill of Weymouth and Wm. P. Pierce of Middleboro' were appointed a committee to audit the accounts for the ensuing year.

Mr. Phinney reported that the whole number of votes cast for directors of the company was 13,913 and that by the vote of the stockholders the following were elected: Onslow Stearns of Boston, Uriel Crocker of Boston, Benjamin Finch of Newport, Oliver Ames of Easton, Charles F. Choate of Cambridge, Samuel L. Crocker of Taunton, Jacob H. Loud of Plymouth, Richard Borden of Fall River, Royal W. Turner of Randolph, Francis B. Hayes of Boston, Ephraim N. Winslow of Hyannis, John S. Brayton of Fall River, Prince S. Crowell of Dennis.

A resolution of thanks to the President and Directors of the company was read and adopted by the meeting, and after some pleasant allusions to the union of the Old Colony with the Cape Cod Railroad the meeting adjourned.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$101,710 48	$97,659 85
" freight	200,472 22	190,067 44
" express	3,768 89	7,858 51
" mails	15,600 00	13,866 64
	$321,551 59	$305,452 44
Expenses, viz:		
Maintenance of road	$61,241 78	$64,051 45
Motive power	64,462 44	60,075 27
Repairs of cars	47,606 18	22,076 62
Transportation	42,447 75	45,446 10
Salaries & general exp.	14,989 17	12,149 56
	$230,747 31	$203,799 00
Net earnings	$90,804 28	$101,653 44
Add amount to credit of profit and loss February 28, 1871		4,812 87
Added since		11 02
		$106,477 33
Charged with the following items, viz:		
Interest accrued on bonds	$77,160 00	
Interest accrued on preferred stock	8,860 00	
Interest accrued on certificates of indebtedness	7,632 99	
Interest paid on past due bonds	6,205 85	
Current interest and discount on bonds	9,999 24	
		109,858 08
Carried to debit of profit and loss		$3,380 75

Compared with the previous year the gross earnings show a decrease of $16,099 15; with a decrease in operating expenses of $26,948 31—making the increase in net earnings $10,849 16. The President in his report says:

A decrease of $16,099 15, or five per cent., will be noticed in our receipts, a result which is to be explained by the prevalence of a severe epidemic in our city, during the past summer, the general reduction of the cotton crop, and other untoward circumstances, a recurrence or continuance of which, it is hoped, will not be experienced the ensuing season.

During the year we have moved 29,793 bales of cotton, 82,770 barrels naval stores, 3,612,000 feet lumber, and 5,633 tons phosphate rock—as against 34,539 bales, 65,946 barrels, 3,387,690 feet, and 11,895 tons the previous year.

Our operating expenses show a decrease of $26,948 31, or 11 68-100 per cent., upon those of the preceding year, while the general condition of the company's property is as favorable, as was then reported. No reduction in these can be expected the ensuing year, because of certain expenditures, which, in the course of it, will be required for the proper maintenance of the road, and its appurtenances. These must be met, irrespective of our revenue; and were the latter to be found inadequate to that end, the true remedy would be, not in their avoidance or postponement, but in such a re-adjustment of the company's tariffs, extensions of its business, and other measures as would increase its revenue, and thus enable them to, satisfactorily, discharge the duties they assume to perform.

It affords us pleasure to confirm to you our previous statements of the generally good condition of the road, and its structures. From the peculiar character of the country through which it is located, the difficulty of obtaining proper drainage, and the best material for ballasting the road bed, the labor now being annually expended upon it, does not produce a proportionately permanent benefit, though its condition is certainly being, gradually, improved. The rails, are in very fair order, indeed, there are none now in the track, sufficiently worn to require immediate removal. During the past year, we have supplied 531 tons tons new rails, (56 lbs to the yard,) with the necessary complement of fish plate fastenings, as a substitute for the light lip chairs, formerly in use. The bridges, trestles, culverts, &c., have received the needful attention.

Our shops at Florence, which are wooden structures, and of a temporary character, have been somewhat enlarged, and valuable additions made to their machinery.

Of the new first mortgage bonds, ($820,000,) we have on hand $22,500, to be applied to the redemption of the old bonds and outstanding interest thereon, and to the partial liquidation of the company's real estate bonds. Of the new second mortgage bonds ($322,000) we hold $46,500 for the redemption of an equal amount of the old still outstanding.

The amount of second mortgage bonds originally issued was $300,000, of which $145,000 were sold; the remaining $155,000 were subsequently pledged and deposited with trustees as a security for a corresponding amount of preferred stock. This preferred stock is then, virtually, a substitute for, and representative of, that amount of second mortgage bonds.

Upon their maturity, the new issue of bonds, for their redemption, was increased to $320,000 (to cover accrued interest thereon;) and as the bonds and the preferred stock then bore the same rate of interest, the conversion of the one into the other, as might be desired by their respective holders, has been allowed. The preferred stock has the single advantage of being registered and transferable on the company's books, but many prefer foregoing this, for the convenience of collecting their interest by coupons, and the greater facilities of transfer, etc., afforded by the Bonds.

The total interest for which the company is annually responsible on its bonded and other obligations, is about $100,000.

The prospects of the company are much involved in the extensions of its communications, northward from Cheraw to Salisbury, in the construction of the South Carolina Central Railroad from Lane's Station to Sumter, and, especially, in the improvement of its connection with the Savannah and Charleston road. The completion of the road from Fredericksburg to Washington, and of the Tunnel at Baltimore, both now in active progress, will relieve the Atlantic Coast Line of the present transfers and delays at those points, and should render it an attractive route to the passenger.

The fact of our having passed through the year, with but few interruptions in the movement of our trains, and without any serious accident, certainly indicates a commendable degree of attention and watchfulness on the part of the company's subordinate officers and employees.

The company have 13 locomotives; 6 first-class and 7 second-class passenger cars, 4 mail and baggage, 68 box, 48 platform and 30 phosphate cars. Number of local passengers carried, 51,882; do., through do., 13,533—total, 65,415. Bales of cotton hauled, 29,793, of which 8,887 bales were from local stations, and 20,906 bales from other roads. Barrels naval stores 82,770; feet of lumber, 3,612 Number of miles run by trains 257,712. Av. receipts per mile run, $1.18; expenses do., 79 cents. Receipts per mile of road, $2,995; expenses do., $1,998.

Balance Sheet, February 29, 1872.

Construction, equipment, right of way, &c	$2,148,130 65
Bills receivable	7,811 60
Stock in Cheraw and Salisbury Railroad Company	4,064 00
Stock in Cheraw bridge	112 52
Stock in Cheraw and Darlington Railroad Company	100 00
Real estate	20,713 92
Postoffice dues	2,116 32
Southern express dues	341 05
Cash	11,972 22
Balance of open accounts, &c	28,055 15
Carried to debit of profit and loss	8,380 75
	$2,226,798 08
Bonds for real estate	$28,000 00
Issue of 1,382 new eight per cent. bonds in redemption of 1,382 old bonds	691,000 00
Issue of 213 new eight per cent. bonds in settlement of past due interest	106,500 00
Issue of 18 old seven per cent. bonds still outstanding	9,000 00
Issue of 297 new eight per cent. second lien bonds in redemption of 297 old second mortgage bonds	148,500 00
Issue of 44 new eight per ct. second lien bonds in settlement of past due interest	22,000 00
Issue of 93 old seven per ct. second mortgage bonds still outstanding.	46,500 00
Issue of 2,100 shares preferred stock secured by 210 second lien eight per cent. bonds deposited with trustees of the same	105,000 00
Instalments on stock	898,950 00
Bills payable	53,927 82
Interest outstanding to be funded	4,476 50
Interest funded in certificates of indebtedness	109,028 23
Interest outstanding due in cash	3,915 53
	$2,226,798 08

President.—A. F. Ravenel.

Directors.—M. K. Jesup, L. D. Mowry, J. M. Carson, Z. B. Oakes, J. R. Dukes, S. S. Solomons.

Superintendent.—S. S. Solomons.

Secretary.—C. Williman.

Statistics of Commerce and Navigation.

From the official synopsis of the Report of the Bureau of Statistics we learn that the imports into the United States for the year ended June 30, 1871, amounted to $541,493,708; domestic exports (specie values) for the same period, $513,044,273; foreign exports, $28,459,899. For the twelve months ended June 30, 1872, the imports amounted to $640,337,540; domestic exports, $501,164,971; foreign exports, $22,769,749. In 1871 the imports consisted of $519,593,684 worth of merchandise and $21,900,024 in specie and bullion. The domestic exports for the same period were—merchandise, $428,539,017; specie, $84,505,256; foreign exports—merchandise, $14,421,270; specie, $14,038,629. In 1872, the imports were: Merchandise, $626,593,654; specie, $13,743,886; domestic exports—merchandise, $428,266,731; specie, $72,898,240; foreign exports—merchandise, $15,690,455; specie, $7,079,294.

The value of foreign commodities remaining in warehouse June 30, 1872, was $122,211,266 as compared with $68,324,659 June 30, 1871.

Allowing for the difference in the warehouse account, the imports of the fiscal year of 1872 are in excess of the domestic and foreign exports, combined to the amount of $53,886,000, while for the fiscal year 1871 the exports exceeded the imports by $11,393,818.

The respective amounts of our foreign commerce carried in American and foreign vessels, and in cars and other land vehicles, were:

FISCAL YEAR ENDED JUNE 30, 1871.

Vessels.	Imports.	Domestic exports (mixed values.	Foreign exports.
American..	$163,285,710	$180,624,658	$9,503,804
Foreign ...	363,020,044	376,476,609	16,325,326
L'd vehicles	15,187,354	5,417,384	9,380,772

FISCAL YEAR ENDED JUNE 30, 1872.

Vessels.	Imports.	Domestic exports (mixed values.	Foreign exports.
American..	$177,285,806	$161,319,869	$6,722,462
Foreign ...	445,417,279	381,620,692	12,311,355
L'd vehicles	17,684,455	6,279,157	3,735,932

It appears from the above, that of our total foreign trade in 1872, carried in vessels, about 71 per cent. was in foreign vessels, while, in 1871 it was but little over 68 per cent.

The number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal year ended June 30, 1871, were as follows:

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American...	10 715	3,742,740	10,573	3,746,945
Foreign	19,406	6,266,444	19,288	6,151,537
Total...	30,121	10,009,184	29,861	9,898,482

FISCAL YEAR ENDED JUNE 30, 1872.

	Entered.		Cleared.	
Vessels.	No.	Tons.	No.	Tons.
American..	10,621	3,711,283	10,488	3,681,824
Foreign....	18,647	7,091,843	18,719	7,048,691
Total..	29,268	10,803,126	29,237	10,730,515

The total number of immigrants arrived in the United States during the year ended June 30, 1872, was 404,806, of whom 240,170 were males, and 164,636 females. They represent 176 occupations, summarized as follows: Professional occupations, 2,442 males and 217 females; skilled occupations, 43,164 males and 1,091 females; miscellaneous occupations, 133,989 males and 10,844 females; occupations not specified, 2,919 males and 7,126 females; without occupation (mainly women and children) 58,566 males and 145,358 females.

These immigrants come from about one hundred different countries, of which the following are the principal: From England, 69,764; Ireland, 68,732; Scotland, 13,916; Germany, 141,109.

Richmond and Petersburg Railroad.

The annual report of this company for the year ending September 30, 1872, shows that the receipts of the road from all sources for the year amounted to $160,319 47, and the expenditures $114,374 15; the receipts being in excess $12,180 36, and the ordinary expenses $10,512 less than the previous year. In addition to the amount mentioned there has been paid out for interest on bonded debt $25,345 55, and for discounts $1,482 02--making the whole expenditure for the year $141,201 72. A comparative statement of the operations of the company for the years 1871 and 1872 shows a gain of $18,804 30 in favor of the year 1871. Mr. Thos. H. Wynne continues to be president of the company.

Wilmington and Weldon Railroad Lease.

At a meeting of the stockholders of the Wilmington and Weldon Railroad Company, in Wilmington, North Carolina, on the 20th ult., the lease of the Wilmington and Weldon Road to the Wilmington, Columbia and Augusta Railroad Company was ratified by the stockholders of the first named company under the following resolution, offered by B. F. Newcomer, and adopted by a stock vote of 10,655 for, to 125 against, to wit:

WHEREAS, At a meeting of the Board of Directors of this company, held on the 24th day of May, 1872, the preamble and resolution following was adopted, that is say:

WHEREAS, It is deemed that the interests of the stockholders of this company would be greatly promoted by effecting a lease of the road and its equipment and property to the Wilmington, Columbia and Augusta Railroad Company; therefore be it

Resolved, That a committee be appointed by the President to confer with the President and Directors of the W., C. & A. R. R. Company, or a committee of the same, to agree upon a lease of all the property of the company to said W, C. & A. R. R. Company for a term of ninety-nine years, renewable forever, upon such terms as will provide for the payment of the regular interest on all the bonded debt of this company, and the assumption of all its assets, including stock and interest in the Wilmington Railway Bridge Company, and the payment of all its liabilities other than its funded debt, and the payment to this company of five per cent. on its capital stock for the current year, and the further payment of six per cent. on its capital stock for the next year, and seven per cent. for each succeeding year during the continuance of the lease; said payment to be free or exclusive of all taxes which are now, or may at any time hereafter be imposed by the Government of the United States upon any dividend or income derived by the stockholders from capital stock in this company. Arrangements are also to be made for the lessee to provide for, and keep up the sinking fund according to the requirements of the mortgage now existing on the road, said sinking fund and all increments thereof to belong to the lessee, who is to provide for the payment and retirement of the existing mortgage debts of this company. And the lessee to obligate itself to make a consolidated mortgage bond secured by a proper mortgage on all the property and franchises of the company, to the extent of such sums as may be sufficient for the retirement of the funded debt in such sums and payable at such time after date as the lessee may elect, the same to be delivered to the lessee, who is to agree, in consideration of the delivery of said bonds, to provide for, and take care of, all the funded obligations of this company, now amounting to $1,620,000, as the same shall mature. Said lease, agreed upon on the part of the President and Directors of both companies, to be subject to the approval and ratification of the stockholders, or a majority of the stock in each company. Provision is also to be made to keep and continue the organization and charter of this company. Ample provision for a betterment clause it also to be made."

AND WHEREAS, In accordance with said resolution, after their conference between duly constituted committees, severally appointed by the respective Boards of Directors of the W., C. & A. R. R. Co. and of this company, an instrument of a lease of the property and franchises of this company, as contemplated and proposed by the said resolutions, has been carefully drawn, and after receiving the diligent scrutiny of the Board of Directors of this company, is recommended for acceptance by the stockholders of this company, and said instrument of lease having been read and considered by this meeting, in which a large majority in the interests of the stockholders of this company is represented, it is, therefore,

Resolved, That the action of the Board of Directors of this company, in the premises, is hereby approved and ratified, and that the stockholders of this company assent to the lease of the railroad and other property, effects and franchises of this company, to the W., C. & A. R. R. Company, on the terms and conditions set forth in the instrument of lease this day read to the stockholders, and the Board of Directors of this company is hereby instructed to cause said lease to be duly executed and delivered in behalf of this company.

The meeting then adjourned.

At a meeting of the stockholders of the Wilmington, Columbia and Augusta Railroad Company, pursuant to call in the same city and on the same day, in a convention of stockholders representing 2,855 shares, the whole number of the shares being 3,000, the acceptance of the lease was ratified under the following resolution, offered by B. F. Newcomer, which was adopted *nem con*:

Resolved, That the lease of the W. & W. R. R. Co. to this company, of its railroad and the property, effects and franchise, on the terms and conditions set forth in the instrument of lease this day read to the stockholders, and which has this day been ratified and confirmed by the stockholders of the W. & W. R. R. Co., be, and the same is hereby, assented to and accepted by the stockholders of this company, and the President of this company is hereby instructed to join in the execution of the same in behalf of this company.

The meeting then adjourned.

The action of these respective companies is, in effect, a consolidation of the whole railroad line from Augusta to Weldon under one management. The effects of this consolidation cannot be otherwise than favorable to the interests of Augusta—bringing her in close connection with the ports of Wilmington and Norfolk, and giving her quick and rapid transportation, both for freight and passengers, over a line of nominal grades and remarkably free from curves.

Cairo and Fulton Railroad.

Our people have so long looked upon the completion of the Cairo and Fulton railroad as a thing to be accomplished in the distant future, that it is difficult for them to realize the fact that its early completion is now as certain as any event involved in futurity. Work is now progressing on the road south of Little Rock to an extent that warrants the belief that by the middle of next summer we will hear the whistle of the locomotive at this place. We are informed that contracts for grading the entire line from Little Rock to Fulton have been let, and that hands are now at work all along the line from Little Rock to Rockport, and as fast as they can be spared from the work on the other end of the line they are transferred to this, and by the 1st of January all the hands that can be worked to advantage will be employed on the southern end of the line. On Saturday last a number of hands were in this place for the purpose of commencing work from here towards Fulton. An agent of the contractor was also in town, engaging lumber for shanties, and also hiring workmen to put them up. We learn that these hands stated that a large force would soon be at work this side of Rockport, coming this way. This looks like business, and that the early completion of the road is no longer problematical, but a fixed fact.—*Arkadelphia Standard*.

☞ The last rail has been laid of the Burlington, Cedar Rapids, and Minnesota Railroad, on the extension to the Iowa River, (south of Iowa City,) which completes the Muscatine connection. Trains are now running the entire length.

The Steam Canal Boat "Baxter."

It would seem at last that the work of the canal horse is done. The problem of steam power as a motor for canal boats has been solved. The State of New York offered a price of $100,000 to whoever should invent and construct a steam canal boat which should fulfill certain specified requirements. Many skilful inventors attacked the task, and one has succeeded. The canal boat Baxter has conquered every difficulty and claims the prize. Competent and disinterested judges say that every condition specified has been met, and that the commissioners must yield the Baxter her claim. This boat, which has been in successful operation since the first of October, makes the round trip from Buffalo to New York and return in less than fourteen days, while boats towed in the usual way consume thirty days in doing the same service. Instead of eight trips in the season the Baxter will make sixteen. Nor is this all. The cost of coal, engineer and firemen is less per mile by just one half than the cost of teams and drivers. So the steam canal boat saves at both ends, in time and in cost per mile.

It will thus be seen that the capacity of the Erie canal is more than doubled by the introduction of steam. If it could carry from Buffalo to New York in a single season 48,309,410 bushels of grain, it can be made to carry next year 100,000,000 bushels by merely converting its present tow boats into propellers. What the precise model of the Baxter engine is, what its cost and dimensions, or its susceptibility of being applied to boats already built on the old plan, we are not definitely informed. But inasmuch as all these points were to be considered by the inventor who should gain the $100,000 prize, it may be presumed that the Baxter is satisfactory in all respects. So there will be a grand rattling and thumping of workmen and boat builders from Buffalo to Albany this winter. Engine builders will be pushed to their utmost to supply machinery for the boats, and when spring shall open the Erie canal will bear upon its busy waters a fleet whose advent will be a revolution in the annals of inland transportation. So everywhere, in street railways and on canals, steam is coming to do the heavy, wearing work, and the long abused horse, beaten and overworked in the vain effort to keep pace with the requirements of modern progress, will be withdrawn from the tow paths and railway to the lighter and more humane duties of every-day life. Steam street cars and canal boats are as certain factors in the logistics of the future as are steamships and locomotives in those of the present.—*Cleveland Leader.*

Finances of the United States.

EXTRACT FROM THE ANNUAL REPORT OF THE SECRETARY OF THE TREASURY.

The moneys received and recovered into the Treasury during the fiscal year ended June 30, 1872, were:

From customs	$216,370,286 77
Sales of public lands	2,575,714 19
Internal revenue	130,642,177 72
Tax on national bank circulation, &c.	6,523,396 39
Repayment of interest by Pacific Railway companies	747,861 87
Customs, fines, &c.	1,136,442 34
Fees—Consular, patent, land, &c.	2,284,095 92
Miscellaneous sources	4,412,254 71
Total ordinary receipts	$364,694,229 91
Premium on sales of coin	9,412,637 65
Total net receipts	$374,106,867 56
Balance in Treasury, June 30, 1871, including $18,228 35 received from "unavailable"	109,935,705 59
Total available cash	$484,042,578 15

The net expenditures by warrants during the same period were:

For civil expenses	$16,187,059 20
Foreign intercourse	1,839,369 14
Indians	7,061,728 82
Pensions	28,533,402 76
Military establishment, including fortifications, river and harbor improvements, and arsenals	35,372,157 20
Naval establishment, including vessels and machinery and improvements at navy-yards	21,249,809 99
Miscellaneous civil, including public buildings, light-houses, and collecting the revenue	42,958,329 08
Interest on the public debt	117,357,839 72
Total exclusive of principal and premium on the public debt	$270,559,695 91
Premium on bonds purchased	6,958,266 76
Redemption of the public debt	99,960,253 54
Total	$106,918,520 30
Total net disbursements	$377,478,216 21
Balance in Treasury June 30, 1872	106,564,356 94
Total	$484,042,573 15

From the foregoing statement it appears that the net reduction of the principal of the debt during the fiscal year ended June 30, 1872, was $99,960,253 54. The sources of this reduction are as follows:

Net ordinary receipts during the year	$364,694,229 91
Net ordinary expeditures, including interest on the public debt.	270,559,695 91
Leaving a surplus revenue of	$94,134,534 00
Add amount received from premium on sales of gold in excess of the premium paid on bonds purchased	2,454,370 89
Add the amount of the reduction of the cash balance at the close of the year, as compared with same at commencement of year	3,371,348 65
Total	$99,960,253 54

This statement treats solely of the principal of the public debt by the monthly statement of the public debt, which includes the principal interest due and unpaid, and interest accrued to date not due, and deducts the cash in the Treasury as ascertained on the day of publication: the reduction was $100,544,491 28. The source of this reduction is as follows:

Reduction in principal account	$99,960,003 54
Reduction in unpaid interest account	3,330,952 96
Total	$103,290,956 50
Reduction in cash on hand	2,746,465 22
Total	$100,544,491 28

A comparison of the reduction in the principal account, as shown by the above tables, discloses a difference of $250, occasioned by an error recently discovered, and which is fully explained in a note on page six of the appendix to the report. On the basis of the last table, the statements show a reduction of the public debt from March 1, 1869, to the present time as follows:

March 1, 1869, to March 1, 1870.	$87,134,782 84
March 1, 1870, to March 1, 1871.	117,619,680 25
March 1, 1871, to March 1, 1872.	94,895,848 94
March 1, 1872, to Nov. 1, 1872—eight months	64,047,237 84
Total	$363,696,999 87
And a reduction in the annual interest of	$24,177,851 00

The receipts during the first quarter of the current fiscal year were;

From customs	$57,729,540 27
Sales of public lands	797,324 37
Internal revenue	34,169,047 22
Tax on circulation, &c., of national banks	3,307,238 69
Repayment of interest by Pacific railways	119,068 79
Customs, fines, &c.	103,787 30
Consular, patent, and other fees	479 306 03
Proceeds of Government property	336,801 88
Miscellaneous sources	1,346,257 47
Net ordinary receipts	98,388,397 16
Premium on sales of coin	2,426,736 91
Total receipts	$100,815,134 07
Balance in Treasury June 30, 1872, including $1,014 48 received from "unavailable	106,565,371 42
Total available	$207,380,506 49

The expenditures during the same period were as follows:

For civil and miscellaneous expenses, including public buildings, light-houses, and collecting the revenues	$18,299,891 28
Indians	3,037,343 88
Pension	9,135,389 71
Military establishment, including fortifications, river and harbor improvements, and arsenals	12,876,982 41
Naval establishment, including vessels and machinery and improvements at navy-yards	7,805,146 48
Interest on public debt, including Pacific Railway bonds	36,196,894 83
Total, exclusive of the principal and premium on public debt	$86,851,648 54
For premium on purchased bonds	1,702,568 51
For net redemption of the public debt	16,932,132 72
Total	$18,634,707 25
Total net expenditures	105,486,355 79
Balance in the Treasury Sept. 30, 1872	101,894,149 70
Total	$207,380,505 49

For the remaining three-quarters of the current fiscal year it is estimated that the receipts will be:

From customs	$135,000,000
Sales of public lands	1,500,000
Internal revenue	74,000 000
Tax on national banks	3,000,000
Pacific railways	500,000
Customs, fines, &c.	800,000
Consular, patent, and other fees	1,700 000
Sales of public property	600,000
Miscellaneous sources	1,400,000
Total	$218,500,000

For the same period it is estimated that the expenditures will be:

For civil expenses	$13,000,000
Foreign intercourse	900,000
Indians	4 000,000
Pensions	20,000,000
Military establishment	23,000,000
Naval establishment	13,500,000
Miscellaneous civil	27,800,000
Interest on the public debt	71,500,000
Total	$173,700,000

This will leave $44,800,000 surplus revenue applicable to the purchase or redemption of the public debt. The amount required for this purpose under the Sinking Fund law for the year will be about $29,200,000. It is estimated that the receipts for the fiscal year ending June 30, 1874, will be:

From customs	$200,000,000
Sales of public lands	3,000,000
Internal revenue	103,000,000
Tax on national banks	6,300,000
Pacific railways	900,000
Customs, fines, &c.	1,100,000
Consular, patent, and other fees	2,300,000
Sales of public property	1,500 000
Miscellaneous sources	2 200,500
Total	$320,300,000

The foregoing estimates are based upon the amount of revenue collected since the acts of May and June, 1872, went into operation, but the imports have been large, and considerable sums have been obtained by internal revenue officers on account of old taxes and claims, hence it will be wise to leave the source of revenues undisturbed for the present session.

It is estimated that the expenditures for the same period will be:

For civil expenses	$18,000,000
Foreign intercourse	1,325,000
Indians	5,700,000
Pensions	30,500,000
Military establishment, including fortification, river and harbor improvements and arsenals	26,000,000
Naval establishment, including vessels and machinery and improvements at navy-yards	32,500,000
Miscellaneous civil, including public buildings, light-houses, and collecting the revenues	41,500,000
Interest on the public debt	98,000,000
Interest on Pacific Railway bonds	3,875,000
Sinking fund	29,200,000
Total	$286,600,000

—leaving the estimated surplus revenue $33,700,000.

The estimates received from the several executive departments show that the following amounts will be required for the same period:

Legislative	$2,973,274 40
Executive	17,129,261 90
Judical	3,587,050 00
Foreign intercourse	1,326,754 00
Military	32,894,854 84
Naval	20,154,220 15
Indians	5,700,975 28
Pensions	30,500,000 00
Public works	29,687,345 69
Postal deficiency	6,310,602 00
Postal subsidies	1,100,000 00
Miscellaneous	9,596,974 52
Permanent	16,293,163 49
Interest on public debt	98,000,000 09
Interest on Pacific Railway stocks	3,877,410 72
Sinking fund	29,191,369 28
Total	$308,323,256 27

The reduction in taxation since the close of the war is estimated to have been:

In internal revenue—	
By the act of July 13, 1866	$65,000,000
By the act of March 2, 1867	40,000,000
By the act of Feb. 3 1868	23,000,000
By the acts of March 31, 1868, and July 20, 1868	45,000,000
By the act of July 14, 1870	55,000,000
By the act of June 6, 1872	20,651,000
Total of internal revenue	$248,651,000
In Customs—	
By the act of July 14, 1870	$29,526,410
By the acts of May 11, 1872, and June 6, 1872	31,172,761
Total of Customs	$60,699,171

—A total reduction of $309,850,171.

Since the institution of the sinking fund, in March, 1869, and in accordance with the act of Feb. 25, 1862, there has been purchased on this account up to and including June 30, 1872, $99,397,600, in bonds of the various issues known as five-twenties, at a net cost in currency of $110,997,185 89, or an estimated cost in gold, of $94,097,243 82. In addition to the purchases for the sinking fund, bonds have been purchased to the amount of $173,237,950 at a net cost in currency of $195,008 288 53, or an estimated cost in gold of $163,376,054 35. The cost of these bonds estimated in gold has varied from 82.21 per 100 to 99.99 per 100, the most recent purchases being at the rate of 98.66 per 100. The average cost in gold of the whole amount of the purchase up to and including the last day of September was 94.64 per 100.

Commerce of New York.

The foreign imports at New York for the month of October, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$17,423,743	$15,342,844
Do. for warehousing	10,315,541	8,446,254
Free goods	2,300 611	6,867,654
Specie and bullion	605,862	262,946
Total entered at port	$30,645,757	$30,919,698
Withdrawn fr. wareh'use	10,862,097	11,699,337

The foreign imports at New York for the ten months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$182,520,289	$174,634,901
Do. for warehousing	121,668,706	156,435,717
Free goods	24,884,789	44,866,612
Specie and bullion	6,192,628	5,265,429
Total entered at port	$335,266,412	$381,202,659
Withdrawn fr. wareh'se	109,487,119	139,562,819

The duties received at New York for ten months from January 1, were:

	1871.	1872.
Six months	$73,692,107 93	$73,822,709 76
In July	11,934,957 33	7,251,160 35
In August	16,932,839 65	19,835,156 81
In September	15,733,891 86	13 274,126 81
In October	12,066,671 28	10,655,390 80
Ten months	$130,360,468 05	$124,338,544 53

The exports from New York to foreign ports in the month of October, were:

	1871.	1872.
Domestic produce	$21,755,792	$24,374,195
Foreign free goods	15,092	108,660
Do. dutiable	585,343	641,894
Specie and bullion	2,086,891	4,729,143
Total exports	$24,443,118	$29,853,892
Do. exclusive of specie	22,356,227	25,124,749

The exports from New York to foreign ports for ten months from January 1, were:

	1871.	1872.
Domestic produce	$188,170,453	$182,476,854
Foreign free goods	1,011,954	1,256,003
Do. dutiable	6,479,259	8,059,904
Specie and bullion	59,706,815	63,111,513
Total exports	$255,368,481	$254,904,274
Do. exclusive of specie	195,661,966	191,792,761

☞ The Springfield *Union* says that the track of the Ware River Railroad at Palmer will probably be extended a few rods and be made to connect with the Boston and Albany Railroad, instead of the New London Northern, and that a lease of the Ware river road to the Boston and Albany will speedily be executed.

☞ Work on the Baltimore and Potomac Railroad, south of Marlboro', is being pushed forward, says the Port Tobacco *Times*, so that at least one train of cars for passengers daily between Pope's Creek and Baltimore will be run about the 10th of December.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax.* Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ The Philadelphia *Ledger* of 2d inst., reports the net anthracite coal tonnage for the week ending on the 23d ult., from all sources, at 282,974 tons, and for the year 17,911,277 tons, against 14,270,578 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,640,699 tons. The production of bituminous coal for the week was 55,355 tons, and for the year 2,323,604 tons, against 2,023,712 tons to the corresponding time last year—an increase of 299,992 tons. The total production of all kinds of coal for the week was 397,963 tons, and for the year 20,244,871 tons, against 16,294,290 tons to corresponding time last year, showing an increase of 3,950,591 tons.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,045	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	.....	.... ..	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	286,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	452,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,889	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,606	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,095,985
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319.573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,348
1872	327,538	318,620	354,766	366,960	378,493	.....	219,069	404,286	.....	428,598	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,378	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,582	578,403	747,469	739,736	641,589	643,887	518,088	7,181.208
1866	603,053	506,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	859,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,176	547,988	636,373	641,410	616,680	763,256	759,967	863,746	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,378	96,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 383	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	326,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	478,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	950,945	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,603	323,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872	254,319	238,823	303,591	305,755	265,000	304,512	285,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,088
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129.489	1,241,903	1,199,094	1,143,309	899,258	9.642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1863	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	169,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	366,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,295	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	621,351	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,002	23,560	617,585	758,467	999,665	837,388	716,829	5,709,193
1870	528,529	500,130	539,268	706,602	802,586	746,450	643.058	664.051	728.521	719,698	570.168	506.053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	678,096	681,865	800,402	777,362	708,142	542,903	7,574,949
1872	575,980	504,110	586,864	609 480	890,442	825,489	748,883	789,567	863,754	960,706	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown.....Pa.	31,452	192,750			10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.6	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury..Mass'	56,133	41,000			2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	14.83	....	....	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,904	150,000		69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000		608,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3(	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562			9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458		14,371	3,288	—	50	42	....
Oct. 31, '71	5.00	72	15	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	65,300	25,000		41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000		362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700		13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000		85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	....	18½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530		4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000					—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326			—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000		2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,262		—	100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000		455,566	905,066	153,192	10	100	100	62½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000		117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass	300,000	300,000		5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600		15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	)	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006		1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000		30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000			.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)....Pa.	138,250	125,500			33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000		(Lease	ed)	4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500		120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	25	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	897,022	94,153	60,000	20,000	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa		47,463	50,000		(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500		565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300		484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000				4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000			264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,582	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000		7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000			14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000		16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000			14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750			313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,170,000	1,916,000		1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700			173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000		566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000		19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750		17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000		111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000		415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000			23,600	18,255	5	50	50	....
Sept. 30,'71	2.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,026	15,000	5,000	22,213	10,436	2,784	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650			3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,300	38,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Waterwhet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref. 100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*.. 100	2,494,900	M. & S.	Sept. '72 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.* 100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N.	Nov. '72 5
Washington Br. 100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	June '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar.. 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '72 ll
Boston and Lowell..... 500	2,215,000	J. & J.	July '72 4
Boston and Maine..... 100	5,000,000	M & N.	Nov. '72 5
Boston and Providence. 100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*. 100	950,000	J. & D	June '72 3½
Burlington and Mo. Riv. 100	1,389,000	J. & J.	July '72 4
" " pref. 100	1,983,400	J. & J.	July '72 4
Camden and Amboy* ... 100	5,847,800	J.A. J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '72 1½
" " pref. 100	769,600	M. & N.	May '72 3½
Central of Georgia..... 100	4,666,800	J. & D	June '72 5
Central of New Jersey. 100	15,000,000	J.AJ&O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June '72 3
" pref..... 50	400,000	J. & D.	June '72 ll
Chemung*..... 100	380,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton..... 100	8,925,500	M. & S.	Sept. '72 5
" " pref.. 100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy. 100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '72 4
Chicago & N. Western.. 100	14,720,959	J. & D.	June '71 4
" " pref. 100	20,415,013	J. & D.	June '72 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*.. 100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind... 100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug '72 ll
Col., Chic. & Ind. Cen.*. 100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.. 100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Porta.*..... 100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv.. 1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River 0	1,750,000	J. & J.	July '72 5
Cooperstown and Susq. 100	207,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A & O.	Oct. '72 4
Danbury and Norwalk .. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,250,941	J. & J.	July '72 ll
Del., Lackaw. & Westn. 50	18,508,850	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	462,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.)..... 100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*. 100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '68 4
" pref..... 100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven. 100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central..... 100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.. 100	38,446,500	F. & A.	Aug. '72 4
" " (guar.). 100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 100	280,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 6
Lehigh Valley 50	16,159,400	J.A. J.O.	Oct. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western..... 100	2,500,000	J. & D.	Dec. '71 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.. 100	11,822,878	J & J	Dec. '70 7s
" " pref..... 100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June '72 3½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.. 100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp... 100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern* 100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R... 100	45,000,000	A. & O	Oct. '72 4
" " Certif.... 100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem.. 100	8,500,000	J. & J.	July '72 4
" " pref. 100	1,500,000	J. & J.	July '72 4
N. York & New Haven. 100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston. 100	2,000,000	J.A. O.J.	Oct. '72 2½
Ning. Bridge & Canand* 100	1,000,000	J. & J	July '72 3
North Carolina* 100	4,000,000	irregular.	July '72 3
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh.... 100	3,088,400	J. & D.	Dec. '72 4
Northern New Jersey*... 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* .. 100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.* 100	3,051,800	J. & J.	July '72 3½
" " pref. 100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi.... 100	19,995,847	— & —	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport.. 100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.. 100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri..... 100	3,635,750	— & —	.....
Panama..... 100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*.. 100	630,000	J & J.	July '72 4
Paterson and Newark*.. 100	500,000	J & J.	.....
Paterson and Ramapo*.. 100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M & N	Nov. '72 5
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*..... 100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp.. 100	2,000.000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '72 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '72 5
Providence & Worces... 100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *.. 100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*.. 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,997,800	J. & J.	July '72 4
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '72 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " pref. 100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.. 100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.. 100	445,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.)..... 100	314,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*.. 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J & J.	July '72 4
Terre Haute & Indiana.. 100	1,968,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.. 100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.. 100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*.... 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River... 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*... 100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,380,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.)..... 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A	Aug. '72 4
Winchester & Potomac* 100	180,000	J. & J.	July '72 3
Winchester & Strasburg* 100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	803,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)... 100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Nov. '71 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.)... 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,760	J. & J.	July '72 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	600,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	600,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)... 100	888,100	J.A. J.O.	Oct. 72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson... 100	15 000 000	F. & A	Aug. '72 5
Delaware and Raritan*.. 100	6,847,400	J.A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" (pref.). 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D	Dec. '72 2
American Coal..... 25	1,500,000	M. & S	Mar. '72 3
Am. Merch. Union Exp.. 100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug. '72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express... 100	6,000,000	F.M.A.N	Nov. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,741,000	6	Jan. & July.	1880	113
.. ..coupon	4,674,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,433,000	6	Jan. & July	1881	113
.. ..coupon	63,888,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon	235,784,150	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,459,850	6	Jan. & July.	1881	113
.. ..coupon	21,540,150	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112½
.. .. .. (5-20s).....coupon	36,227,650	6	" "	1884	113
Loan of March 3, 1865 (5-20s).....registered	36 709,650	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	119,802,900	6	" "	1885	112½
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	115
.. .. .. (5-20s).....coupon	151,601,950	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	225,505,400	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	24,231,950	6	" "	1888	115½
Loan of March 3, 1864, (10-40s).....registered	139,496,150	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	55,071,150	5	" "	1904	108½
Consols of July 14, '70 & Jan. 20, '71.registered	127,737,800	5	F. M. A. & N.	1881	110
.. .. coupon	72,262,200	5	" "	1881	111
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	4,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency.....	401,852,333	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,400,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	...
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s).	936,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	72 '74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	" "	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	103½
.. Bounty War Bonds, 1868.....	$11,358	6	J. A. J. & O.	1885	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Pay-able.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95
.. Railroad Loans Bonds, 1854-'66	1,599,000	6	" "	'87-'88	...
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	...
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,660):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered....	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	34½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	20
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	28
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	27
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($2 ,272,926,.:					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'9.	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct	1888	30
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	24
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	77
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	78
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0.	42
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	52
.. Funded Interest sterling, 1867.....	466,260	6	" "	'85-'01	..

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	94
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7 3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	95½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1895	94
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	5	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	42½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Easton and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	59½
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $6,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	101
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'80-'81	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	168,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....			New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	788,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R. I. & Pac.)	8,600,000	7	" "	" "	1895	102½
Chi. & Southwes'n (C., R. I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I. C. & La. F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C. H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin. S. F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	87
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1850	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1876	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	86
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1859	....
Cowaneseque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C. H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	95
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1888	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	6,000,000	7	" "	" "	1883	96
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	600,000	9	Jan & July.	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1892	100
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	867,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	60½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1887	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 139 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	103½
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	93
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc. R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch& ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr. R.)	840,000	8	" "	" "	1868	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	6,000,000	10	Jan. & July.	N. Y. & Bost.	1890	86
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	103
Logansport, Crawf. & S'wain Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	336,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	87
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	91
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chieu)	1,315,000	7.3	" "	" "	1898	93½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tobo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Montecello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	3,000,000	7	Feb. & Aug.	" "	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	94
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	94½
Income Mortgage conv.	561,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100‖
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	96
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	....
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100‖
1st Mortgage(whole road 287½m)	5,000,000	6‖	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	70
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	115,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	99½
	Dollar registered	1,462,000	7	" "	"	1911	100
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	....
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866:	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.			....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) s'kg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) s'kg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold s'kg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold s'kg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold s'kg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'da) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Landa..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Landa..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	200,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	604,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1896	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	676,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, s'kg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	200,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, s'kg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, s'kg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, s'kg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage s'kg fund, unr....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	89
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1859	78
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	98
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94¾
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC).						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	43
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	81½
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	89
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1850	....
Special Loan 1871	225,439	8	Jan. & July.	"	1850	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	98
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91¼
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,090	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1863	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	8	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	79
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	725,000	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C.& N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next item)	1,999,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia	1884	88
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	96½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74¾
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	80
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Passs.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
1	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,964	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forec losed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	51.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	...	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081	.....	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,685,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	10.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	55.0	—	5.5	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	1,851,264	.....	.....	9,913,390	4,006,503	8	100	154
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	146½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.0	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	7½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	140½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	134.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	130
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	148½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,106	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					7	500	....
Sept 29, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	160,612	270,030	.....	750,208	500,000	228,882	.....	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,784,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	113
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	...	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	386,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	28.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	285,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	28.0	2	—	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,281	.....	487,452	654,328	202,575	—	50	39½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	.....	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)			113,552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,880	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,762,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	320.0	70.0	—	179	172	33	3,645	*Central Pacific of California*†..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	68,182	2,578,000	2,100,000	250,000	.....	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	.....	22.8		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,367	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,356	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	21.5	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	111
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.9	—	—	—	7,569,009	2,619,177	10	100	137½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffic guar. & oper. by C. B. & Q.)					—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opened during 1870–'71.)					—	100	...
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	—	1,500,000	1,000,000	—	—	73.0	—	(No returns furnished.)				—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	—	—	2,000,000	2,925 000	—	—	—	(Opened in December, 1871.)					—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	260	Chicago and Iowa	Illinois.	2,500,000	*	—	—	1,280,000	2,200,000	—	—	—	(Recently opened.)					—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased to C. & N. W.)		371,319	371,319	10	100	112
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New road—No returns.)					—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	80½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	—	—	1,500,000	1,340,000	—	—	—	(New road—No report.)					—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under construction—length 160 m.)					—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,554	8	100	133½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	—	—	3,078.000	3,078,000	—	—	—	(Under construction—open 19 miles.)					—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased to Chic. R. I. & Pac.)					—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	36.5	(Leased to St. L., K. City and Northern.)					—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased to Mariett a and Cincinnati.)					8	100	....
Mar. 31, 1872	60.3	—	83.6	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	—	—	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased to Ind., Cin. and Lafayette.)					6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	—	—	4,000,000	1,500,000	—	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,732	184,552	700	81,813	382,600	585,000	86,298	—	42.0	.....	.....	211,864	42,782	.....	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased to Gr. Rapids & Indiana.)					—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	17½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	90
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased to Atl. & Gt. Wtn.)				274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,611,501	*	—	—	1,165,000	1,000,000	—	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	—	—	7,867,950	3,859.500	—	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,674	*	—	—	13,000,000	23,230,174	—	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	84
Dec. 31, 1871	18.0	—	1.0	—	3	2	1	18	Colorado Central	Colorado.	842,707	*	—	—	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased to Cin., Sam. & Cleveland.)					—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,500,000	*	68,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased to Concord.)			.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	89½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	354	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	64.4	297,350	876,542	332,542	725 392	119,157	10	100	134
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.6	(Recently opened—no returns.)					—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	—	—	1,497,223	2,008,500	—	—	68.0	Recently opened.)					—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,600	—	—	6.8	(Leased to Phila. and Trenton.)					6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	—	—	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	338	Cumberland Valley	Penn. & Md.	1,583,445	*	617,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,567	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,000,000	154,000	—	45.0	46,816	8,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95?,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	¾	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	.....	.....	82,350	527,445	12,996	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	309,276	701.000	—	—	—	(Leased to Little Miami.)					—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	15	7	456	Delaware [¶]	Delaware.	2,141,300	*	—	—	1,230,941	873,250	—	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,366	*	21,615,694	.....	15,000,000	10,000.000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,344	*	5,132,109	.....	10,104,000	3,338,000	3,776,123	417,054	115.0	2,448,006	234,108	2,365,568	3,351,484	1,549,695	108	100	94½
Dec. 31, 1871	106.0	15.0	5 1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	—	—	2,500,000	2,500,000	—	—	121.0	.....	19,795	43,863	571,905	195,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	.....	—	(Opened in May 1872.)					—	100	....
Dec. 31, 1871	248 5	—	21.2	225.0	29	16	10	516	Des Moines Valley	Iowa.	(Will be re-organized as the St. Louis, Keokuk and Dakota R. R.)								—	—	—	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	—	—	1,000,000	1,500,000	.....	.....	—	(Recently opened—no returns.)					—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,815,150	*	—	—	343,150	1,470,000	—	—	65.0	(Recently opened—no returns.)					—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	383,699	189.0	763,135	440,239	377,769	1,507,217	565,033	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	.....	.....	.....	.....	Detroit, Howell and Lansing	Michigan.	6,276,000	*	.....	.....	3,000,000	3,275,000	.....	.....	164.0	(A new line—no returns.)					—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased to Maine Central.)				18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No information furnished.)								33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased to Boston and Maine.)				23,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,990,200	894,000	—	15,901	—	(Leased to Illinois Central.)					4	100	64
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	66	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—	(Opened August 20, 1871.)					—	100	....
Sept. 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,326	716	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	—	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased to Pennsylvania.)					—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,260	—	—	—	1,309,200	495,900	—	—	—	(Leased to Phila. and Reading.)					6	50	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia [¶]	Tenn. & Ga.	9,165.895	*	138,971	222,368	1,969,624	3,581,400	244.991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	104½
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,98 7,400	1,832,081	194,325	115.2	1,152,426	4,610 277	265,965	1,871,037	635,308	8	100	....
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No information furnished.)								28.0	37,507	14,409	26,857	87,888	42,663	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	.....	.....	.....	Eastern Shore [¶]	Maryland.	875,000	—	—	—	295,000	580,000	—	—	40.0	(No statement furnished.)					—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	828,099	48,207	3,107,050	2,982,000	374,475	—	—	(Completed in 1871 and 1872.)					—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500.000	—	—	—	64.2	240,660	212,388	796,854	469,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	380,870	541,297	.....	5	50	54½
Sept. 30, 1871	460.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	32½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,600	—	40,000	—	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	.....	37.0	.....	.....	70,798	25,333	.....	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American	Maine.	5,483,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	.....	98.0	.....	(No returns furnished.)				—	100	....
Dec. 31, 1871	55.0	—	2.7	—	[illegible]	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Recently completed.)					—	100	....
Jun. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	———	33,137	9,866	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased to Pbg. and Conn		ellsville.)			7½	50	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fitchburg	Massachusetts.	3,440,000	500,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	132½
Sept. 30, 1871	50.0	43.3	82.0	—	36	43	11	646	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased to Belv. Delaware.)			17,358	loss.	—	100	....
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—																												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,025,000	.....	.....	18.2	161,130	1,161,455	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	.....	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,564	493,840	477,560	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,745	.....	99,267	.....	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1871	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	85,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,166,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	.....	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	56,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	.....	8.0	(Leased to Del., Lackaw. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	.....	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)								18,240	7,254	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	34½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	184,414	109,915	64,494	297,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven.....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	.....	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	.....	7.000	.....	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	.....	.....	.....	5.5	.....	.....	83,892	45,628	15,006	10	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50,000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	.....	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	.....	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	128
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,260,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338.000	702,486	.....	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408.100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.5	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730	.....	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	.....	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943.162	3.725.425	14,797,975	4,884,369	8	100	93½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000.000	—	.....	—	(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.
	M.	M.	M.	M.					
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.
Sept. 30, 1871	202.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶
Dec. 31, 1871	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey
Dec. 31, 1871	278.0	—	.....	1,700	.0.	.....	.....	.....	Northern Pacific
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville
Feb. 29, 1872	283.5	—	45.0	—	97	50	29	1,221	*Pacific* of Missouri ¶
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	168	Peoria, Pekin and Jacksonville
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.

Abstract of General Balance Sheet.

Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
229,110	—	—	—	135,300	—	74,700		7.0	—	(Recently	opened—	No returns.)	—	—	100	....
6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	141
10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent.& H	ar. R.)	60,000	6	100	....
1,112,858	*	—	—	500,000	500,600	127,420		35.0	.....	42,948	274,028	154,259	73,121	—	100	....
4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
—	—	—	—	—	—	—	—	72.0	—	(No accounts.)				—	100	....
6,815,642	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99½
5,465,409	—	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	75½
3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
527,451	*	875,000	.....	1,000,000	400,000	—	—	—	—	(Leased to	Erie Com	pany.)		8	100	....
(In progress.)		.....	.....	100,000,000	50,000 p.m.	.....		278 0		(No accessible returns.)				—	100	....
2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	742,117	261,746	10	100	124
6,942,765	*	—	—	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
4,157,796	1,550,422	.....	—	5,077,000	1,100,000	.....		122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	70
452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	—	—	58,979	48,986	29,048	6	100	....
30,863,793	*	—	—	24,030,000	6,584,800	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46½
7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,562	1,675,008	651,502	10	50	71½
8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113½
808,022	59,000	—	—	282,550	542,200	66,000		9.0	.....	—	2,640,258	195,356	37,874	—	100	....
8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
600,000	—	—	—	375,000	280,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
950,953	—	—	—	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown & Ogdensburg.)			—	100	....
1,369,324	*	—	—	1,141,400	183,000	—		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
(Under construction.)				1,500,000	1,500,000	—		21.0	—	(Opened	April 17, 1	871.)		—	100	....
747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	58
(Under construction.)				2,425,000	1,071,000	.....	.....	63.5	—	(No returns furnished.)				—	100	....
250,000	*	.....	.....	250,000	—	—	—	—	—	(Under	construction.)			—	100	....
9,500,000	*	.....	.....	7,000,000	2,993,177	—		47.5	—	(No	returns.)			—	100	....
1,000,000	—	800,000	—	600,000	1,200,000	—		34.0	—	(Construction in progress.)			245,662	5	100	140
330,000	—	—	—	330,000	—	—		14.5	—	(Leased to Erie.)				—	100	....
1,000,000	—	—	—	500,000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)		53,410	—	100	....
350,000	—	—	—	248,000	80,000	—		15.1	—	(Leased to Erie.)				—	100	....
2,488,250	—	87,758	—	1,500,000	1,076,000	—		67.3	(Leased	to Tol. Wab. and Western.)			29,758	6	100	....
538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companies.)			6	100	....
875,000	—	—	—	500,000	375,000	—		18.0	(Leased	to New Jersey Southern.)				—	100	....
4,774,000	*	—	—	1,995,000	2,779,000	—		118.0	(Recently	opened	—No returns.)			—	100	....
27,151,999	7,458,101	39,452,816	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112½
2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	—	—	941,863	.....	.....	20	50	....
231,098	—	—	—	132,412	700,000	100,000		—	—	—	—	—	—	—	50	....
4,829,887	401,998	.....	.....	3,061,700	3,000,000	415,008		—	—	(To be completed in 1872.)				—	50	....
1,800,000	—	—	—	1,200,000	600,000	—		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	46.0	(Leased	to Chicago R. I. &	Pacific.)		125,000	8	100	....
3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
—	—	—	—	—	—	—	—	91.0	—	(Turned over to Co.		Dec. 1, 1871.)		—	100	....
214,581	—	.....	.....	57,200	100,000	57,381		6.5	(Oper.by Camden	and Amboy.)				—	100	....
1,719,113	*	—	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	54,953	52,345	263,432	85,236	5	100	....
1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	56½
1,146,528	368,282	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	170
32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116½
1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	—	1,276,762	663,196	1,308,498	248,705	8	100	123
11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,089,943	8	50	109½
468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased	to Phila. and Reading.)				—	50	....
18,030,444	*	—	—	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
3,637,308	150,476	83,196	.....	1,959,976	5,500,000	1,960,775		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
7,330,816	620,631	.....	.....	250,000	100,000	8,247		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.5	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93
443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	....
609,058	101,524	13,131	128,950	83,230	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
1,807,847	*	.....	.....	1,007,847	800,000	.....		.....	—	(Not in running order.)				—	100	....
550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
1,359,836	*	585,069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	—	(Not in operation at date.)				—	100	....
370,000	*	.....	.....	170,000	200,000	.....	.....	26.0	.....	.....	.....	97,204	33,511	—	100	94½
1,011,071	*	120,523	—	524,464	380,300	226,830		....	40,208	53,052	6,110	34,021	5,673	—	100	....
642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	38.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,706	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,266	629,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	193,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	— —	48.0	211,872	122,526	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,243,989	*	454,301	160,946	1,509,829	735,554	114,075	504,776	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	—	—	20.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)	.....	—	100	14
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	—	.....	.....	.....	.....	.....	—	112.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	30,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	....	(Leased	to Chicag	o and Alte	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26	1871—No	returns.)	.....	—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,577,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M.& St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	8,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968'600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,376	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Gn.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	66	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna ..... Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	84.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	169,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	534,067	132,071	6	53	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,000	—	.....	.....	2,667,600	1,029,000	.....	.....	157.0	.....	(No report	furnishe	d.)	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,864	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,695	*	3,650	19,850	259'685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,238,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	265,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,326	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	—	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	—	558,291	.....	700,000	200,000	40,000	—	13.0	59,980	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,267,050	*	.....	.....	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	399,660	620,708	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	30
Dec. 31, 1871	451.6	164.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,338	835,913	16,000,000	17,704,000	196,785	1,022,465	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	70
Sept. 30, 1871	84.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,456	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	123
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	168,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)	.....	8	100	....
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.5	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	88
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,415	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	—	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,870	160,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.3	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3.275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,786	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,046	1,208,800	2,398,000	46,105	83,202	128.9	300,658	567,661	112,340	625,810	229,680	4	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,857	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	260,885	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	268,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal....Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	77
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110.000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,670	2,200,000	1,021,965	197,315	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	74
Catawissa,* pref. and guar.	2,200,000	7	7	86½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	40
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	81
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	90½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	72
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	52
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	32
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	26
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99½
Ohio and Mississippi, pref.	3,500,000	7	7	77½
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	...
Rutland, preferred	...	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,566	6	6	48
Schuylkill Valley,* guar.	576,650	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	...
Wrightsv.-York & Gettysburg,* pref.	317,050	...	2	...
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	123½
Schuylkill Navigation, pref.	2,888,997	6	6	28
Union, preferred	...	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	...	6	...	....
Mariposa Mining, pref.	5,774 400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6: Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	53 — @	55 —
Gartsherrie		49 — @	51 —
Glengarnock		— — @	47 —
Eglinton		— — @	45 —
Pig, American, No. 1		50 — @	51 —
Pig, American, No. 2		48 — @	49 —
Pig, American, Forge		— — @	44 —
Bar, Refined, English and American		— — @	120 —
Bar, Swedes, assorted sizes	(gold).	120— @	130 —
		—Store Prices.—	
Bar, Swedes, 1½ x⅜ & ¼ 1½x⅜ to ½ & ⅝ sq. 1⅜ to 5x⅜ to ⅜ & ½ to 2 sq. 6 to 12 x ⅜ & ½		145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		105 —	@ — —
Bar, Refined, 1½ to 6 by ⅜ & 5-16 in.		110 —	@ — —
Bar, Refined, 1 & 1½ by ⅜ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2⅞ to 3⅜ to 4 in.		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ⅜@3-16 inch		110 —	@152 50
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	— — @	— 9
Sheet, Russia, as to assortment	(gold)	16 —@	— —
Sheet, Single D. and T. Common		— 7 @	— 8
Sheet, Doubles and Trebles, Charcoal		— 8½@	— 9
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold). per ton.	70 — @	72 —
Rails, American, at Works in Penna. c'y.		80 — @	85 —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$— — @ 6 —
8d. and 9d. "		— — @ 6 25
6d. and 7d. "		— — @ 6 50
4d. and 5d. "		— — @ 6 75
3d. "		— — @ 7 50
Cut, 2d and 3d. Fine		— — @ 8 25
4d. and 4½d. Sugar Box		— — @ 7 —
Cut Spikes, all sizes		— — @ 6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 45
Yellow Metal Sheathing and Slating		— 27 @ — 30

TIN—Duty: Pig, Ears and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— 35 @	— —
Straits	(gold).	— 29½@	— 30
English	(gold).	— — @	— 30
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 10 75 @11 25	12 75 @ 13 25	
I. C. Coke	9 — @ 9 75	10 50 @ 11 50	
Coke Terne	8 75 @ 9 25	10 25 @ 10 75	
Charcoal Terne	9 25 @10 —	10 75 @ 11 75	

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 12½@	— —
Crude, 40 @ 47 gravity (in shipping order)	— 17 @	— 17½
Refined, Standard White (in ship'g order)	— 24½@	— 27½
Refined, S. W. (in jobbing lots)	— 27½@	— 28
Refined, S. W. (in tin)	— 30 @	— 31
Naptha, Refined, (65 @ 73 gravity)	— 17½@	— 18
Residuum	per bbl. — 12 @	— 12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 43
Copper, Bolts		— — @ — 45
Copper, Braziers' (over 16 oz.)		— — @ — 45
Copper, Nails		— — @ — 45
Copper, Old Sheathing, &c., mixed lots		— 26 @ — 28
Copper, English Pig		— 28 @ — 28½
Copper, American Ingot		— 30½@ — 31

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 55 @ 6 62½
German	(gold)	6 55 @ 6 62½
English	(gold)	6 62½@ 7 —
Bar		— — @ 9 25
Sheet		— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.		

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— — @18 —
Liverpool House Cannel		21 — @22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th. 28.	F. 29.	Sat. 30.	M. 2.	Tu. 3.	W. 4
Canton Co.	105	105½	106	....	104	
Central Pacific 6s.	100½	101	100⅝	101	....	
Central of N. Jersey.	103	103⅛	103½	103	102½	
Chicago & Alton.	....	110⅞	110	111	111	
" pref.	....	....	113	....	....	
" 1 M.	....	104	....	104	....	
" S. F.	....	....	....	....	....	
" Inc. bds.	....	....	....	....	....	
Chicago, Burl. & Q.	....	135	137	137	137½	
" 8s, 1883	....	112	....	....	....	
Chic. & Northwestern	85	86½	88	87½	86⅜	
" pref.	90½	91	91½	91	90½	
" 1st M.	98	....	....	98	....	
" S. F.	....	....	....	100	....	
" Consol.	93	....	92	....	....	
Chic., Rock Isl. & Pac.	110½	111⅜	111⅜	111⅝	113⅜	
Chi., R. I. & Pa. 7s, 1896	....	....	102½	....	....	
Clev., Col., C. and Ind.	....	89	....	90	....	
Clev. & Pittsburg guar.	87½	....	87½	87½	88	
" 2 M.	....	....	....	....	....	
" 3 M.	....	....	....	97	97	
" 4 M.	....	....	....	....	....	
Clev. and Toledo.	....	....	....	....	....	
" S. F. 7s.	....	....	....	....	....	
Col., Chi., & Ind. C.	34½	31⅜	33⅜	34	34	
" 1 M.	....	86½	....	86⅜	87	
" 2 M.	73	....	....	73	....	
Del. & Hudson Canal	....	117½	117½	....	....	
Del. Lack. & Western	96½	96⅜	95⅞	95½	94⅜	
" 1 M. 7s.	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Erie Railway	53	52⅜	53	53⅜	52⅞	
" pref.	73½	....	73½	....	73	
" 1 M. 7s, 1897.	....	....	....	....	102	
" 2 M. 7s, 1879.	....	....	....	....	98	
" 3 M. 7s, 1883.	....	....	....	....	96	
" 4 M. 7s, 1880.	....	....	....	....	92½	
" 5 M. 7s, 1888.	....	....	....	90x	....	
" 7s, con. gold.	....	....	....	....	....	
Great Western 2d mort.	....	....	....	....	....	
Hannibal & St. Joseph.	34	....	34½	....	....	
" pref.	51	51	52	52	52	
" 8s, conv.	....	....	88	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	104	....	....	
" 3 M 7s, 1875.	....	....	....	....	....	
Illinois Central	....	128	128	128	....	
" bonds	....	....	....	....	....	
Lake Shore & Mich. S'th.	94⅜	94⅛	93⅜	93⅛	93⅜	
Lake Shore Div. bonds.	93½	....	....	93½	....	
Marietta & Cin. 1st pref.	....	....	....	....	....	
" 2d pref.	....	....	....	....	....	
Michigan Central.	114⅝	115½	116	117	....	
" S. F. 8s, 1882.	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.	101½	101½	101½	101⅝	....	
" 2 M.	....	97½	....	97⅜	....	
Mariposa Mining Co.	1½	1½	....	....	1½	
" pref.	2½	2½	2½	....	....	
Milw. and St. Paul.	53½	54½	54	54	53⅜	
" pref.	76	....	76⅜	76⅜	76	
" 1st mort.	....	....	93	....	....	
" 2d mort.	....	....	....	....	....	
" 8s.	....	....	....	....	....	
" 7 3-10s con.	....	....	....	....	....	
" 7s, gold.	....	....	....	98½	....	
Missouri 6s.	95	95	95	95	....	
" H. & St. J. 1ss	....	....	....	....	....	
Morris and Essex.	91⅛	....	....	....	93	
" 1st mort.	....	102	....	....	....	
" 2d mort.	97½	97½	....	....	....	
New York Central.	....	....	....	....	....	
" 7s, S.F. 1876.	....	100½	....	....	....	
" 6s. S.F. 1883.	91	....	91½	....	....	
" 6s. S.F. 1887.	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.	95½	94⅜	95⅛	95⅞	95	
N. York and Harlem.	114½	114	114	118½	118¼	
" pref.	....	....	....	....	....	
" 1 M. 7s, 1873.	....	....	99½	100	....	
N. Carolina 6s, old.	....	36	....	....	34½	
" new	....	....	....	....	....	
Ohio and Miss.	47½	47½	46⅞	46⅜	46½	
" pref.	77½	....	....	....	....	
" 1st M.	....	....	....	....	....	
Pacific Mail S. S. Co.	84½	84⅛	87½	86⅜	85	
Panama	....	....	....	....	....	
Phila. and Reading.	....	....	....	....	....	
Pitts., Ft. W. & Chi. gtd.	92½	93	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M.	....	97	....	....	....	
" 3 M.	....	....	....	....	....	
Quicksilver Mining Co.	47½	....	47½	47	....	
St. L., Alton & T. H.	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 1 M.	....	....	....	....	....	
" 2 M. pref.	....	....	....	....	....	
" Income bds.	....	78½	....	....	....	
Tennessee 6s, old.	....	76	76	....	77	
" new	....	76	76½	76	78	
Tol., Wab. & Western.	70	69⅜	69½	69½	70½	
" pref.	....	....	....	....	....	
" 1 M.	....	97	....	....	....	
" 2 M.	....	93	92	....	....	
" Equipment.	....	....	....	....	....	
" St. Lou. Div.	....	....	....	....	....	
Union Pacific.	38⅛	37⅜	36⅞	37½	37⅛	
" 1st mort.	88⅛	88⅜	89½	89	89	
" L. Gt. 7s.	76½	77½	79	78½	78	
" Inc. 10s.	85½	86	....	80	80	
Virginia 6s, old.	....	....	....	....	....	
" new	....	....	....	....	....	
" consol.	56	55½	55½	....	55½	
" def. cert.	....	....	16½	....	16	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	....	108¾	109⅜	
U. S. 5s, 1881, reg	....	110	....	....	....	
U. S. 5s, 1881, coup	....	....	....	....	111	
U. S. 6s, 1881, reg	116	....	112¾	113	113	
U. S. 6s, 1881, coup	116¾	....	....	117½	117½	
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862	113	....	112	112⅞	....	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	112⅞	
U. S. 6s, 5-20s, c. 1864	....	....	113	....	....	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	....	113½	....	112⅝	....	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. n '65	115¼	115½	115¼	115¼	115⅝	
U. S. 6s, 5-20s, reg. '67	....	....	112¾	....	....	
U. S. 6s, 5-20s, c. 1867	116	116	116	116⅛	116⅛	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	115¾	115¼	....	115¾	....	
U. S. 6s, Pac.RR.issue	114	114¼	....	112½	112½	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Catawissa preferred	....	....	....	....	43⅜	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	98	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94¾	....	94½	94½	....	94¾
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	....	....	....	38¼	....
" 6s, 1884	....	....	....	....	....	88
" Gold L	....	....	....	96	96	96
" R. R. L	....	....	....	....	....	....
" Conv. L	82	....	....	82	....	....
Lehigh Valley R. R	59	....	....	59	59	59⅞
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	53	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	123½	123½	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	99½	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	35⅜	....	35¼	36	37¼	35⅝
" 7s	....	....	....	....	....	....
Pennsylvania R. R	56⅜	....	56⅞	56½	56⅜	56¼
" 1st M	....	....	....	101¼	101¼	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	94	94	94
" " reg.	93⅜	....	....	93¾	94	....
Penn. State. 6s.1st series	....	....	101⅞	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	109	....	108½	....
Philadelphia City, 6s	98⅞	....	....	98¼	....	....
" new	102¼	102¼	102¼	102⅜	99¼x	99⅜
Philad., Germ. & Nor	85½	....	....	....	....	85
Phila. & Reading	58⅛	57⅝	58⅛	58⅝	58⅛	58
Philadelphia and Erie	....	26⅜	....	27¼	27⅛	....
" 6s	....	....	....	....	....	90
" 7s	....	....	....	92	....	....
Phila., Wilm. & Balt	54¼	....	....	....	54⅜	....
Schuylkill Navigation	....	....	....	....	....	....
" pref. 14	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	76¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	124½	....	124¼	....	124	123¼
Hestonville, (Horse)	....	....	....	....	18¼	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	59	....	59
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	W.27.	Th.28.	F.29.	Sat.30.	M.2.	Tu.3
Baltimore City 6s, 1875	96	96	96	....	96	95⅞
" 1886	....	....	....	....	....	98
" 1890	96⅜	96⅛	96¼	....	96⅜	96⅜
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	153	....	153⅜	154	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 94	....	....	....	....	....	93⅜
Marietta & Cin. 1st M	98	93	98½	....	98½	98⅜
" 2d M	....	....	87	87	....	....
" 3d M. 8s	84½	....	....	....	....	....
Northern Central	....	....	37½	....	37⅜	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	87½	86¾	....	86⅞	....
Pittsb. & Connellsv. 7s	93½	93½	94	94½	94½	....
N. W. Va. 1st mort	....	....	....	....	....	94½
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	....	....
" Defer. Certif	....	....	....	....	15¾	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 4.

	Th.28.	F.29.	Sat.30.	M.2.	Tu.3.	W.4
Boston and Albany	144½	....	146	....	146½	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	128	....	129	130	130	
Boston and Providence	147	146	....	148½	148½	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	40½	42½	42½	43	42½	
Cheshire, pref	....	....	....	....	81	
Chi., Burl. & Quincy	....	....	....	....	....	
Concord	....	....	....	....	....	
Connecticut River	....	....	....	134	....	
Eastern	103½	103½	104	104	104½	
Fitchburg	....	....	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	114½	115	115¾	116⅜	116¾	
Northern, N. H	....	....	112	....	....	
Ogdens. & Lake Champ	69¾	....	69	70	70	
" pref	....	98½	98	....	99½	
Old Colony & Newport	....	112¾	112½	112¾	113½	
Ph., Wil. & Baltimore	55	54⅜	....	....	....	
Portl'd, Saco & Ports	....	....	....	....	....	
Union Pacific	....	....	....	....	....	
" 6s	....	85½	86¼	87	....	
" Land Grant 7s	....	....	....	76½	76¾	
" Income 10s	79⅛	....	....	....	....	
Vermont & Canada	....	90⅛	60	59	....	
Vermont & Mass	....	83	....	....	....	
South Boston (Horse)	....	....	....	....	....	
Cambridge "	....	100	....	....	....	
Metropolitan "	....	62½	62	63	62½	
Middlesex "	....	....	....	....	....	
Central Mining Co	....	....	....	....	....	
Copper Falls "	....	13	....	13½	13½	
Franklin "	8⅞	....	....	8⅞	9	
National "	....	4	4½	....	....	
Pewabic "	....	9¾	10½	....	10⅝	
Quincy "	43⅛	44	44½	45¼	46	

London Stock Exchange.

	Closing Prices.— Nov. 15.	Nov. 8.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	72 — 74
Do. 2d mort., $1,000	61 — 63	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	36 — 38
Do. Reorg. Scrip	95 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	85 — 87	85 — 87
Detroit & Milwaukee 1st mort. Bonds	71 — 74	71 — 74
Do. 2d do.	71 — 74	71 — 74
Erie shares 100 dol. all paid	40¼ — 41	42½ — 43
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 92	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	96 — 93	99 — 98
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	96 — 98	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	96 — 98	96 — 98
Do. General mort	95 — 96	95 — 96
Do. $50 shares	45 — 47	48 — 50
Philadelphia and Erie 1st mort	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal.

Saturday, December 7, 1872.

Stock Exchange and Money Market.

Money has been in quite active request for speculative use, throughout the week, and the ruling rate to the leading street borrowers has been 7 per cent. currency and gold. Private lenders have been rather less liberal of aid. The city banks have been somewhat freer in their advances. The market throughout has been a firm one as against parties in need of aid. The discount movement has been comparatively close, though the best grades of business paper met with a freer sale within the range of from 10 @12 @15 per cent. per annum. The President's annual message, and the accompanying documents, especially the report of the Secretary of the Treasury, have been chief topics of remark in financial and business circles, and generally treated with favor. The death of Mr. GREELEY, founder and editor of the *Tribune*, elicited an unanimous expression of sorrow and sympathy. At the close, Money was working somewhat sharply against speculative borrowers. The last bank statement was deemed encouraging. Our city banks have been gainers in the line of their legal tender reserve, and also in their specie average. Their deposit line has been augmented handsomely. They enlarged their loan and discount slightly. The U. S. Sub-Treasury added to its coin reserve about ¼th of a million and reduced its currency balance about an eight of a million.

The Secretary of the Treasury calls in the three-per-cent. certificates from November 7, 1868, to November 22, 1868, of the denominations of $5,000 each, numbered from 5,178 to 5,403, inclusive, and of the denomination of $10,000 and numbered from 4,801 to 4,822, inclusive. The amount of the certificates described is $850,000, upon which the interest ceases January 31, 1873.

The aggregate of U. S. currency outstanding on the 1st, inst. was $402,607,633.

The receipts of the United States Sub Treasury, in this city, in November, from all sources, were 44,708,140, including $7,747,001 in coin from customs; payments, $55,092,365, including $6,957,-456 of coin interest.

The U. S. Sub-Treasury office last week received $4,536,859 of currency, and $3,388,149 of gold, the latter including $1,181,000 from customs; and disbursed $3,680,903 of currency and $3,182,447 of gold, the latter embracing $624,045 of coin interest. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $22,-033,955 and a coin reserve of $44,308,802.

The city banks, in their latest return, show an increase of $1,270,200 of legal tender notes, of $846,000 of specie, of $2,263,700 in their deposits, and of $95,700 in their loan and discount averages, with a decrease of $5,900 in their item of circulation. The city bank exchanges, last week, averaged 135⅝ millions. The banks now hold $2,745,150 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,947,200, against $18,-074,700 same time last year. The city bank deposits are now $201,915,300 against $223,514,500, week ending Dec. 2, 1871. The legal tender reserve amounts to $47,169,500, against $52,408,900 same time last year. The circulation now stands at $27,570,900 against $30,106 900 same time last year. The loans are now $276,560,000 against $292,316,900 at this date last year.

The coin reserve of the city banks is now slightly under 13 millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 47⅛ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 202, millions, against 247½ millions on the 20th of July.

Government revenues have been on a limited scale, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $53,289,548. The customs at the port of New York last week were $1,092,956, and at the outports, equal to about $350,000, all in coin or coin certificates.

Gold has been moderately active, through the the week, the inquiry having been mainly on speculative account and the export and customs call having been light. The price was steadier than usual of late, and the market closed firm. The range of the price during the week has been

from 112½@113⅛, and the quotation on Wednesday was 112¾ against 112⅞ the preceding Wednesday. The specie outflow last week, was only $470,171. The Gold Exchange Bank clearances have averaged about 55 million per day during the week.

The Treasury Department proposes to buy $4,000,000 of 5-20s during December and sell $4,000,000 gold, one million each week, on the usual days excepting, of course, holidays.

The customs demand for Gold last week, averaged $236 200 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,347,772 against $8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $136,867,270 against $146,253,017 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $72,335,357, against $80,657,990 during the same time in 1871.

The export drain of specie was $470,171 last week, against $556,614 same week preceding year. The shipments since January 1, 1872, have been $67,561,700 against $60,157,277 during the same portion of 1871.

Foreign Exchange has been in rather more demand and somewhat stronger and steadier as to price. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 110@110¼. The week's exports of domestic produce were to the currency value of $4,344,898.

Government securities have been in more confident request, chiefly for investment purposes, at stronger prices, especially the later issues of the Five Twenties, which closed buoyantly. The public debt statement for Dec. 1, indicated a further liqudation of $1,198,229 in November.

On Wednesday, Government bought in $560,600 of the offered Five-Twenties at from 112 62 @112 74. The aggregate offering was only $820,300 @112 59@112 99.

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 117⅛@117⅜; U. S. Five-Twenties of 1862, 112⅞@113⅛; U. S. Five-Twenties of 1864 at 112⅞@113⅛; U. S. Five-Twenties of 1865, 113⅛@113⅜; U. S. Five-Twenties of 1865 consolidated, 115⅛@115¾; U. S. Five-Twenties of 1867, 116⅜@116½; U. S. Five-Twenties of 1868, 115¾@116; U. S. Ten-forties at 109¼@109⅜; U. S. Fives of 1881 (Funding Loan) 110@110⅛; Six per cent. currency Sixes from 112¼@112⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Nov. 27.	Dec. 4.
Consols	92½	92¾	91⅞
U. S. 5-20s, 1865	90½	91⅛	91⅝
" 1867	93	93⅜	94
" 10-40s	87¼	87½	88¼
New Fives of 1881	88½	88½	88⅞
Erie	41½	41⅜	42½

State bonds have been in fair investment demand and quoted somewhat steadier in price though the activity in Money was against free dealings.

Dispatches from the New River Division of the Chesapeake and Ohio Railroad state that the gap separating the Eastern from the Western Division, both of which are in operation, is now only 20 miles, and is being steadily reduced. Early in the new year, therefore, this line will be in continuous operation from the Richmond wharves to the Ohio River at Huntington, a distance of 420 miles.

Railway and Miscellaneous share property has been quite active and generally quoted stronger, though toward the close the market was variable and somewhat heavy.

Railway Mortgage Loans have been more sought after, on investment account and generally quoted firm. Central Pacific Sixes closed at from 100⅛@101½.

The Metal interests have been unusually tame, and much depressed. Copper has been dull and unchanged; 100,000 lbs. Ingot sold at 31c., cash, and 50 tons English, part to arrive, at 28½c. per lb. Iron has been very dull and quoted lower with Eglington Pig at $45@$46; Glengarnock at at $47@$46; No. 1 Lehigh Pig at $50@$52; No. 2 at $49@50; English Rails at $70@$72, (gold,) and American Rails at $82@$85. Pig lead has been more active, 200 tons ordinary foreign having been sold at 6½c.@6⅝c., gold per lb. Spelter and Zinc have been inactive and somewhat nominal as to price. Tin depressed and again quoted cheaper, with Straits and English at 29½c. @30c., gold; I. C. Charcoal Plates at $10 25@$10 50; Charcoal Terne at $9@$9 75; I. C. Coke at $8 50@$9 50, and Coke Terne at $8@8 75, gold, per box. Sales, 50 slabs Straits on private terms; 300 boxes I. C. Charcoal Plates at $10 50, gold, for 10x14, and 250 boxes Charcoal and Terne, on private terms.

General business has been much less active, outside of a few leading articles of domestic produce. Breadstuffs closed steady; Provisions weak. Middling upland cotton, left off on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,213,574 bales, against 947,523 bales same time in the preceding year; exports 528,700 bales against 401,800 bales in the previous year; stock at the ports at latest dates, 422,200 bales against 378,900 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at from 7@15 cts.; Veals in less request at 6@10½ cts.; Sheep more sought after at from 4@7 cts.; Lambs 6@8½ cts.; Swine, at 4⅝@4⅞ cts. per lb., all live weight. The week's receipts were 7,351 Beeves, 1,821 Veal Calves, 30,950 Sheep and Lambs, and 59,809 Swine.

Foreign goods have been moderately dealt in at about former prices as a rule. Sugars declined ¼ct. per lb. The week's imports of foreign goods reached the amount of $6,253,692, including $1,230,080 of dry goods.

Ocean freights have been more active and quoted firmer with the demand for room chiefly for Cotton, Grain, Flour, Tobacco, Provisions and Petroleum.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 26½; St. Louis and Iron Mt. R. R., 95; do. 1st mort., 95; New York, New Haven and Hartford R. R., 140; Louisville and Nashville R. R., 79; Cedar Falls and Minnesota 1st mort., 81; Clev., Col., Cin. and Ind. 1st mort., 100⅛; Boston, Hartford and Erie R. R., 7¾; do. 1st mort., 42¼: Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. 2d mort., 81½; Ohio and Mississippi 2d mort., 85; do. consols, 96; Mil. and St. Paul, Iowa Div., 89½; Central of New Jersey 1st mort., new, 102½; Gt. Western 1st mort. 1888, 95½; Central Pacific State Aid bonds, 110; Am. Dock and Imp. 7s, 97; Chicago and Northwestern Interest bonds, 91; Buffalo and Erie 7s, new, 95; Detroit, Monroe and Toledo 1st mort., 97; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Albany and Susquehanna 2d mort., 94; Clev. and Pittsburg consols, 94; Western Union Tel., 76; Quicksilver pref. 56; U. S Exp., 81⅞; Am. Mer. Union Exp., 70¾; Adams Express, 93¾; Wells-Fargo Exp., 88; New Central Coal, 48½; Consol. Coal of Md., 48⅜; American Coal, 59; Maryland Coal, 22; Spring Mt. Coal, 60: Brooklyn 6s, W. L., 94⅜; do., Park Loan, 93; Atlantic Mail S. S. Co., 14; North Carolina Fund Act 1866, 28; do. 6s, issued to N. C. R. R., 49; N. Y. State 7s, B. L. coup., 106½; Missouri 6s, Asylum bonds, 90¼; South Carolina 6s, new, Jan. and July, 24; do. Apl. and Oct., 30.

Philadelphia.—Susq. Canal 6s, 76; Philadelphia and Reading Gen'l mort. 7s, coup., 99¾; do. new, con., 101¼; Catawissa R. R., 19⅝; do. priv., 31¾; do. 7s, new, 99¾; Belvidere Delaware 2d mort., 82; Huntingdon and Broad Top Mt. R. R., 12½; do. pref., 16; do. 1st mort., 102½; do. consols, 60⅜; Phil, Wil. and Balt. 6s, conv., 109; Pennsylvania and New York Canal 7s, 95; Schuylkill Nav. Boat Loan, 80; Lehigh Nav. conv. gold loan, 93; Allegheny Valley 7 3-10s, 94; Delaware 6s, 102; Pittsburg, 5s, 74. The latest quotations are: City 6s, 95@—; do. free of tax, 99⅜@99½; Pennsylvania State 6s, 1st series, 101¾@103; do. 2d series, 106¼@107; do. 3d series, 109@109½; Philadelphia and Reading, 58¼@58⅜; do. Gen'l mort. 7s, coup., 99½@—; do. reg., 100@—; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, con., 101@101½; United New Jersey R. R. and Canal Co., 123@123½; Camden and Amboy mort. 6s, 1889, 94@94½; do. 1883, 92@92½; do. 1889, —@90; Pennsylvania R. R., 56¼@56¼; do. 1st mort., 101@101¼; do. 2d mort., 97@97; do. General mort. coupon, 94@94; do. reg., 94¼@94¼; Little Schuylkill R. R., 47@48; Morris Canal, 50@51; do. pref., 123½@124; do. 6s, 92@—; Susquehanna Canal, 7@8; do. 6s, 75½@76½; Schuylkill Nav., 7@7½; do. pref., 13¾@14; do. 6s, 1882, 76@77; do. 1872, 78@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 96@96; do. 5s, 56@—; Lehigh Coal and Navigation, 38⅜@38⅝; do. 6s, 1884, 87@88; do. R. R. Loan, 93@94; do. Gold Loan, 95@96; North Pennsylvania, 49½@50; do. 6s, 99@99¾; do., 7s, 94@95; do. Chattle 10s, —@110; Philadelphia and Erie, 27⅝@28; do. 6s, 88@90; Minehill, 53½@54; Catawissa, 19@20; do. pref., 42½@43; do. 7s, 1900, 99½@100; Lehigh Valley, 58⅞@59; do. 6s, new coupon, —@95½; do. reg., —@95; do. 7s, 104—@; Fifth and Sixth streets, (horse,) 48@52; Second and Third, 59@59¼; Thirteenth and Fifteenth, 18@19; Spruce and Pine, 33@33; Green and Coates, 42@—; Chestnut and Walnut, 57@59; Hestonville, 18@19; Union, —@73; Germantown, 33½@38.

Boston.—Vermont Central 1st mort., 43; Cincin-

nati, Sandusky and Cleveland R. R., 17½; do. 7s, 80; Eastern R. R. 6s, 1874, 97; Cedar Rapids and Missouri 7s, 1891, 89; Vt. Central and Vt. and Canada 8s, 1875, 81½; Rutland scrip, 95; Old Colony and Newport 7s, 1877, 100⅛; Michigan Central R. R, 8s, 1890, 105¼; Boston and Albany 7s, 1892, 105; Eastern (N. H.) R. R., 98; Conn. and Pass. Rivers R. R. pref., 89¾; Portsmouth, Gt. Falls and Conway R. R., 94½; Taunton Branch, 113¼; Cary Imp., 10⅝; Essex Co., 115¼; Boston Water Power, 47½; Waverly Land, 3½; Maine 6s, 1902, 99⅛; do. 1889, 100; New Hampshire 6s, 1902, 97½; Massachusetts 5s, 1894, gold, 98¼; Boston 6s, 1877@1880, currency, 98; do. 5s, 1886, gold, 95¼; do. 1878, gold, 98¾; do. 1874, gold, 107⅝; Bangor 6s, 1874, 95½; Cincinnati 7s, 1892, 101; Chicago 7s, 1899, 96; do. 7s, 1887, 96½; do. 6s, 1874, 97; do. 1882, 87¼; Cleveland, O., 7s, 1873, 99⅛; do. 1892, 100¾; St. Louis 6s, 1888, 86¾; Lowell 6s, 1890, 95⅞; Bath 6s, 1891, 90¾; St. Louis County 7s, 95; Hartford 6s, 1881, 95½; Portland 6s, 1886, 93¾; Cook Co., Ills., 7s, 1885, 95¾; Calumet and Hecla, 149¾; Hanover, 1¼; International Silver, 1⅞; Mesnard, 1⅜; Pontiac 85c.; Petherick, 2½; Ridge, 11; St. Clair, 2¼; Superior, 25c.; Shuniah Silver, 2; Tremont, 1½.

Baltimore.—Maryland Defense 6s, 103¾; Virginia 6s, old, coupon, 42; do. Consol. 6s, reg., 50; do. new, peelers, 48; Norfolk Water bonds, 88¼; Memphis City 6s, 53⅛; Central Ohio R. R. pref., 40; do. 1st mort. 85⅜; Orange and Alexandria 4th mort. 8s, 83¾; Orange Alex. and Manasssas 7s, 80⅛; Virginia and Tennessee 3d mort. 8s, 91¾; Northern Central 6s, 1900, gold, 94¼; Western Maryland 2d mort guar., 97. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@95; Baltimore and Ohio, 154½@155; do., 6s, 1875, 97½@98¾; do., 1880, 95½@96½; do., 1885, 94@94¾; Parkersburg Branch, 11@19; Washington Branch, 136@150; Northern Central 87⅛@87¾; do. 6s, 1885, 94@94⅛; do., 1900, 86½@87; do., 6s, 1900, gold, 94@94; N. W. Va. 1st mort., 102@105; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98½@99; do., 2d mort., 7s, 87@87¼; do., 3d mort., 8s, 84⅛@85; Central Ohio, 36@40; do., pref., 38¾@40; do. 1st mort., 85¼@85½; Western Md. 1st mort. 6s 1890, 90@92; do. 1st mort. guar., 97@100; do., 2d mort. guar., 94@97; do. 3d mort., guar., 90@96; do. 2d mort pref., 70@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort, 6s, 93@—; do., 2d mort. 6s, 86½@87; do., 3d mort. 8s, 91@95; do., 4th mort. 8s, 82¾@83⅛; Orange, Alex. and Manassas 7s, 80¼@81; Virginia and Tennessee 1st mort. 6s, —@103; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91¼@91¾; Baltimore 6s, 1875, 95¾@96¼; do., 1884, 96@96; do. 1886, 97¾@98½; do., 1890, 96½@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, —@98; do. 1902, 97@97½; Memphis City 6s, 53@53¾; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103¾@104¼; Virginia 6s, old, 38@39; do. consol. 6s, 55¼@56¾; do. reg., 50@51; do. Peelers, 48@50; West Virginia, 15½@16; City Passenger R. R., 21@25; George's Creek Coal, 100@105.

A Narrow Gauge Mountain Railroad.

Work has at last begun in good earnest on a narrow gauge railroad to connect the mining district of Little Cottonwood with the Utah Southern. The practicability of such a road has elicited considerable discussion and has been doubted by many; but the report of the engineers who have been employed by the new corporation sets all doubts at rest. From the initial point at Sandy Station to the mouth of the canon the grade is 146 feet to the mile and very gradual. Up the canon to Alta it varies from 150 to 333 feet to the mile, which is to be considerably lessened by back-switching. Several miles will thus be added to the length of the line, which will be abundantly compensated by the lessened grade.

The road bed up the canon will be generally elevated above the wagon road, and will be constructed chiefly on the north side of the defile to secure the benefit of sunshine in keeping the track clear of snow in winter. Sheds will also be employed wherever necessary. By these means it is expected to keep the road open for traffic through the severest winters.

The locomotives ordered are of peculiar construction, having great steam capacity with less than the usual weight of iron. In these machines mechanical adhesion or traction takes the place of adhesion induced by the weight of the locomotive. This is effected by the application of a very simple and ingenious device, the invention of Col. James S. French, formerly president of the Washington and Alexandria railroad, running over the Long Bridge from the District of Columbia to the Virginia side of the Potomac. A third or supplementary pair of driving-wheels is swung in the rear of the ordinary drivers, and connected with the latter so as to revolve at the same rate of speed. These additional drivers have a grooved tread, and are hung in such a manner as to be lifted from contact with the track, at the will of the engineer. In climbing grades or starting trains the grooves sit astride the rail and compel advance motion with each revolution of the drivers, instead of allowing the wheels to "slip" as is ordinarily the case with heavy trains and steep grades. Numerous vexatious delays are thus avoided and greater rapidity of transit is secured. The invention has been tested on the Baltimore and Ohio railroad with very satisfactory results.—*Deseret News.*

Big Sandy Valley Railroad.

The stockholders of this company, at their meeting in Covington, Ky., on the 14th ult., completed their organization by electing the following named gentlemen Directors: James H. Laws, Cincinnati; Hon. C. H. Howland, St. Louis, Mo.; Grid. S. Shwenk, Nashville, Tenn.; D. E. Small, York, Pa.; E. Hulbert, Atlanta, Ga.; Hugh Colville, Cincinnati; O. D. Campbell, Cincinnati.

At a subsequent meeting of the Directors they organized by electing J. H. Laws, President; C. H. Howland, Vice President; Hugh Colville, Treasurer; B. F. Babcock, Secretary.

The *Railroad Record* says that this road, in connection with the Kentucky and Great Eastern, now under new management, will solve the coal question for Cincinnati.

Their engineers are already on the line, and work is being pushed energetically.

☞ The fourth instalment of $100 per share on 1,477 shares ($738,500) Boston and Lowell Railroad new stock (par $500) voted February 6, 1871, became due December 1. The fifth and last falls due July 1, 1873. Seven per cent. is paid on the instalments, or 6 per cent. on any sums anticipated.

Railroad Appointments.

Mr. Charles E. Graham has been appointed Assistant General Manager of the Western Division of the Pittsburg, Fort Wayne and Chicago Railway, from Crestline to Chicago; the Grand Rapids and Indiana Railroad; The Michigan Lake Shore Railroad, and the Cincinnati, Richmond and Fort Wayne Railroad, with his office at Fort Wayne, Indiana.

Mr. J. D. Layng has been appointed General Manager of the Eastern Division of the Pittsburg, Fort Wayne and Chicago Railway, from Pittsburg to Crestline; the Ashtabula, Youngstown and Pittsburg and the Erie and Pittsburg Railroads; and of the construction of the Mansfield and Lake Michigan and the Tiffin and Toledo Railroads, with his office at Pittsburg.

Mr. George Webb has been appointed Assistant General manager of the Pittsburg, Cincinnati and St. Louis Railroad, vice J. D. Layng, resigned, his office to be at Pittsburg. The appointments take effect December 1, 1872, by order of J. N. McCullough, General Manager.

Kentucky and St. Eastern Railroad.

This company has been organized by the election of Hon. Nathaniel Sands, president, and H. R. Hulbard, Treasurer. The Cincinnati *Railroad Record* says that this road, when constructed, will be the best and most important coal road that can be made to Cincinnati. Running up the south bank of the Ohio river to Catlettsburg, it will meet all the wants of the West Virginia and Big Sandy coal traffic, better and cheaper than any other line. Besides, with the construction of branch lines through Mason and Fleming counties to Rowan, coal can be reached within one hundred miles of the city, with a down grade all the way, from as good coal banks as can be found anywhere.

☞ The earnings of the Union Pacific Railroad for October 1872, were $980,706 11; and the expenses, $538,878 35—leaving net earnings $441,827 76. In October, 1871, the earnings were $777,362 96, the expenses, $395,322 31, and the net earnings $382,040 65—showing an increase in earnings of $203,343 15, in expenses of $143,556 04, and in net earnings of $59,787 11.

☞ W. A. Gunn, chief engineer of the Cincinnati Southern railroad, assures the Chattanooga *Times* that the road will positively be commenced by next spring, but says that the route has not yet been decided upon. He intimated, however, that the work of construction would be commenced at both ends.

☞ We understand that the railroad bridge across Lake Champlain at Ticonderoga and lease of the railroad to Port Henry, held by the Vermont Central Railroad Company (recently suspended), has been sold to the Delaware and Hudson Canal Company, and the construction of a railroad along side of that road has been discontinued.

☞ At a recent meeting of the directors of the White River Valley and Texas railroad company, at Duvall's Bluffs, Ark., J. G. Botsford was elected president of the company, vice W. C. Hazledine, resigned. We understand there is some prospect of work being resumed on this enterprise at an early day.

Journal of Railroad Law.

RAILROAD COMPANIES—RIGHT TO EJECT PASSENGER FROM CAR UPON REFUSAL TO PAY CERTAIN FARE.

The late case of Jackson *vs.* The Second Avenue Railroad Company, (47 N. Y., 274,) was an action of assault and battery brought against the defendants, the railroad company and one John Roe, who is stated in the title to be thus named because his real name was not known, the conductor being intended.

The plaintiff in the fall of 1864, got into one of the company's cars at Peck slip, intending to get out at Fifty-ninth street. The fare to Forty-second street was five cents; above that by the charter, it was ten cents. Plaintiff tendered five cents fare. The conductor asked him six cents. Plaintiff asked for an explanation, and the conductor told him the fare had been raised to six cents, and pointed out to him a placard to the effect posted in the car. Plaintiff immediately "told the conductor he was not going to pay him six cents; that his fare was five cents and that was all he could get." The conductor caught him around the waist and stopped the car th put him out. Plaintiff refused to leave the car, and resisted. Conductor told him he would put him out if he did not pay the other penny. This he refused to do, and conductor collared him. Plaintiff seized the handle of the door to prevent being put out. The conductor then struck him one blow on the nose which abrazed the skin and caused it to bleed.

The conductor proceeded no further in his attempt to eject him, and the plaintiff quietly rode to Fifty-ninth street, where he got out.

The following is the opinion of the court delivered by—

FOLGER, J.—If it be assumed as I think it may be, that the defendants' conductor had been instructed by them to demand of every passenger six cents as fare, and that he was also instructed and authorized by them to remove from the car any passenger who refused to pay that sum, then in this case the conductor was acting in the line of his duty to them and of his authority from them in attempting to remove the plaintiff from the car. The six cent fare had been demanded of the plaintiff; he had refused to pay it, he had been told that he would be removed unless he paid it and he still refused. The conductor then seized him, and attempted his removal, and while thus engaged struck the blow more particularly complained of. It cannot be doubted but that the defendants are so far responsible for the act of the conductor, their agent, that if they had not the right to demand the six cents fare, and hence had not the right to remove any passenger from their car for not paying that sum, they would have been liable for any force used by their agent upon the person of such passenger, though confined strictly within a degree necessary to effect such removal, and used solely for that purpose and with that intent. And for the reason that he was in their business, using a physical force upon another which he had no right to exert, and which they had no right to instruct and authorize him to exert, and any force was an excess of right. Does it not follow, that where they have the right to instruct and authorize to the use of force, and their agent acting in the pursuit of his duty to them, and under authority which they have given, exceeds through zeal or impetuosity of temper, the degree of force necessary and proper to accomplish the purpose, and injury and damage ensue, that they must respond? So we have held in Higgins *vs.* The Watervliet T. and R. Co. (46 N. Y. 23.) But it is said that the act of the conductor in striking the plaintiff a blow in his face was willful and malicious; that it was not done by him because he unmistakeably conceived it a necessary use of force to effect the removal of the plaintiff, but as a wanton act of rage and passion.

This it appears to us was a question to be decided. And conceding the law to be clear that the defendant would not have been liable for the act of the conductor if it was willful and malicious on his part, still it was a question of fact.

It appears from the printed case that the motion to dismiss the complaint was made on the ground, that the principal is not liable for the tort committed by the agent or servant, except it occurs in the immediate discharge of duty by the servant, or is authorized. As the motion was granted, it must have been assumed that the testimony showed that the act of the conductor was a tort, which did not occur in the immediate discharge of his duty, and was not authorized. But the testimony is not so clear as that the court could pass upon it without committing it to the jury for their consideration. From the testimony as it appears to us in print we could not so determine. On the contrary, the act of the conductor presents itself to us as one done without malice or ill feeling toward the plaintiff, but deemed by him necessary to effect the purpose with which he thought himself charged in the proper performance of his duty. It should have been left to the jury upon all the testimony, and with proper instructions. There was error in holding otherwise.

As the defendant has given stipulations for judgment absolute, there must be judgment final for the respondents, with costs.

Judgment accordingly.

Important Decision.

One of the most important lawsuits, and which has been in litigation since 1857, has at last been decided in the Court of Appeals. The parties to the suit are the Delaware and Hudson Canal Company and the Pennsylvania Coal Company. The action was founded upon an agreement made on the 31st of August, 1847, between the first named company and what was then known as the Wyoming Coal Association, owning and operating mines in Luzerne county, Pennsylvania. The contract was for the transportation of coal for the Wyoming Association over the Delaware and Hudson Canal from Hawley, Pa., to the mouth of Rondout Creek, to be brought to Hawley by a gravity road, then constructing over the mountains from the mines at Pittston and Dunmore. The canal company agreed to carry the coal of the other company to the terminus of the canal, charging and collecting a toll of so much per ton upon the coal so transported. The amount of toll annually was to be fixed on the first day of May, and to be one-half the surplus of the average selling price per ton of the coal, $2 50 always to be deducted from such selling price as the cost to the coal company of getting a ton of coal to tide-water. A provision of the contract, and upon which the controversy occurred, was that in case the Canal Company enlarged its canal, it might charge and collect an additional toll on the coal transported at a rate per ton to be established after the completion of such enlargement.

The Pennsylvania Coal Company succeeded to all the rights and interest of the Wyoming Coal Association, by an agreement made on the 29th of July, 1851.

On the 28th of July, 1853, the canal company notified the coal company that it had enlarged its canal so as to permit the passage of boats carrying from 125 to 150 tons, instead of the former capacity of boats of fifty and sixty tons, and estimated that this change saved to the coal company in carrying its coal to tide-water forty cents per ton, which must be deducted from the former allowance of $2 50 per ton. On the 1st of August, following, the coal company replied and denied the saving alleged, but declared its readiness to have the disputed point settled by arbitration. To this the canal company agreed, and Azariah C. Flagg, and Frederick Fraley, were the next May selected as arbitrators between the parties. This arbitration resulted in nothing satisfactory, and the action just decided in the Court of Appeals was brought by the Delaware and Hudson Canal Company in April, 1857. By their complaint the plaintiffs claimed to recover additional toll, at the rate of twenty cents a ton upon 207,735 tons of coal transported by the defendants over the canal from September 15 to November 24, 1856, amounting to $41,947. They also asked that the court ascertain or determine the reduction in the cost of transportation per ton on the canal between the points named—owing to the enlargement of the canal and to no other cause—and that the amount thus ascertained might be established and adjusted for the government of the parties under the contract as to all coal transported by the defendants subsequent to the completion of the enlargement on the 29th of July, 1853. They also asked that one-half of the amount of such reduction be adjudged to be thereafter permanently chargeable as additional toll under the contract, for all coal transported by the defendants.

The Coal Company answered by denying that the enlargement of the canal had occasioned any reduction in the cost of transporting coal, and that the failure of the arbitration to settle the question was owing to the choice of the plaintiffs, and the defendants being in no default as to the determining upon the reduction, and establishing the additional toll by arbitration, the plaintiffs could not proceed by action to establish such toll or determine the reduction.

By consent of the parties the cause was referred to the late Judge Henry Hogeboom for hearing and decision upon all the issues. The testimony taken before referee filled ten large printed volumes, and his fees exceeded twenty thousand dollars. The reference overruled the positions taken by the defendants, founded upon the arbitration clause of the contract and decided many important questions of law and fact. His judgment was that the reduction in the cost of transportation occasioned by the enlargement of the canal, after experiencing the full effect of all the improvements of the canal, was ten cents a ton. The plaintiffs were adjudged entitled to charge and collect as additional toll five cents a ton upon all the defendants' coal transported after the enlargement and notice thereof, from the 28th of July, 1852, and to a money judgment of $16,481 43, with interest, but without costs to either party.

Judgment was entered; but the defendants appealed from the referee's decision to the General Term. The plaintiff also appealed, insisting that from the facts found by the referee they were entitled to charge and collect as additional toll 07.59c. a ton instead of five cents, as allowed. Both appeals were heard at the same time, and the judgment was affirmed. Both parties thereupon appealed to the court of Appeals, where the case was argued in June last. On Tuesday the the court reversed the judgment on the appeal as taken by the defendant, and affirmed the judgment on the plaintiff's appeal. The decision of the Court is unanimous and in favor of the Coal Company on all points; it is not at all probable that this matter will be carried any further. The Coal Company, congratulate themselves that they have ceased to do

much business over this route, as if they did there would be no profit.—*Saward's Coal Trade Circular, Nov.* 20.

Railroads of Iowa.

Railroad facilities are a chief consideration in business enterprise; and to the present age and generation are essential to the full enjoyment of life. And whatever advantage, commercial and social, that railroad communication can give, Des Moines enjoys with special favor. About equi-distant from the two great western business and social centers—the great and rapidly growing cities of Chicago and Saint Louis, which give healthful competition for Iowa's products, her grand trunk railways necessarily make these cities initial points. And these form their angle at Des Moines, with one arm reaching by the Chicago, Rock Island and Pacific, three hundred and fifty-seven miles east, to Chicago; the other by the Des Moines Valley and North Missouri, south-east three hundred and sixty-four miles, to Saint Louis. The great central highway of iron from the Atlantic to the Pacific coast has at Des Moines a prominent midway station. These grand trunk roads, completed, are here fed by others, in active progress, reaching from Des Moines toward every point of the compass. Northward, the Des Moines Valley, crossing the Northwestern at Grand Junction, and the Dubuque and Sioux City at Fort Dodge, is already completed eighty-nine miles. Another north road forming a link in the chain from Lake Superior to the Gulf of Mexico, is already graded almost to Des Moines, and will be pushed forward to completion. To the northeast is the narrow gauge Des Moines and McGregor road, now completed and operated a considerable distance, and which it is believed will be completed to Des Moines within another year. This road has an importance to Des Moines, which will be readily understood by reference to the important improvements now in active progress, and to be pushed forward to early completion, by the Federal Government, and when completed giving ship navigation from Iowa to New York via the great lakes. By this narrow gauge road, the new ship canal, and the lakes, Des Moines will have a direct and competing connection with New York that will be for all time a guarantee of the most favorable shipping facilities. And is is not only projected, but has been entered upon, and is of the unfinished work of the General Government, to be an accomplished fact in a very brief period of time. East—we have the great Rock Island road; south-east, the Des Moines Valley and its connections; south, the Des Moines and Indianola is completed and operated twenty-two and a half miles to the county seat of Warren county, and looking to southern extension; and between this and the Des Moines Valley is the Albia, Knoxville and Des Moines, which will give a new competing line to St. Louis, and of it its President, writing under date of Oct. 11th, 1872, says: "No one has been more disappointed than I have in regard to the delay on the railroad, and I am at work now with the hope that railroad iron will go down. ** The country demands the road." South-west, already the iron horse from Des Moines has reached Winterset, the county seat of Madison county, a distance of forty-two miles, and will be pawing the ground until Kansas is reached. West—the highway of iron extends from Des Moines as nearly to the setting sun as solid foundation can be had for a road bed, and choice of routes to the Chinese Empire is given east and west, over which a tunnel through the centre of the earth alone can give shipping advantages. North-west, the Des Moines Western, narrow gauge, on which a considerable amount of grading has been done the past season, will strike the Missouri river at Sioux City, and cross an undeveloped prairie country, susceptible of an untold wealth of agriculture, by this road made tributary to Des Moines.

By these completed trunk roads and their connections, already grand shipping and traveling facilities are had. The roads unfinished have been temporarily checked by the present high price of iron, but their early completion is guaranteed by the demands of a rapidly increasing and indefatigable population. The mineral wealth of the western mountains, the luxuries of the south, the refinements of staid eastern life, all are already here of ready and easy access; and a greater enjoyment than all these, is presented by the wealth of which the fruithful and undeveloped country, immediately around Des Moines, gives sure promise. With railroads completed and in progress, stretching from Des Moines toward every point of the compass, may not a city in her teens, with beauty and promised wealth, aim high for her future? And is she not worthy the notice of the ambitious, and active, and brave, who alone can win in life's races, and reach the goal of honorable preferment?—*Des Moines Industral Motor.*

☞ The officers of the Mexico National Railway Company in Philadelphia have received a telegram from the city of Mexico, dated November 27, by way of Brownsville, saying that the Mexican Congress passed on that day, by a majority of sixty votes, a bill authorizing President Lerdo to arrange with General Rosecranz the modifications desired to their existing concession, leaving the latter in full vigor. The company ask for a subsidy in national bonds in lieu of the land grant given them in December, 1870.

☞ The December dividend on the Vermont and Canada Railroad will be "passed," because the rent then due from the Vermont Central trustees and managers will not be paid. Interest will also be passed on the Vermont Central first mortgage bonds due December 1. The New England Trust Company will pay the coupons due December 1, on the Marquette and Ontonagon Railroad 8s, 1875, and the Marquette, Houghton and Ononagon Railroad 8s, 1892.

☞ The first rail on the line of the Montpelier and Wells River Railroad was laid in Montpelier on the 28th ult., at the place of union between that road and the Vermont Central. The work of laying the track will be vigorously prosecuted.

Board of Engineers of the Fourth Avenue Improvement.

Office Grand Central Depot.

NEW YORK, November 23d, 1872.

Notice to Contractors.

SEALED PROPOSALS FOR WORK ON THE Fourth Avenue Improvement between 49th and 79th Streets, will be received by the undersigned at this office until 2 o'clock P. M. of December 16, 1872. Plans, Specifications and blank proposals will be ready on and after the 29th inst.

ALLAN CAMPBELL,
A. W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKOUT,
} Board of Engineers 4th Avenue Improvement.

BALTIMORE AND DRUM POINT R. R. Co.,
No. 44 Second St., Baltimore, Md.,
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved.

Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.
JOHN G. BUTLER,
Secretary.

STREET RAILROAD CARS FOR SALE.

THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

JOHN R. CONNOR,
Greenpoint, N. Y.

Locomotives and Cars for Sale.

New Locomotives of best build.
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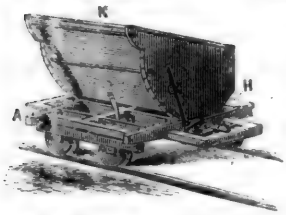
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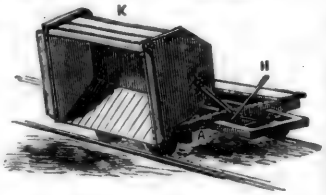


Fig. No. 1, Car Loaded.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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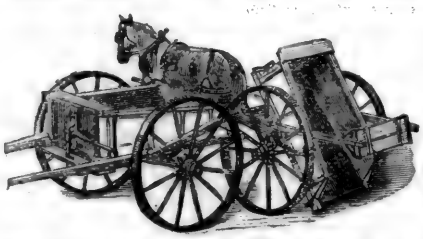
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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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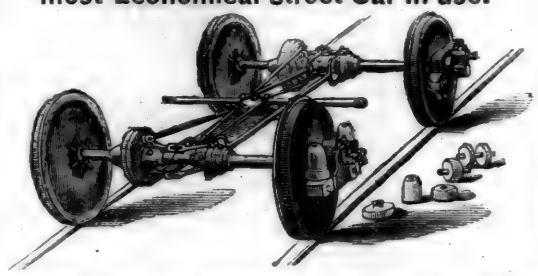
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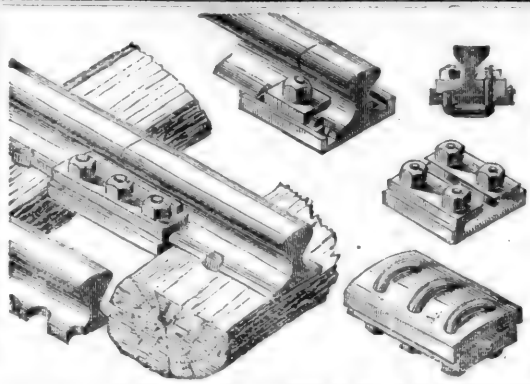
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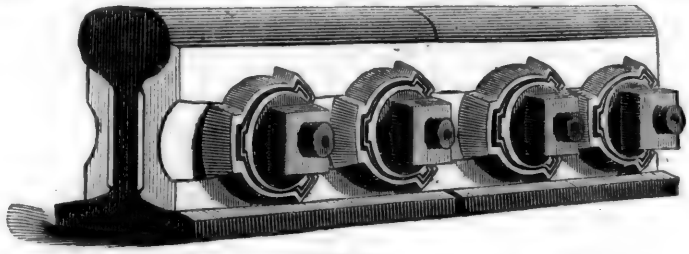
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

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The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXVIII., No. 50.] SATURDAY, DECEMBER 14, 1872. [WHOLE No. 1,912 VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 14, 1872.

Finances of Virginia.

The report of the second auditor of Virginia shows that on the 1st of October, 1871, there was a balance in the treasury of $1,084,486 07. The interest at four per cent. amounts to $1,207,022 15, of which amount only $502,810, 20 has been paid, leaving $704,216, 95 unpaid. The balance on hand in the treasury the 1st of October, 1871, was $1,098,499 03—with the $704,916 95 unpaid, but subject to call at any momont. That latter sum paid, there would only remain in the treasury $394,282 08 to meet the January interest. This is based on the rate of four per cent. interest. At the rate of six per cent. there would be an additional $585,188 29—which would have left the treasury with a deficit of more than two hundred thousand on the 1st of October last.

The second auditor tells us that to pay 4 per cent. Jan., 1873, and July 1873, with the balance due, will require $1,922,084. At the rate of six per cent. more than another million would be added to the amount—making a gross total of upwards of three millions to be paid in interest by the first of July, 1873. This would render necessary receipts to the amount of four and a half millions to keep the government in operation and pay the school fund, which, by the constitution, is entitled to the first dollar.

The treasurer's report shows the amount received in the treasury to the 30th of September, 1872, of $4,317,460 77. Amount disbursed, $3,218,961 74, with a balance on the 1st of October, 1872, of $1,098,499 03, as above shown.

Pittsburgh, Washington and Baltimore Railroad.

The annual meeting of the stockholders of this company was held in Pittsburgh on the 2d inst, The *Mail* says:

"The meeting was very generally attended, nearly all of the stock being represented. The financial exhibit for the year shows the gross earnings to have been $1,478,629 35, being an increase of over 50 per cent. on the previous year. Large sums of money have been expended during the year in construction and equipment, nearly the entire line from Pittsburgh to Connellsville having been relaid with a superior quality of iron, and furnished with new ties and good stone ballast. Thirteen and three-fourths miles of new sidings have been constructed and the graduation for more than five miles of double track completed. It is contemplated to finish the double track to McKeesport, during the coming spring. The company has now in use about sixty locomotives, and contracts out for the early completion of an additional number.

"The following gentlemen were elected directors for the ensuing year: Messrs. Wm. S. Bissell, G. L. B. Fetterman, Pittsburg; Cyrus Meyers, Somerset; Hugh Sisson, Hazleton G. Vickery. Wm. H. Perkins, Israel Cohen, John Donnell Smith, Wm. Keyser, Chas. Webb, Wm. Baldwin and Geo. R. Dennis, Baltimore. At a meeting of the new board of directors, Mr. Wm. Keyser was re-elected president, Mr. E. K. Hyndman, general superintendent, and Mr. C. Donnelly, treasurer.

"President Keyser made no written report, but enough was verbally submitted to show the affairs of the company are in the most prosperous condition. The receipts are almost $400,000 larger than the previous fiscal year, and one of the newly-elected directors informs us that if the receipts continue in the same ratio the ensuing year, the revenue derived will be sufficient to pay the interest of the floating debt of the company, and also to meet the current expenses of operating the road. In conversation with a gentleman whom we suppose ought to be well informed, we learn that it is the intention of the Baltimore and Ohio Company to push the Chicago extension to completion as rapidly as possible, and to that end will in the early spring begin the work of construction on the western division between Defiance and Chicago."

Coal Trade.

By an examination of the reports of the several coal carrying companies we find that the Reading Railroad returns a tonnage for the week ending on the 30th ultimo of 116,901 tons, and for its financial year to same date 6,185,708 tons, against 6,002,578 tons in corresponding time last year—an increase of 183,130 tons. The Schuylkill Canal shipped for the week 18,191 tons to same date, and for the year 838,190 tons, against 1,010,170 tons to corresponding time last year—a decrease of 171,980 tons. The Lehigh Valley Railroad reports a tonnage for the week of 49,366 tons, and for the year 8,850,118 tons, against 2,781,509 tons to same time last year—an increase of 1,068,609 tons. For the week the Delaware, Lackawanna and Western Railroad reports a tonnage of 39,642 tons, and for the year 2,686,106 tons against 1,683,295 tons to corresponding date last year—an increase of 952,810 tons. The tonnage from Shamokin for the week was 12,085 tons, and for the year 538,664 tons, against 597,143 tons to corresponding time last year, showing a decrease of 59,079 tons. The shipments by the Central Railroad of New Jersey for the week were 38 672 tons—for the year 2,426,061 tons, against 2,002,752 tons to corresponding time last year, an increase of 423,309 tons. Of the above tonnage there was sent by the Lehigh Canal 12 485 tons for the week, and for the season 766,847 tons, against 740,636 tons to same time last year—an increase of 25,711 tons. The Pennsylvania Coal Company reports a tonnage for the week of 20,950 tons and for the year 1,135,042 tons against 799,030 tons to corresponding date of last year, an increase of 406,012 tons. The Delaware and Hudson Company reports a tonnage for the week of 49,382 tons, and for the year 2,658,830 tons, against 1,728,839 tons to same time last year, showing an increase of 930,791 tons. The Huntingdon and Broad Top Mountain Railroad reports a tonnage for the week of 8,098 tons, and for the year of 284,957 tons, against 298,990 tons to same date last year, show, a decrease of 14,033 tons. The Pennsylvania and New York Railroad reports an anthracite tonnage for the week of 8 144 tons, and for the year 580,937 tons, and a bituminous coal tonnage for the week of 5,777 tons, and for the year 337,191, being a total tonnage for the week of 13,922 tons, and for the year 918,129 tons. The net anthracite coal tonnage for the week from all sources was 292,165 tons, and for the year 17,874,498 tons against 14,375,075 tons of the same date last year, being an increase in the tonnage of anthracite coal of 3,499,718 tons. The production of bituminous coal for the week was 55,770 tons, and

for the year 2,378,264 tons, against 2,064,757 tons to the corresponding time last year—an increase of 308,607 tons. The total production of all kinds of coal for the week was 344,935 tons, and for the year 20,589,816 tons, against 16,439,832 tons to corresponding time last year, showing an increase of 4,149,984 tons.—*Phila. Ledger.*

Iron Industry of the United States.

The United States Census Report gives the following information relative to the iron industry of the United States for the year ending June 1, 1870:

Pig iron, 386 establishments, 574 blast furnaces (with a daily capacity of 8,357 tons melted metal,) employing 27,543 hands, producing 2,052,821 tons of pig, of the value of $69,640,498. Bloomary forges, 82, employing 2,902 hands, producing 808 tons of blooms, of the value of $2,765,623. Foundries, 2,653, employing 51,297 hands, and producing to the value of $99,837,218. Forges, 103, employing 3,561 hands, and producing to the value of $8,147,609. Establishments producing bar, rod and railroad iron, nail, plate, etc., 309, employing 44,643 hands, and producing to the value of $120,301,158.

Nashville and Chattanooga Railroad.

The earnings of this road for the years ending June 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers ...	$418,088 62	$371,656 24
" freight.....	942,304 04	1,366,854 98
" mail.....	15 000 00	25,277 51
" rents, etc	70,740 92	86,968 97
	$1,446,133 58	$1,800,757 70
Expenses, viz:		
Maintenance of way.	$352,268 27	$380,984 75
Motive power.....	275,832 65	390,229 61
Maintenance of cars.	126,473 08	140,147 04
Conducting transp...	223,701 22	271,828 65
Miscellaneous	71,416 72	75,074 88
	$1,049,691 94	$1,258,264 93
Net earnings	$396,441 64	$542,492 77

Out of which the following payments have been made:

Interest on Co's bonds...	$103,860 00	
$23,700 interest on State loan, paid in State bonds and coupons. Cost....	14,220 00	
Interest on bonds paid to U. S. Government.....	40,000 00	
Interest on bonds of N. & N. W. R road, endorsed by the N. & C. R. R. Co..	2,400 00	
Damages on account of flood at Chattanooga, in 1867	9,275 66	
Capital stock bought in...	1,319 62	
Real estate and depot grounds.....	23,720 54	
For locomotive engines...	105,288 24	
Expenses and lawyer's fees in settling U. S. Government claim.....	27,000 00	
For new bridges.....	62,485 55	
Twenty-seven bonds (on hand) of the N. and C. R. R. Co.; twenty-two of the State of Tennessee, and three of the City of Memphis bonds on hand.	35,812 20	
Old dividends paid.....	1,068 06	
Stock in Edgefield and Kentucky R. R. Co. Cost	165 00	
Six per cent. dividend on $2,021,573 30.....	121,294 40	
		547,909 27
Amount overpaid..		$5,416 50

Compared with the previous year the gross earnings of 1871-'72 show an increase of $854,624 12; with an increase in expenses of $208,572 99—making the increase in net earning $146,051 13. The president in his report says:

The sinking fund due the State of Tennessee, on the first of January last, of four per cent. on bonds loaned to and endorsed for our company, amounting to $77,640, was promptly paid; which reduced the company's liability that much.

In addition to the foregoing expenditure and improvements, the company has created the following liabilities, to wit:

For new railroad iron	$95,745 25
For new bridges.....	72,668 74
For real estate and depot grounds ...	19,250 00
	$187,663 99

Most of which will have to be met out of the profits of the year just entered upon; besides $13,702 59 for the iron draw in Tennessee River Bridge, at Bridgeport, just completed.

The purpose of rebuilding all the old white pine bridges put up by the Government, referred to in the last report, has been fully carried out, by putting up first class iron bridges—at the first crossing of Mill Creek, over Duck River, Widow's Creek, Cove Creek, Nickajack and Look-out Creeks, and two spans at Tennessee River Bridge, to take the place of two built during the war, and left standing when that bridge was last burned, in the fall of 1863; together with an iron draw over the East slue. The balance of that bridge has been thoroughly overhauled and renewed, and the top well covered with tin, and the sides weather boarded. A first class Howe Truss Bridge has also been built over Elk River. The large amount of $60,013 79 was paid on account of repairing other bridges, including covering, new masonry, and repairs of masonry, and al are now in good order.

There was paid for new iron rails and "Fish-bar" fastenings, during the year, the large sum of $156,797 77, which is charged to operating expenses; besides which, however, we bought of English rail, and laid down, $95,745 25, which will be paid out of the profits of the year just entered upon.

You have now a road in first class order, with "Fish-bar" rail continuously, from Nashville East to Elk River, 78 miles, with eight miles across Cumberland Mountain, and from Chattanooga West to a point one mile West of Stevenson—in all, 126 miles, leaving only 25 miles of "chair" rail between Cowan and Stevenson, which will be replaced with the "Fish-bar" rail gradually, out of the amount annually appropriated to the iron account, and charged to operating expenses. Last year we laid down forty miles of new iron; but as the road is so near relaid with new iron, we hope twenty-five miles of new rails each year hereafter, will maintain the track in first-class condition. Less than this amount will not do it, while the tonnage of your road continues as heavy as it was the last year.

The through line from Louisville to Montgomery will be opened about the first of November, when we may reasonably expect a diminution in our receipts for a short time; but we expect an increase of business from St. Louis and other points, tributary to the N. and N. W. R. Road, to soon make up what we may lose by the Louisville combination, and in two or three years, to even go beyond the large receipts of last year.

The large increase of $434,828 45 in receipts from freight last year, over the year previous, is as gratifying to the directors as they trust it will be satisfactory to the stockholders.

The falling off in passenger earnings, and from rents and privileges, is explained by the superintendent. Diminution in receipts from travel during the last year, is the experience of all principal railroad companies in the South; which leads to the conclusion that scarcity of money was the principal cause of this falling off.

Soon after the last meeting of the stockholders, the compromise and settlement with the United States Government (elaborately explained in former reports), then pending, was fully consummated, by delivering to the Secretary of War one million of coupon bonds of your company, one-half due in ten, and one half in twenty years, and bearing interest at the rate of four per cent. per annum, payable semi-annually. This compromise and settlement was highly approved of by the stockholders at their last meeting. Its final consummation secures the prosperity and success of your company.

NASHVILLE AND NORTHWESTERN RAILROAD.

As hinted at in last report, this road was sold in November last, through commissioners appointed for that purpose by the Legislature. In conformity to law, these commissioners filed bills in the Chancery Court at Nashville, against all the delinquent railroads in the State, making all parties interested parties to the bill, and after a full and patient hearing of those causes, the chancellor decreed the sale of all the delinquent roads; and all of them have been sold by the commissioners.

Owing to the combination made by the Louisville and Nashville Railroad Company, in leasing the Nashville and Decatur and the South and North Alabama Railroads, giving that company a through line, under one management, from Louisville, Kentucky, to Montgomery, Alabama, is was deemed important by your directors, for your company to buy, at least, a controlling influence in the N. and N. W. Railroad, so that you might not be cut off from the trade of the great West; for, with this road in other hands, your road might have been seriously affected by the new line from Louisville to Montgomery; but with this road as a part of your line, it is believed you will hold the balance of power, and be able, through combinations with connecting and interested roads, to neutralize the influence of the new competition expected upon the opening of the South and North Railroad in November next. The directors, entertaining these views, determined to purchase an interest of two-thirds in the N. and N. W. Railroad, which was done, individnals in Tennessee and New York taking the other third, at a cost of $2,400,000, in Stateof Tennessee bonds, with January, 1871 coupons attached; the New York party agreeing to furnish the amount of money necessary to pay for the road, and finish renewing and equipping it, and to carry this amount for a time that was believed to be long enough to clear up any doubts about title, and enable combinations to be made favorable to placing bonds on the market, with which to pay for this road, its renewal and equipment—the individuals endorsing the company's notes for a certain amount.

The directors of the N. and N. W. Company appealed from the decision of the chancellor to the Supreme Court of the State of Tennessee, as did the County of Davidson, who owned three hundred thousand dollars of stock in that road. The stockholders of the company were called together, and, by a resolution, agreed to abide by the sale of their road, provided the N. and C. R. R. Company would pay to the stockholders of the N. and N. W. Railroad five per cent., in currency, upon the par value of their stock, which has been done with a majority of stockholders, and their stock transferred to your company. Their suit in the Supreme Court has been dismissed. The suit by the County of Davison, in the Supreme Court, has also been dismissed, your company having bought the stock of the county, for which ten cents on the dollar, in Tennessee bonds, was paid.

Your company now owns a large majority of stock in the old N. and N. W. R. R. Co. The only contestants now are the holders of second mortgage bonds. They appealed to the Supreme Court also, and filed a bill in the Federal Court, which bill was dismissed by the court, at its session in July, upon a demurrer. It is believed by your counsel, and counsel for the State, that there is no merit or strength in this appeal case; that they, of all other dissatisfied claimants, have the least showing of disturbing the sale, and that none ever had any chance of doing so. But a sale, under a recent decree from the Chancery Court, in accordance with the terms of the second mort-

gage, will be made soon (subject to the State's lien, amounting to about $4,870,417 15, which your company owns by purchase,) which will settle all possible questions of litigation. In making the purchase, your directors reserved the right to take the State's interest alone at the price paid, in case the Supreme Court should not confirm the Chancellor's decree, about which, however, there can be little doubt now. The purchase of the State's interest from the State's commissioners was also fully confirmed by Act of the last Legislature.

The earnings from this road, during the fiscal year just closed have been,

From passage	$159,972 24
" freight	453,545 89
" wharfage	161 00
Mail ($14,185 79 unavailable)	$613,679 13

During the same time the following payments have been made, on account of operating this road, renewing the track and bridges, and purchasing equipments, etc.:

Tracks and bridges	$198,193 87
Motive power	170,872 79
Maintenance of cars	81,083 90
Conducting transportation	132,297 61
Miscellaneous	24,703 72
New Bridges	37,880 59
New iron rails and fastenings	118,451 17
Pile driving on the road and at Hickman	13,499 38
New cars	64,925 00
New locomotives	10,647 55
Depot grounds and right of way	16,155 38
Account of purchase of road	23,370 95
Interest and exchange	18,790 58
Damages at Harpeth River	72,653 89
	$984,526 38

Besides which, the following liabilities have been created, to wit:

For depot grounds	$3 816 66
" New cars	28,850 00
" New locomotives	10,500 09
" New bridges	66,592 49
	$109,759 15

The notes of the company with interest, having been given for these amounts, falling due at different dates, in the next twelve months; to which will be added $21,240, the cost of Iron Draw in Tennessee River bridge, at Johnsonville. This work will not be completed before about the first of October, and to be paid for by contract, in three equal instalments, at six, twelve and eighteen months, from completion of work, at eight per cent. interest per annum.

The earnings of this road increased the last year, over the year previous $171,940 91; and over the year 1869-'70, $200,240 01; and over the year 1868-'69, $362,295 26, from the beginning of which year, we may date the opening of this road for business, practically, although in very bad condition at that time. As before stated, this road will now compare very favorably with most of the Southern roads. To operate this road and bring it up to its present condition, adding the amount paid for cars, and an increase in motive power, depot grounds, etc., has cost $831,927 50, over and above the earnings received from it, counting from the first of September, 1868, the date of first lease. The importance of this road to the Nashville and Chattanooga Railroad as a connection, is shown by the through freight business, amounting to $243,063 91, for the last year; while for the year previous, it amounted to only $75,178 64; and it is believed that this business will continue to increase in something like this ratio for several years.

The commissioners allowed a credit of $700,000, in Tennessee bonds, on the purchase, for expenditures made, and losses sustained by your company in operating the road, under the two agreements of lease to date of sale; and while this did not fully cover the amount claimed by us, this compromise and settlement was deemed better than litigation with the State.

We have spent in improving and equipping the road since the purchase, $375,000. To finish putting the track in first class order, and fully equip the road, will require about $500,000 more. If we are correct in our estimate of the amount necessary to finish renewing and equipping the road, and putting everything in good order, the cost will stand about as follows:

Average cost of $2,400,000 of Tennessee State bonds, at 67 cents	$1,608,000 00
Amount already expended since purchase	375,000 00
Amount requisite to complete and equip	500,000 00
Interest for one and a half years, say	217,000 00
Cost in money	$2,700,000 00

or $15,789 per mile, which finished and equipped will certainly be a very cheap road.

The construction of the branch between Huntingdon and Jackson was postponed, until our title to the purchase of the Nashville and Northwestern Road could be clearly established, about which there can be no doubt. The construction of this short road will give the shortest route, via the Nashville and Northwestern Road to Mobile and New Orleans; and much the shortest route to Memphis, as soon as the road from Jackson to Memphis is built, about which so much feeling is now exhibited in that section. It will also open up a rich section of country to the trade of Nashville, which now goes to other rival cites.

It may become necessary to build a short road from opposite Hickman to Charleston, in Missouri, or to some point near that place, on the St. Louis and Iron Mountain Railroad, which will reduce the distance to St. Louis fifteen miles or from a point near where the Nashville and Northwestern Road crosses the line of the State of Kentucky, to Columbus, Ky.; as we are not satisfied that the managers of the Mobile and Ohio Railroad, will give us such facilities, as the growing importance of our line will demand.

All of the bridges on this road, are now new, and in excellent condition. Four "Howe Truss" bridges over Harpeth, and one of like character over Turnbull, with iron bridge upon combination plan, over Tennessee River and Trace Creek, were built in the last year, at a cost of $104,473,-08. Besides this, the amount of $58,176 71, was expended in building small bridges and renewing the trestles.

The road bed has been greatly improved, and about twelve miles of new rails put in the track. There is in the track at present about 55 miles of "T" rail, five miles of old "U" rail, and 111 miles of fish bar rail. Most of the latter is in good order. About 23 miles of new iron will be required on this road, for repairs and renewal during the year just entered upon. We expect to reduce the grade ascending the ridge, from Hurricane Creek to the maximum of the road this fall; which will cost about $50,000.

Six acres of ground, including the wharf at Johnsville, has been bought at a cost of $2,371 08, which was necessary, in order to cultivate the traffic coming from and going to points on the Tennessee River. In order to afford necessary facilities for the transaction of business at Hickman, we have purchased at that place, about four acres of additional ground, including about one thousand feet of river or wharf front, at a cost of $8,000 making at the same time, a contract with the City Council of Hickman, by which your company is to receive perpetually, one-half of the wharfage collected at that wharf.

To afford greater facilities for the movement of freight over your roads, the directors have contracted for seven new freight locomotives—six wheel drivers, to be delivered between the first of October and first of January, at a cost of $110,000—and have arranged for building three hundred box cars, in the company's shops during the year, which will cost about $225,000. These cars and engines will all be required for the Nashville and Northwestern Railroad. And as not more than 150 of the cars can be finished by the company's force by the first of November, about which time the heavy business will set in, it is in contemplation to order one hundred box cars in addition, which, if done, will cost about $80,000. It certainly would be economy to do so; for during the last year, the large sum of $70,000 was paid out for the use of cars belonging to other roads, running over the Nashville and Chattanooga, and Nashville and Northwestern Railroads, which amount might have been saved, if our roads had been fully equipped.

On the first day of May last, a contract was entered into, between the Louisville and Nashville and Nashville and Chattanooga Railroad Companies, for connecting the Louisville and Nashville, and Nashville and Decatur Railroad tracks through the depot grounds of your company, and for the building of a Union Passenger House, towards the erection of which, the Louisville and Nashville Railroad Company agrees to furnish fifty thousand dollars, and pay an annuity of eighteen thousand dollars, perpetually, besides paying for the right of way, and connecting trestle (to improve the present connection between the Louisville and Nashville and Nashville and Chattanooga Railroad Depots.) Which connecting trestle and use of Union Passenger House, the Nashville and Chattanooga Railroad Company is to have the right of farming out to other roads, upon such terms as may be agreed upon, between such other roads and the Nashville and Chattanooga Railroad Company; but such use is not to interfere with the prompt transaction of the business of the Louisville and Nashville Railroad. This contract will be read in full, and made a part of the proceedings of this meeting of the Stockholders. Our negotiations in this important matter with the Louisville and Nashville Railroad Company were conducted pleasantly and satisfactorily, through Col. Albert Fink, the just and able representative of that Company, with whom it is always pleasant to transact business.

Our relations and arrangements with connecting roads are of the most satisfactory character, extending from Louisville, Ky., and St. Louis to the sea at Charleston and Savannah, and from Nashville, via the East Tennessee and Virginia lines to the sea at Norfolk, Va. Through cars ("Green Line" and "Virginia and Tennessee Air Line"), belonging to about twenty roads, are run over your road between the points named, and all intermediate points of importance. This saves largely in expenses, in transferring freight at the terminus of each road, as was done before the war. There is no private interest in these lines, as is the case with many of the fast freight lines in the country, but are operated exclusively in the interest of the Railroad Companies represented in the lines. Each Company is expected to furnish its quota of cars, in proportion to the through business done over the respective roads, with such a system of checks and reports, as to do exact justice to each Company in the use of these cars; those having less than their quota pay, and those having more, receive pay for the use of cars. The earnings from these through cars are divided daily between the roads, precisely pro rata per mile, in the same way as if the freight was transferred at the terminus of each road. The system has given eminent satisfaction to both roads and shippers, and must continue to grow in favor as the saving to both is so manifest.

It will be seen by the report of the Superintendent, that the average income from freight during the past year, was $2 78 per ton, against $3 40 per ton the year previous. This reduction of 62 cents per ton is partially explained by him, in the increase of tonnage from coal, upon which we get less than $1 00 per ton for freight. Much of this reduction however, may be explained in the fact, that the tariffs on through freight being regulated by competing lines, it is not under the control of this Company.

The reports for the past four years business, show a steady and very satisfactory increase in the volume of the business over your road; but at the same time there is a steady decrease in the rate at which freight is carried. In the past year

there has been an increase of 75 per cent. in the tonnage, and an increase of only 45 per cent. in the gross earnings from freight. Had the company been able to realize the same pay for the work done, as the previous year, the net earnings would have been increased about $100,000. It is believed that this state of things may possibly be improved, by a better understanding with competing lines, when they are made familiar with the fact of the damaging character of this competition to all the roads interested. A faithful effort in this direction, will be made by the Managers of your road.

During the last twelve months, through tonnage South was 289,769 tons, against 39,660 tons North. Of course, if our business was more equally divided in direction, North and South, the net profits, in proportion to gross earnings, would be much more, as empty cars are returned from the South at almost the cost of hauling loaded ones. We hope to remedy this evil to some extent, by insisting upon loading with coal, our empty box cars returning from Chattanaoga, instead of using coal cars for that trade, and returning them empty from Nashville to the mines, along the line of road.

The company have 58 locomotives, 23 passenger, 5 mail, 5 baggage, 515 box, 153 flat, 1 wrecker and 50 stock cars. The mileage of locomotives was 1,262,937 miles, (an increase of 360,078 miles) at an average cost of 30 cents per mile run. Repairs, 8½; fuel, 11; stores, 1; enginemen, etc., 9½. The mileage of cars was 13,805,752 (an increase of 5,180,325 miles.) Tons of freight transported, 491,765. Passengers carried North, 86,017; do. South, 69,988—total, 156,005; of these 103,218 were local, and 52,787, through.

GENERAL STATEMENT, JULY 1, 1872.

Capital stock		$1,976,435 64
Add subscription to the Jasper Branch R. R.	$55,225 00	
Less amounts unpaid	10,086 34	
		45,138 66
		$2,021,573 30
Bonded debt ($2,886,360) viz:		
Company's bonds endorsed	$1,650,000 00	
Less amount cancelled	166,000 00	
		1,484 000 00
Company's bonds unendorsed		23,000 00
Bonds of the State of Tennessee loaned	$150,000 00	
Less amount paid on sinking fund account	15,640 00	
	$134,360 00	
State bonds loaned to Jasper Branch R. R.	245,000 00	
		379,360 00
Company's bonds given in settlement of United States Government claim		1,000,000 00
Profit and loss		867,277 87
Immediate liabilities:		
Amount due A. Iselin and Co., New York	$3,157 54	
Amount due R. T. Wilson and Co, New York	54,166 23	
Call loan	15 000 00	
Bills payable	914,426 08	
Unpaid interest on bonds.	148,220 00	
Uncalled for dividends	6,099 29	
Balance due to individuals, agents, and connecting roads	54,532 46	
Pay rolls for June, 1872, &c	74,055 45	
Six per cent. dividend due July 1, 1872	121,294 40	
		1,390,951 45
		$6,666,162 62

Road and outfit—original cost		$3,383,413 51
New cars	$11,611 00	
" locomotives	128,705 49	
" bridges	108,454 82	
" iron rails	119,225 60	
Purchase from U. S. Government	1,000,000 00	
		1,367,996 91
		$4,751,410 42
Doubtful assets:		
McM. and M. R. R. Co. bonds	$10,000 00	
N. & N. W. R. R. interest on bonds	24,000 00	
Balances due from individuals, agents, and connecting roads	77,405 13	
Bills receivable	75,438 41	
		186,843 54
Assets not available:		
Stock in East Tennessee and Georgia Railroad.	$5,000 00	
Real estate	76,787 38	
Depot grounds	62,698 17	
Materials in general storeroom	60,090 80	
Jasper Branch Railroad.	265,982 08	
		470,508 43
Available assets:		
Bills receivable	$8,855 78	
52 State and N. & C. R. R. bonds, endorsed by State	36,838 02	
Balances due from individuals, agents and connecting roads	144,064 67	
Balance due from Nashville and Northwestern Railroad	831,927 56	
Amount deposited in New York to pay interest on bonds	80,172 10	
3,273¾ shares N. & C. R. R. stock—Cost	26,372 41	
Stock in Edgefield and Kentucky R. R.—Cost.	165 00	
Cash on hand and in banks	129,004 69	
		1,257,400 23
		$6,666,162 62

President.—E. W. COLE.

Directors.—By the stockholders, E. W. Cole, Thos. C. Whiteside, G. M. Fogg, E. L. Jordan, V. K. Stevenson, John F. Anderson, A. E. Patton, Ben. May, Thos. Lipscomb, John M. Bass, John Frizzell, John W. Childress, W. S. Huggins, John B. Hawkins, Jackson Pryor. By the Georgia Railroad and Banking Company, John P King. By the State of Tennessee, Albert Frierson, W. R. Butler.

Secretary and Treasurer.—W. A. GLEAVES.

General Superintendent.—J. W. THOMAS.

Resident Engineer.—R. C. MORRIS.

☞ The Knoxville *Chroniele* says: "Major General Hooker and Messrs. Burt and Barrett, of New York, returned yesterday from an excursion to Coal creek, where they went to examine our coal fields. We learn from Mr. Burt, who has visited the celebrated coal mines of Nova Scotia, that the upper veins of the Coal creek formation are equal for gas purposes to the famous Nova Scotia coal heretofore considered the best in this country. He says there is no limit to the coal in the Coal creek basin, and lying so near good iron must prove of untold value. Gen Hooker is surprised at the quality and extent of our coal fields, and expresses confidently the opinion that Knoxville, and not Chattanooga, must be the Pittsburgh of the South."

Canon City, Oil Creek, and Fairplay R. R.

A new narrow gauge railroad company, with the above title, was organized at Canon City, Colorado, on the 25th ult., with a capital of $1,000,000. Length of line, 74 miles. The incorporators are: Hon. Thos. Macon, Hon. J. Marshall Paul, Anson Rudd, B. F. Rockafellow and W. H. Greenwood. Col. Greenwood was elected president. The Cannon City *Times* says:

This is the most feasible and important movement for the advancement of the interests of Park and Fremont counties yet devised. Park is the crown of the mountains in precious minerals, and Fremont the motive power for crushing the ores at a nominal cost, and granary of untold agricultural wealth. This is the shortest possible route from the Park, to the best water power in the territory to crush the ores, and the only coal in the territory that can smelt them.

The road will have a liberal local traffic in the oil, marble, iron, lumber, stock, and farming interest on the route. The company have secured an interest here in the most valuable coal and iron mines in Colorado, and it only remains for the people of these counties, with a comprehensive foresight, to give that material aid which shall form a basis for bonding, and secure speedily a railroad from Mt. Lincoln through our county to the east.

The grades are easy, by far the easiest into the Park. The combined interests of the D. & R. G., K. P., and the A. T. roads can be united to assist in marketing the bonds of the road.

There is no question as to its paying, with an assured freight in ores down, and returns with supplies from our fertile valley, coupled with the passenger traffic.

The immense tracts being opened up by the Colorado Central Improvement Co., will here find a ready market, and our counties will team with a busy population, engaged in every vocation that can conduce to the welfare of man.

Corn as Fuel.

The cost of marketing the product of the western cornfields enables the Council Bluffs (Iowa) *Nonpareil* to make the following statement:

We are glad to see that many of our citizens are taking advantage of the low price of corn to lay in heavy supplies of it for fuel. We have experimented with it the last week, and find that it is an admirable substitute for both wood and coal, and that at present prices there is both economy and comfort in its use.

A ton of corn, 33 bushels, at 17 cents per bushel, is $5 60. We consider this equal to a cord of hard wood, as supplied and measured in our market, at $7; the cutting of this cord, $1 50; total, $8 50. Thus making a saving of nearly three dollars a cord.

For kitchen fuel it is superior to wood, except hickory, and cheaper than that. It makes a very hot fire with a great deal of blaze. We judge that three tons of corn are equal to the heat of one ton of hard coal, while in economy of its use it is equal to one and a half tons of coal. In small families and small houses there is always great waste of hard coal, while there is none in the use of corn.

☞ At a meeting of the stockholders of the Queen Anne's and Kent railroad, held in Centreville, Md., on the 4th inst., Lloyd Tilghman, Esq., was re-elected president, and Mordecai Price, Esq., treasurer of the company, and Wm. H. Jacobs, Esq., secretary of the board of directors. The business of the road is reported to have increased a hundred per cent. during the past year.

☞ Work on the Cobourg and Peterboro Railway is progressing satisfactorily. Operations on the Rice Lake bridge will be carried on through the winter.

Progress of the Hoosac Tunnel.

The following progress is reported for the month of November. East End, 145 feet; Central Shaft Eastward, 148 feet; West End 136 feet; total, 429 feet. Lengths opened to Dec. 1st, 1872: East End, 11,205 feet; Central Shaft, East, 1,513 feet; West, 339 feet; West End, 8,574 feet; total, 21,731 feet. Lengths remaining to be opened Nov. 1st, between East End and Central Shaft, 119 feet; between West End and Central Shaft, 2,281 feet, being 641 feet more than half a mile. The meeting of the two headings between Central Shaft and the East End will do away with the immense expense of raising debris and water 1,000 feet in the Shaft, which necessitates the burning of 20,000 cords of wood per year, at a cost of $100,000, and also insure the speedy completion of that gigantic work;

Statement of the Public Debt of the United States December 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$416,666 67
6 per cent. 1881 bonds, 1861	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861	189,321,250 00	4,733,031 25
6 per cent. 5-20 bonds, 1862	267,967,350 00	1,339,836 75
6 per cent. 1881 bonds, 1863	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864	2,298,000 00	11,490 00
6 per cent. 5-20 bonds, 1864	69,314,100 00	346,570 50
6 per cent. 5-20 bonds, 1865	156,512,550 00	782,562 75
6 per cent. consols, 1865	210,220,700 00	5,255,517 50
6 per cent. consols, 1867	316,432,050 00	7,910,801 25
6 per cent. consols, 1868	38,708,950 00	967,723 75
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest	$1,759,702,250 00	$27,388,625 00
Interest due and unpaid		6,530,607 66

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$4,030,000 00	$54,548 30
3 per cent. navy pension fund, 1868	14,000,000 00	175,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money	$18,708,000 00	$236,328 30
Interest due and unpaid		60 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1848	1,104 91	85 74
6 per cent. bonds, 1847	1,550 00	267 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
6 per cent. bonds, 1848	5,500 00	165 00
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	1,656,250 00	113,098 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,550 00	1,484 66
5 per cent. 1 year notes, 1863	94,795 00	4,751 85
5 per cent. 2 year notes, 1863	62,750 00	4,514 10
6 per cent. compound interest notes, 1863-64	540,140 00	107,323 15
7 3-10 per cent. 3 years' treasury notes, 1864-65	309,900 00	28,670 96
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	1,095,000 00	9,856 63
Aggregate of debt on which interest has ceased since maturity	$4,210,440 26	$357,633 48

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$84,387 50	
Legal tender notes, 1862-63	358,051,256 00	
Certificates of deposit	24,465,000 00	
Fractional currency, 1862-3-4	43,726,689 12	
Coin certificates, 1863	20,276,900 00	
Unclaimed interest		16,604 84
Aggregate of debt bearing no interest	$446,604,232 62	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,345,134,950 00	
Bonds at 5 per cent	414,567,300 00	
	$1,759,702,250 00	$33,919,232 66
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	4,030,000 00	
	$18,708,000 00	236,388 30
Debt on which interest has ceased since maturity	4,210,440 26	357,633 48
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	358,135,643 50	
Certificates of deposit	24,465,000 00	
Fractional currency	43,726,689 12	
Coin Certificates	20,276,900 00	
	$446,604,232 62	
Unclaimed interest		16,604 84
	$2,229,224,922 88	$34,529,859 28
Total debt, principal and interest, to date, including interest due and unpaid		$2,263,754,782 16

AMOUNT IN TREASURY.

Coin	$88,603,640 84
Currency	10,118,111 00
Special deposit held for redemption of certificates of deposit as provided by law	24,465,000 00
	$103,186,751 84
Debt, less amount in Treasury, Dec. 1, 1872	$2,160,568,030 32
Debt, less amount in Treasury, on the 1st ult.	2,161,766,260 14
Decrease of debt during the past month	$1,198,229 82
Decrease of debt since March 1, 1872	65,745,467 66
Decrease from March 1, '69 to March 1, '72	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	40,708 80
Totals	$64,623,512 00	$1,615,587 80

Interest paid by United States, $16,570,575 54; interest repaid by transportation of mails, &c., $3,953,450 61; balance of interest paid by United States, $12,617,124 93.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Nov. 30, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Debt of Virginia.

Upon the subject of the public debt of Virginia the Governor in his message says:

"First, our public debt has not been increased one dollar since 1861, except from the accretions of interest, which we have not been able to pay. Second, the total old debt (authorized to be funded under the act of March 30, 1871) on the 1st of July, 1871, after deducting payments by railroads then or since made, was $45,718,112 23, two-thirds of which is $30,478,741 49, on which amount you authorized the payment of interest during your last session, thus forever silencing the question of our liability for two-thirds of the original debt with accumulated interest.

"Under the funding act the amount of annual interest on $26,000,000 would be $1,560,000, the available assets for the reduction of which amounted in stocks to $6,769,849 50; deduct this sum from the total debt, as given by the auditor, and it leaves a balance of only $38,948,262 73, two-thirds of which is $25,965,508 48, the annual interest upon which would be but $1,557,930 50. But the General Assembly having repealed the law authorizing the sale of these assets, the State does not derive any interest from them, except from the Richmond and Danville Company, yet the amount they represent in State bonds is accumulating interest against the State. There is no reason why this should not be stopped, and the assets converted into State bonds."

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax.* Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ At a meeting of the stockholders of the Atlantic and Great Western Railroad Company, held on the 9th inst., the following Board of Directors were elected for the ensuing year: General George B. McClellan, W. W. McFarland, Lloyd Aspinwall, Abram S. Hewitt, Lawrence Wells, Edward Cooper, James B. Hodgskin, James H. Fay, all of New York; and George B. Wright, John Tod, H. E. Parsons, and Reuben Hitchcock, of Cleveland, and G. Ross, of Coudersport. At a subsequent meeting of the directors, the following officers were elected for the ensuing year: President, General George B. McClellan; Vice-President, General George B. Wright; Treasurer, James B. Hodgskin; Secretary, Charles Day.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	98,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868	64,463	86,987	81,396	96,451	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,659	5,670,882
1870	413,104	394,176	488,382	633,768	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	495,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.284	672,358	9,467,072
1872	664,480	546,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	1,299,900	....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	228,153	222,241	290,111	269,240	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,158
1867	243,787	157,832	235,961	282,166	336,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	276,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,087	342,897	348,089	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,007	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,889	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,691	767,508	946,707	932,688	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	527,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,441	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,423	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203 686	218,347	271,425	287.451	293,296	262,793	230,061	2,918,342
1869	204.112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271.555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,256	.....	428,598	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329.447
1865	571,536	528,972	616.665	516,608	460,573	617,682	578,403	747,469	739,736	641.589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661.971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,780	601,826	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	573,175	547,988	636,378	641,410	616,680	763,256	759,967	863,746	681,532	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.851	81,151	96,388	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114.716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328.870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375.210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330.373	4,371 073
1868	343,316	304,315	326.880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,627	411,814	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529 758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	950,945	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412.553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305.454	278,701	310,762	302.426	281.613	3 350 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283.329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	248,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,516	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	265,000	304,512	266,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754.551	1,032.149	812,176	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,987	779,198	861,604	1,109.267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	530,488	534,561	703,618	836,903	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,785.082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,284,621	1,235,366	1,176,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,428,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244.834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,033	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,736	118,016	131,484	141,165	175,792	154,427	169,607	1,545,709
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,279	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4.242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,660
1872	439,780	431,949	460,648	447,311	510,792	462,808	434,465	614,175	.....	621,351	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	758,467	999,665	837,388	716,929	5,709,183
1870	595,939	563,139	699,268	706,608	802.586	746.450	643.058	664 051	728.521	719,693	670 188	605.053	7,654,094
1871	479,573	373,995	498,599	584,640	724.466	728,174	678,698	681,805	600,402	777,362	708,142	642,909	7,574,940
1872	575,000	505,115	566,864	699,470	806,449	835,459	743,258	789,567	863,784	990,706	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length, track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	10.38	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	25,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,143	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.85	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	20,554	5,460	—	100	100	....
Oct. 31,'71	1.63	18	3	Easton and S. Easton .....Pa.	25,982	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,399	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	365,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	264,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	18½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	106	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	61½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,221	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	6,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	20,051	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	....
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	62	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	5.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,107	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,650	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	16.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,256	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,218	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,900	3,001	4	100	100	....
Sept. 30,'71	4.16	81	28	Worcester .....Mass.	81,413	40,000	33,000	18,000	24,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	216,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1895	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,360	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	85,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1885	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O.	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*..100	950,000	J. & D	Dec. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,683,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J. A. J. O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	Nov. '72 1½
" pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J. A. J. & O.	Oct. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	Dec. '72 3½
" " pref.100	20,415,013	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*... 50	2,980,050	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,067,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F. M. A N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Sept. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Porta.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A	Aug. '72 3
Connecticut Riv..... 0	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	207,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A & O.	Oct. '72 4
Danbury and Norwalk... 50	400,000	M. J. S. D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,508,850	J. A. J. O.	Oct. '72 0
Detroit & Milwaukee*... 50	452,350	— & —	.....
" pref. 50	2,093,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*..100	600,000	F. & A.	Aug. '72 2½
Elmira & Williamsport*.50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	28,000,000	F. & A.	Feb. '69 4
" pref.....100	8,538,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Dec. '72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,158,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Housatonic, pref. 1 0	1,480,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug. '72 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug. '72 4
" " (guar.).100	583,500	F. & A.	Aug. '71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J. A. J. O.	Oct. '72 2½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Oct. '72 2
Little Schuylkill*..... 50	2,840,100	J. & J.	July '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F. M. A N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,455	J. & J.	July '72 3½
Morris and Essex*.....100	11,900,950	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605 000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N. Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44 428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	Oct. '72 2½
Nteg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J. A. J. O.	Oct. '72 3
Paterson and Hudson*..100	636,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D	Dec '72 3
Philadelphia & Reading 50	30,401,800	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Oct. '72 1½
" Special Imp..100	2,000 000	J. A. J. O.	Oct. '72 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,560,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 2s
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,161,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,200	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,860,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180.000	J. & J.	July '72 3
Winchester & Strasburg*100	600,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 3s
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	F. & A.	Aug. '72 1
Bleeckerst. & F Fy. (N Y)100	900,00	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J. A. J. O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	Nov. '71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,500	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	400,000	J. & J.	July '72 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Aug. '72 2
Eighth Avenue (N.Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.) 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 2
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts. (Ph.) 25	105.000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston) 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Phg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	Oct. '72 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
South Boston 50	400,000	J. A. J. O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Oct. '72 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 50c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq*... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Aug. '72 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F. M. A. N	Nov. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Dec. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,741,000	6	Jan. & July.	1880	113½
.. .. coupon	4,674,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,433,000	6	Jan. & July	1881	113½
.. .. coupon	63,888,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s) ... registered	32,183,200	6	May & Nov.	1882	112½
.. .. .. (5-20s) ..... coupon	235,784,150	6	" "	1882	113½
Loan of March 3, 1863 ..... registered	53,459,850	6	Jan. & July.	1881	113½
.. .. coupon	21,540,150	6	" "	1881	117½
Loan of March 3, 1864 (5-20s) ... registered	2,298,000	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s) ... registered	33,086,450	6	May & Nov.	1884	113½
.. .. .. (5-20s) ..... coupon	36,227,650	6	" "	1884	113
Loan of March 3, 1865 (5-20s) ... registered	36,709,650	6	May & Nov.	1885	111½
.. .. .. (5-20s) ..... coupon	119,802,900	6	" "	1885	113½
.. .. 2d series (5-20s) ... registered	58,618,750	6	Jan. & July.	1885	115
.. .. .. (5-20s) ..... coupon	151,601,950	6	" "	1885	115½
.. .. 3d series (5-20s) ... registered	90,926,650	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	225,505,400	6	" "	1887	116½
.. .. 4th series (5-20s) ... registered	13,877,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s) ..... coupon	24,831,950	6	" "	1888	116½
Loan of March 3, 1864, (10-40s) ... registered	139,496,150	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s) ..... coupon	55,071,150	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71 .registered	127,737,800	5	F. M. A. & N.	1881	111½
.. .. coupon	72,262,200	5	" "	1881	111
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	4,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	112
U. S. Notes and Fractional Currency	401,852,333	mtd.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90-'91	80
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'89-'00	....
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,890):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	93
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	'85
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '48	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	663,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1863	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866 ...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870	5,680,545	6	Jan. & July.	1893	103½
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1886	....
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800,000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	95½
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,382,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69 ..	250,000	7	Jan. & July.	'77-'78	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar ..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'85	97
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free	554,400	6	" "	'97-'02	....
New York—($38,121,666):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,104,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	'72-'78	....
.. Canal Stock	2,572,000	6	" "	'74-'75	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	34½
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	22
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	23
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	27
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, sks'g f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, sks'g f'd	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, sks'g f'd	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, sks'g f'd	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,852,850):					
.. Loan of Feb. 1860 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s)	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'68 ..	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct	1888	26
.. .. '66-'69	2,262,714	6	Jan. & July	'87-'97	24½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	82½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	83
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1870	....
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	....
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	46
.. Funded Interest, 1866-'67	6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,260	5	" "	'55-'01	52

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N. Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	96½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855–'90 (Balt.) sktg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sktg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	43
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. Loan (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	360,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sktg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	102
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	....
Canada, Michigan and Chicago:						
1st Mort. (sktg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sktg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	101½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sktg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	90
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	165,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1888	113¾
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95¾
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	91
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	96½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,600,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790.500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperatown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowaneeque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903.500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109.500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	209,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140.000	7	March & Sept.	New York.	1879	....
2d Mortgage	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1861	95
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	99½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1909	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	1,000,000	8	" "	" "	1895	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82	1,500,000	7	.....	"	1852	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,900,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	90½
Elgin and State Line Purchase	155,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'76	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	52,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	94
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R R55m.)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	97
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	60½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	103
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0(0,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb (DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	100½
Consol. registered July 1, 1870	3,899,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	98
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	96
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. Oct 31, 1857	2,668,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1862	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1858	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	83
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,600	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	92
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main l ne 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	620,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1900	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1896	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1.00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1899	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	87
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov	Boston	1885	....
2d Mortgage	150,000	6	June & Dec	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v..)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept	" "	1879	99
1st Mort (Kal.&So.Haven)t.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(Pa)						
1st Mortgage tax free	225,000	7	May & Nov	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £255,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mo.t. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,908,000	7	" "	" "	1870	89½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7	" "	" "	1898	93½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	224,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,853,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Mont cello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,940,000	7	Jan. & July.	" "	1900	90½
Sinking funds of 1871	2,850,000	7	Feb. & Aug.	" "	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimantic:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1909	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (N.Y.&O.M.)						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1885	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,502,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N.O.to T.227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Loud.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb & Aug.	" "	1870	....
2d Mort. (")S. F.	1,394,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N.Y.C.& H.)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1875	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,959,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1895	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'75-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1855	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1893	95
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,300,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	94½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific :						
1st Mort. on R.R. & lands gold..	50,000 pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.) :						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern :						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi :						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	554,000	7	" "	" "	1874	85
Income Mort. (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River :						
1st Mortgage ( ) C. R. R.	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Pkln)	550,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport :						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern :						
1st M. land grant, gold	$16,000 pm	7.3	Jan. & July.	New York.	1901	...
Omaha and Southwestern :						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas :						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1876	84½
3d Mort. " "	593,000	8	May & Nov.	Richmond.	1873	91
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80⅝
Orange and Newark :						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas :						
1st Mortgage (5 20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.) :						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.) :						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(O.L & W.) :						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River :						
1st Mortgage guar by C.R.& Q.	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville :						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.) :						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	85
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis :						
1st Mortgage gold for $2,505,000	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama :						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800	3,869,389	7*	" "	"	1897	....
Paris and Decatur :						
1st Mortgage gold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie) :						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W) :						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of N.J.) :						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.) :						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway :						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania :						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101¼
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (") stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg Fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal :						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware :						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.) :						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	95
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.) :						
1st Mortgage, tradle guaranteed	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville :						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island :						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.) :						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100¼
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93¼
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg.) :						
1st Mortgage, guaranteed	$819,000	6	April & Oct.	Philadelphia.	1897	84½
Perth Amboy & Woodbr (C.& A.) :						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg :						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'76-'80	....
Philadelphia and Baltimore Cent :						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1 [illegible]	....
1st Mortgage (Md. Div. 91 m.)	300,000	6	April & Oct.	"	1881	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1880	....
Philadelphia and Reading :						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	82
Loan of 1870, convertible	2,520,000	7	" "	"	1901	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1893	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1893	86
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	1[illegible]
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1886	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1883	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	74	....
Consolidated Mortgage June 1, 1871: Dollar coupon	5,500,000	7	Jan. & July.	Philadelphia.	1911	1[illegible]
Consolidated Mortgage June 1, 1871: Dollar registered	1,462,000	7	" "	"	1911	....
Consolidated Mortgage June 1, 1871: Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond	1911	....
Consolidated Mortgage June 1, 1871: Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871: Dollar coupon	576,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt. :						
Mortgage Loan, convertible	545,000	6	Jan. & July.	Philadelphia.	1884	1[illegible]
Loan of 1866	400,000	6	April & Oct.	"	1876	9[illegible]
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg.) :						
1st Mortgage, guaranteed	350,000	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.) :						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub & Ind.) conv	3,000,000	6	monthly.	New York.	1884	....
1st Mort. (C.& New'k 83m)conv.	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville :						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	1[illegible]
2d Mort. (Balt. Loan) of 1886	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1888	....
Pittsburg, Ft. Wayne & Chicago :						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	10[illegible]
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	6
2d Mortgage (Series G)	860,000	7	Jan. & July.	"	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....
2d Mortgage (series K)	860,000	7	April & Oct.	"	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	"	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	9[illegible]
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	"	1877	....
Plymouth, Kankakee & Pacific :						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan :						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.) :						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.) :						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central :						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester :						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.) :						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern :						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester :						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1889	....
Quincy, Alton and St. Louis :						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.) :						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.) :						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100⅝
Reading and Columbia (P.& R.) :						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1892	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga :						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville :						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	75-'90	76
Rich., Fredericksburg & Potomac :						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg :						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	6	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,600	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	60
Equipment Mortgage ..	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 18c8 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1880	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,500	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1899	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1908	....
Terre Haute & Indianapolis:						
1st Mortgage	900,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	81½
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L. Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st Mort. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95¼
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	92
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.).	800,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.).....	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91
Troy, Salem & Rutland(R.& Bar.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed.....	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'98-'99	90
2d Mortgage (Gov. subsidy).....	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78½
Income Mortgage.....	10,000,000	10	March & Sept.	" "	1874	82
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883.....	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94½
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000.....	1,800,000	6*	" "	" "	....	....
Loan of 1888.....	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage.....	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	43
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.).....	795 500	8	June & Dec.	"	....	81½
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free.....	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage.....	114,000	6	" "	Boston.	1860	....
2d Mortgage.....	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871.....	225,439	8	Jan. & July.	"	1889	....
Vineland:						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage.....	846,000	8	March & Sept.	" "	1900	91½
Registered Certificates.....	123,205	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)....	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000..	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000....	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)...	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,146,000	8	" "	" "	1900	....
Income Mortgage.....	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage.....	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	86
2d Mortgage preferred.....	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)..	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	79
Wilm., Charlotte & Rutherford:						
1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car..	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	93
2d Mortgage coupon or regis....	725,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.....	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	" "	1894	103½
1st Mortgage registered — 3d series, Jan. 1, 1871..	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.....	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg.....	2,0 0,000	6	F. M. A. & N.	"	1897	94
Mortgage (equip.) Loan, gold...	4,944,000	6*	June & Dec.	"	1897	90
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage.....	285,000	6	" "	"	1876	....
Boat Loan, sinking fund.....	236,966	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1876	....
1st Mortgage (Erie Canal).....	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	76
Plain Bonds.....	85,222	6	" "	"	1876	....
Improvement bonds.....	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	80
Boat and Car Loan	628,10.	6	" "	"	1889	....
Coupon Bonds.....	1,079,000	7	Jan. & July.	"	1896	....
Susquehanna (S. & Tide Water):						
1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage.....	700,000	6	" "	"	1885	....
3d Mortgage stg.....	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage.....	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage.....	300,000	6	" "	"	1885	....
3d Mortgage.....	437,000	6	" "	"	1878	....
Union:						
1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage.....	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,600	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	.....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	.....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,000,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore closed and sold—No returns.)					—	100	.....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	.....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	602,437	.....	132.0	.....		578,084	1,008,798	1,731,012	784,151	—	50	.....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	679,081	—	—	(Under construction—No part in use.)					—	50	.....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	.....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	.....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,015	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	.....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	18
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts	505,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	.....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....		61,715	76,090	453,715	98,011	8	100	.....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	.....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	566.8	(No accessible returns since June 30, 1871.)					—	100	.....
Dec. 31, 1871	237.0	110.0	154.4	105.0	28	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,688	358,988	—	100	.....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,176	*	.....	.....	6,921,900	9,493,008	.....	—	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	.....
May 31, 1871	95.0	—	4.7	—	9	10	4	65	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	(No returns obtained.)					—	100	.....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	—	328.2	.....		86,699	.....	1,106,883	460,878	—	100	.....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	.....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	.....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	.....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,060,000	—	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	.....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,[illegible]4	6,114,631	14,481,841	2,030,286	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	[illegible],000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	...	Baltimore and Potomac.....Maryland.	.....	*	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	.....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	.....
Dec 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	.....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....		.....	837,537	229,524	1½	100	.....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	.....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,963	10	100	148
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	.....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .... Mass	1,221,520	557,420	241,981	83,214	872,660	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	.....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal .....N. H	2,850,000	*	27,192	218,[illegible]	[illegible],000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	.....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn	28,770,000	*	[illegible],973,940	.....	[illegible],000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,862	135,334	—	100	9½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,[illegible],000	166,[illegible]	[illegible],025,188	321,575	2,679,600	737,000	1,231,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	137
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	[illegible],000,000	*	939,875	392,913	4,921,274	—	646,898	1,012,570	14[illegible].7	1,093,138	3,873,687	486,444	1,994,689	571,117	8	100	129
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	147½
Jun. 30, 1871	75.9	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,106	424,704	1,661,202	151,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	.....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	.....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	.....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,632,000	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	.....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	[illegible],396,0[illegible]	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	.....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983,952	160,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	.....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,500	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	.....	.....	80,821	.....	—	100	.....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	433,651	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	.....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost	$20,000,000.)				—	100	.....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost	$7,500,000.)				—	100	.....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased to Pennsylvania.)					10	100	.....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	.....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[94 m.	28,540	.....	32,411	7,352	—	100	.....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	155	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,524	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	.....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	.....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,591	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	.....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	428,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	.....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,125,[illegible]	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,891	.....	487,452	654,328	202,575	—	50	39½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	536,000	*	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	.....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	.....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,224,000	*	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)				493,449	2½	100	.....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	[illegible],[illegible]	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	.....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	3,280,822	*	615,660	786,706	5,000,000	789,000	811,514	92,694	580.5	.....	.....	.....	3,689,654	1,454,857	10	100	.....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	.....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3,70[illegible]373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,982,554	5,021,251	—	100	.....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S. Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	.....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	.....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	.....

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Oath.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	129.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	136,159	1,099,100	4,241,550	1,947,184	92,855	218.1	537.46	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,025,000	.....	.....	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	.....	10.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300.000	—	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by	Ft. Wayne Jackson & Sag.)				—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	.....	—	(Oper. by	Boston, Clinton & Fitchburg.)				—	100	66
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,748	.....	99,267	.....	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	65.0	72,65	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1871	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11 381	51.0	65,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,000	140,174	668.6	23.0	371,060	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently	opened.)				—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49.993	.....	104,294	226,500	19,000	.....	7.0	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800 000	8,000,000	.....	.....	239.0	(Operated	by contractors.)				—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492 000	1,500,000	.....	.....	94.0	(Leased	to Michigan Central.)				—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,068	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	56,868,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,338	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	8¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	.....	120,386	.....	8.0	(Leased	to Del., Lacka. & Western.)				—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	.....	(Opened	December 19, 1871.)				—	100	....
Mar. 31, 1872	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,000	130,000	.....	.....	14.0	17 528	15,714	7,416	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No	statement	furnished.)	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased	to Erie Company.)				—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	.....	28.0	(Leased	to Erie Company.)				—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased	to Tol., Wab. & Western.)				—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	.....	52.0	(Leased	to Tol., Wab. & Western.)				—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,6 ,80	375,497	277.0	2,066,880	868,894	416,791	3,104,969	1,089,035	—	100	49¶
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1 3 300	50,000	.....	38,159	7.8	19.200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,170	.....	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	184 414	109,915	64,494	207,113	32,293	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	.....	—	(Leased	to Pennsylvania.)				7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,000	.....	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	.....	7,000	.....	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	*	.....	.....	5.5	.....	.....	83,892	45,028	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Flint & Pere Marquette.)				—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50 000	.....	10.3	(Leased	to New Haven & Northampton.)				—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,643	306,847	2,000,000	391,000	67,8 8	.....	119	321 669	.....	.....	780,281	92,284	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,051	162,601	86,881	1,970,804	.....	6,9	.....	93.0	(No	returns furnished.)				—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,570,000	...	.....	185.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,000	2,000,000	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1.212 539	25,280,510	5,784,500	16,370	.....	1,110.9	5.710,864	1.286.584	1,831,944	8,401,142	2,732,847	10	100	125
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illino's.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased	to Chicago Burl. & Quincy.)				—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under	construction, to cost $4,500,000.)				—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,700,517	.....	217.0	.....	.....	.....	1,827,524	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	6 0 0	3,3 0 000	702,458	.....	75.0	(No	returns furnished.)				—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	40,847	1,952,000	3,150,000	32,717	.....	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,620,000	2,960,000	.....	.....	117.0	215,962	.....	.....	255,684	66,704	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,5 0 000	1,514,000	.....	.....	183.7	(Leased	to Illinois Central.)		304,369	120,369	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,706	130,000	80,000	10,681	204,977	73.0	(Leased	to Chicago & N. Western.)				—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	13.0	.....	28,682	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,330	.....	82,617	34,292	4,558	—	50	....
Dec. 31, 1871	36.5	36.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	.....	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	453,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicago & Alton.)				7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michigan Central.)				8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	1 0,000	400,000	.....	.....	42.0	(No	returns furnished.)				—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	58.0	(Leased	to Lake Shore & Mich. Southern.)				6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	2 0,000	640,000	.....	.....	32.0	(Leased	to Michigan Central.)				—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	276	2,7 0,1 3	5,776,5 0	382,715	74,123	39.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	200,000	.....	.....	.....	35.0	(Recently	opened—operations not reported.)				—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,140,000	—	.....	.....	7 0,000	700,000	.....	.....	—	(Leased	to Leav. Lawr. & Galveston.)				—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,3 9	8,9 2,000	15,5 0,000	1,0 0,0 0	.....	672.6	2,476,914	201,592	277.168	3,312,518	1,009,928	—	100	12¾
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,323	361,0 7	2,0 0,000	6,730	.....	....	.....	(Recently	opened.)	.....	.....	—	100	....
Dec. 31, 1871	80.0	—	28.0	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,0 0	2,3 0,000	202,271	.....	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1.000.000	1,300,000	.....	.....	—	(Leased	to Tol. Western.)				—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	.....	—	(Leased	to Tol. Western.)				—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,26	192,510	.....	.....	.....	—	(Under	construction.)				—	100	....
Dec. 31, 1871	5 0.0	538.9	253.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,663	1,943,162	3,725,425	14,797,975	4,584,369	8	100	94¼
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—	—	(Recently opened.)				—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,051,959	*					5,125,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—	—	—					Lawrence	Pennsylvania.	633,170				14,682		285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000						600,000	500,000			21.5	(Leased	to Pacific	of Mo.at 4	p.c.—m.	442,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,500	5,780,078	354,207			5,720,000	5,720,000	408,367		177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925					18,158,600	9,219,000	645,142		235.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	118
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*					4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.		*					6,000,000	8,500,000			—	(Under	construct	ion.)				100	
Dec. 31, 1871	28.3	3.0	19 3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—					2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)			7	50	94
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania	126,610	—					34 850	40,000	986		9.5	sed	4,703	15,635	70,546	1,816	—	50	
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana	3,000	*					1,500,000	1,500,000			—	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	[illegible]	[illegible]	[illegible]	19,234			442,240	440,405	150,866		24.5		48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York	3,000,000	*					3,000,000	1,500,000	180,000		158.0				830,661	261,860	3	50	
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	[illegible]	[illegible]	[illegible]					4,198,582	4,300,000			—	(Leased to	Chicago a	nd Alton	.)		—	100	
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington	[illegible]	[illegible]	*	231,946	151,0[illegible]			3,474 483	3,475,000	1,523,496	239.637	172.7	748,783	446,977	209,187	995,426	264,684	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	[illegible]	*	5,42[illegible]	2[illegible]			8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153 007	1,054,635	7	100	79
Dec. 31, 1871	258.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.		*					3,000,000				288.0		227.340	174,577	787,311	148,171	—	100	
Sept 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*		17,342			200,000	66,700	11,164	102,636	12.3		(Leased to	Boston and	Lowell.	29,685	6	100	
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.		1,057,495	*	115,500	64,693			1,168,15[illegible]	—	68 732	703	10.0		(Under	construct	ion.)		—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	—					600,000				20.8	(Leased	to Summit	Branch.)		62,500	11	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	*					1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*					3,500.000	3,750,000			197.5		(Not repo	rted—Sma	il.)		—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,[illegible]000	*					2,500,000	1,50,000			199.0				674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central	Maine.	11,445,534	*	299,905	224,362			4,227,920	5,958,398	1,237,216	524,267	367.0	934,585	584,507	314,902	1,563,436	441,797	—	100	
Mar. 31, 1871	22.4	3.6	3.2	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	7[illegible]124	31,73[illegible]			1,000,000		15,297	91,563	22 4		(Operated	by Concor	d.)	101,392	10	100	
Sept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham	Mass.	715,102	—	[illegible]	444			290.000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	531	Marietta and Cincinnati	Ohio	22,835,215	*	1,[illegible]705	—			13,980,080	8,844,447	2,233,426		283.8	2,042,700	869,753	528,395	1,690,988	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.		*					1,235,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)		—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000	*					500,000	1,000,000			54.0		(No retur	ns obtaine	d.)		—	100	
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	*					400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.		*						700,000			49.5	(Recentl	y opened	—No retu	rns.)			100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068				5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	13	Memphis, Clarksv. and Louisv.	Tenn.		(Owned	and oper.	by Loui	sville and		Nashville	.)			82.6	3?2,636			462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock	Arkansas		*						2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)			100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio	Tennessee.	3,574,289	*					1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey	598,445	—					265.625		55,000		4.7	(Leased	to United	Companie	s.)		—	100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.,	[illegible]	*					800,000	250,000	424,000		27.0				73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. Div.	Mich. & In	[illegible]	—						225,000			20.0	(W.Div.	owned by	Michigan	Central.)			100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	[illegible]105.599	*	4,814,253	1,607,137			17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	115
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore	Michigan.	1,200,000	*					450,000	800,000			67 0	(Recentl	y opened	—No retu	rns.)		—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30°084	1,297	6,083			148,075		9,691	24,598	85.4	21,360	351.598	31,780	35,043	6,961	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York	159,618	—					121,420	68,500			—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	350,476	—					121,750	225,000	64,800		13 0	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	14[illegible]695	46,654			835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5 0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,800,000	*					1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn	254,115	—					66,426	118,500			12.5		(Leased to	Pennsylva	nia.)		25		
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,882,996	1,591,579			22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,634,939	849,631	1,465,155	6,690,695	2,840,341	—	100	53
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*					510,000	18,000p.m			45.0	(Recentl	y opened	—No retu	rns.)				
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn	3,814,957	—					3,550,450				—	(Leased	to Phila.&	Reading.)			8	50	107
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin	1,520,0[illegible]	*					1,200,000	320,000			41.0		(No retur	ns furnish	ed.)			100	
Mar. 31, 1872	38.5	—	—	16.1	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	—					770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.		*						4,557,980			237.0				1,268,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	155,833					826,407	2,196,547	380,439		100.0		245,025		486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*					800,000	800,000			—	(Recentl	y opened	—No retu	rns.)		—	100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*					1,500,000				62.0	(Recentl	y opened	—No retu	rns.)		—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan	24,636,000	*					12,045,000	12,491,000			463.0		(No infor	mation.)			100	43	
Dec. 31, 1871	101.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas	12,900,000	*					5,950,000	6,950,000			161.0				683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003	—					250,000	564,393	3,606		—	(Operat	ed by Mob	ile and Oh	io.)		—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama	2,109,718	*	14,465	10,558			1,278,377	711,000	126,145		87.0	100,736	48,778		201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama	5,[illegible]99,416	624,590	66,000	219,240			2,034,800	2,596,5[illegible]0	769,046		164.0				667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.0	42.3	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky	17,[illegible]1[illegible]	*	9[illegible]874	371,841			4,428,036	10,760,674	1,492,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	352,865	*					197,500	99,825			—	(Recentl	y comp'et	ed—No re	turns.)		—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	—					700,000	2,300,000			—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	2[illegible],[illegible]31	—					150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama		—									80.0		(No infor	mation.)				100	
Sept. 30, 1871	23.8	—	42.8	—	—	—	—	—	Monticello and Port Jervis	New York	1,054,956	—	[illegible]3.3[illegible]				418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240	—					13,698,250	11,614,000			118.0				2,937,211	663,914	7	100	94
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,4[illegible]	135,759				800,000		64,325	126,715	43.2	299,980	794,297	246,559	544,613	102,416	10	100	137
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga	Tennessee.	5,196,256	*	1,100,241	226,166			1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,448,138	396,442	—	100	
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	555,018	85 936			1,511,807	2,624,000	518,864	237,120	132.5	294,079	93,985	49,428	425,215	144,942	—	100	
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern	Tenn. & Ky.		(So'd to	Nashvill	e and C	hattanoo	ga.)					172.5	544,211		59,145	444,389	257 542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	14	4	261	Naugatuck	Connecticut.	2,041,451	*	157,513	121,139			1,872,400	112,500	28,913	236,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285	—					977,160	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	—					700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)				
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	765,000	*	23,0[illegible]	71,261			500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Brun.	2,500,000	*						972.000			126.0		28,005	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983	—					163,905	75,756	5,689		—						—	100	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—					600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chicago.)		10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	28	New Haven and Derby	Conn.	2[illegible],000	*					424,000	525,000			13.3		(Opened	August 18	71.)		—	100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Willimantic	Conn.		(Unfinished.)					3,000,000	4,500,000			23.0			8,044			—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,663	263,632			2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,682	546,209	150,515	—	100	124
Dec. 31, 1871	38.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,324	*					7,295,200	400,000			33.0	(Include	d in Unite	d Compan	ies.)		10	100	
Jan. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*					2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.		*	1,1[illegible]000				4,000,000	2,870,000			115.5	257,021	334,921	87,313	403,227	168,006	—	100	26
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	2[illegible]671	4,597			1,003,500	699,000		63,499	115.0	370,953	437,263	222,390	505,335	132 999	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.	L. & M.		—					4,200,000	9,500,000	1,000,000		206.0				1,669,777	404,686	—	100	
Dec. 31, 1871	313.0	—	—	535 0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.		*									200.0						—	100	
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N.Y.	60,413,667	*					39,428,330	15,231,719	1,167		844.5	10,631 797			21,972,106	6,260,816	8	100	96
Sept. 30 1871	190.7	21.2	45.5	—	39	85	36	725	New York and Harlem	New York.	13,306,090	1,592,481	1,678,798				9,500,000	6,717,725			156.9	862,174	1,892,500	323,409	2,096,763	1,929,088	6	100	118

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,200	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,668	1,037,013	76.7	824,968	2,551,656	174 036	2,313,960	903,946	10	100	141
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,735		262.0	408,252	475,215	137,151	441,741	74,612	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	829,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	3,210,616	—	—	—	1,000,000	—	—		—	(Leased	to New Y	Cent. & H	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420		35 0	.....	42,948	274.628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,069,950	1,161,604	39,868	4,813	102.0	260,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	...	...	...	...	North Louisiana and Texas	La.	(No a	ccounts o	btainabl	e.)	.....	.....	.....		72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179.200	520,541	—	50	99½
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	50	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	11,494 745	3,049,049	301,144	486,981	5,601,700	8,582.000	1,006,850	996.437	257.0	2,962,397	1,091,356	4,164.400	4,266,899	979,133	6	50	76
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	3,068,400	*	160.570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
Dec. 31, 1871	278.0	—	....	1,700	.0.	....	....	....	Northern Pacific	Minn., Dak. &c.	527,451	*	875,000	.....	1.000,000	400,000	.....				(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....		278 0		(No acc	essible re	turns.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	3.6	Nova Scotia	Nova Scotia.	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	66.4	402,895	371.651	304.710	749,117	261,746	10	100	124½
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145 0	336,349	234,305	211,002	814.257	34.384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	8	Ogden Mine	New Jersey.	4,157.798	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163.412	388,837	1,027,699	347,857	6	100	69½
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn	30,563,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	....
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	47½
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Orange and Newark	New Jersey.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395.157	1,671.478	599,236	6	100	116½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	8,500,000	690,000	1,699,781	12,564	2,692,540	5,348,676	574.313		292.6	555,236	185.604	12'.911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	600,000	—	—	—	375,000	280.000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	950,953	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown	& O. de	nsburg.)	...	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	1,269,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* ¶	Missouri.	(U der	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17,	1871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Padu ah and Gulf	Kentucky.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	(Under	construc	tion.)		2,425,000	1,071,000	.....		68.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	250,000	.....	.....		—		(Under	construct	on.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	.....	7,000.000	2,993,177	—		47.5		(No | returns.)			—	100	140
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	600,000	1,200,000	—		34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	3.0.000	—	—		14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	500,000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67 3	—	8.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	248,000	80,000	—		15.1		(Leased t | o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	1,500,000	1,076,000	—		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companies	.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	500,000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	364.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	1,995,000	2,779,000	.....		118.0	(Recently	opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	5	—	2,438	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,937,500	.....	41,339,475	34,418,205	13,660,505	1,258,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251.098	—	—	—	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	210
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	182,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	3,061,700	8,000,000	415,008		142.7	.....	187.119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,200.000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80.722	181,216	333,402	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	63,763	1,342,200	358 500	50,305	31,860	82.	167,474	34,953	52,345	263,432	55,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie	Pennsylvania.	20,799,479	*	.....	.....	220,606	1,500.000	90,089		58.1	254,944	109,939	271.205	298,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,864	1,828,491	3,542,264	842,596	—	50	54
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	2,231.900	.....	.....	.....	33.0	405,605	2,806,120	572.728	700,465	303,188	10	50	170
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	3:9,620	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	117½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,519	1,259,100	.....	.....	286,850	30.8	.....	1,276.762	663,196	1,308,498	248,705	8	100	123
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	10,997.900	1,745.000	284,988	496,889	105.1	1,065,517	1.608.033	348,216	2,678,865	1,069,943	8	50	112½
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,305	150,476	80,865	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville	Penn.	7,330 816	620,631	83,196	.....	250,000	100,000	3,247		7.0	9,000	8.639	.....	14.159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic	P., O., I. & I.	33,394,515	*	.....	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964,939	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	19,714.286	13,663,000	.....		389.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	98½
Oct. 31, 1871	66.0	—	2.1	24 0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	450,000	.....	.....		—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	2	Portland and Oxford Central	Maine.	550,000	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	631,712	934,000	70,458		52.5	106,614	105.285	31,200	85.570	30.616	—	100	....
May 31, 1872	50.0	—	....	60.0	2	....	....	....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	1,500,000	.....	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	131
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	3,000,000	2,600,000	.....		(Not in op	eration at	date.)				—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	95½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		....	40,208	53,052	6.110	34,021	5,673	—	100	....
Sept. 30, 1871	43.4	—	2.1	—	23	24	6	610	Providence and Worcester	R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	51,893	48.3	454,672	1,398,891		452,266	220,219	205,813	10	100	....
	13.6		43,413		257,332		15,020			85,905		29,509		100	....											

Sept. 30, 1871	43.4	—	23.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,708	121,493	2,000,000	300,000	110,094	51,892	48.3	454,672	$1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.5	—	12	11	4	94	Raleigh and Gaston †.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,716	97.6	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	5	5	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	540	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,956	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,620	625,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	60.1	13.2	—	27	20	9	274	Richmond and Danville †.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,936,817	190.6	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac †..Va	2,218,989	*	454,301	160,946	1,509,823	735,554	114,076	504,772	75.1	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg †.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,245	.....	46.1	86,192	78,990	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	.....	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	265.0	25.4	26.9	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	31.0	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,236	.....	.....	.....	250,844	.....	.....	.....	25.0	(No return		s furnished.)			—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,075	2,998,900	100,000	53,961	.....	21.8	695.16	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,252,927	250,000	53,502	.....	29.0	68.59	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	1,000,000	.....	23.0	(Leased	to Vermont Central	)	.....	.....	—	100	13
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	112.0	.....	(No return	s fuanished.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,462	142,770	46,899	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	200.9	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* †...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,995	1,636,904	667,319	—	100	97
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	.....	.....	.....	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicago and Alton.)		.....	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	57.1	(Sold	August 2d,	1871—No	returns.)	.....	—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	15	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	.....	.....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	150,238	28,128	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,418	1,268,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	1.0	62,550	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	220,000	1,063	.....	1.0	(Leas	e to Boston	and Lowe	ll.)	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,622	2,507,742	1,100	.....	12.	62,550	141,566	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,466	286,146	1,96	10.1	.....	55,592	.....	147,345	57,356	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,865	*	50,132	.....	150,000	281,050	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,289,150	97,000	46,089	.....	54.0	(14 mos.	49,385	527,079	269,524	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.6	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	.....	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	.....	.....	.....	869,456	760,000	.....	.....	28.0	206.54	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,425,000	.....	.....	45.5	60,600	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,896,000	*	.....	.....	2,667,600	.....	.....	.....	157.0	.....	(No report	furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina †.....South Carolina.	9,499,564	*	1,575,529	220,981	5,810,273	3,000,000	1,000,000	.....	243.6	808,409	197,361	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	5	14	South Shore .....Massachusetts.	501,595	*	3,656	19,559	259,535	150,000	.....	106,727	11.6	54,813	393,373	28,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	36	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,000,000	100,000	.....	66.0	338,420	611,784	67 077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	5	88	South Central .....New York.	3,236,830	*	27.5	.....	1,714,782	1,640,000	10,524	.....	89.0	108,448	128,706	68,681	184,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	5	3	286	Southern Minnesota .....Minnesota	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	488,895	8,595	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,08	.....	66.0	.....	49,461	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	.....	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Recently	opened	—No returns.)	.....	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	5	0	*	Staten Island .....New York.	381,709	.....	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	299,600	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	809,000	198,510	1,135,909	96.4	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	245,000	.....	.....	84.0	216,232	100,042	845,385	455,944	89,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	4	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	35	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,883,000	*	377,335	835,913	16,000,000	17,704,000	193,787	1,042,166	954.6	4,658,888	695,166	.....	5,736,666	1,959,838	—	100	70
Sept. 30, 1871	34.9	—	9.1	—	13	11	6	222	Troy and Boston.....New York.	2,312,095	.....	.....	.....	1,599,000	1,899,000	62,250	.....	68.5	177,890	251,457	169,515	487,739	199,642	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	.....	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	195	40	1,323	United Companies of New Jersey..N. Jer.	28,520,764	.....	8,328,170	427,358	18,990,400	17,615,000	797,682	472,458	176.2	.....	.....	.....	7,663,679	2,618,978	10	50	123
Sept. 30, 1871	74.7	—	5.9	11.6	5	7	4	67	Utica and Black River.....New York.	2,112,935	.....	.....	.....	1,736,020	355,500	.....	.....	74.7	96,735	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,814,881	.....	.....	.....	2,558,000	.....	.....	.....	89.3	158.80	244,48	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	245.0	(Leased	to Vermont Central	)	.....	.....	3	100	60
May 31, 1871	118.0	—	108.0	—	170	126	51	5,189	Vermont Central.....Vermont.	11,500,000	.....	.....	.....	5,000,000	8,000,000	.....	.....	88.1	247,066	244,816	150,376	562,238	162,372	2	100	83
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	25,343	2,860,000	750 000	213,767	96,128	140.0	262,988	88,41	57,550	539,966	135,487	—	100	....
Feb. 28, 1871	140 0	—	7.5	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,400	2,225,000	.....	.....	47.5	(Recently	opened	—No returns.)	.....	.....	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	.....	.....	.....	998,000	750,000	78,187	.....	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren .....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	.....	10.4	19 820	38,407	23,230	52,930	21,056	6	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	.....	44.1	91,686	41,12	22,586	95,063	20,195	—	100	....
Sept. 30, 1871	44.6	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,000	126.0	14,904	1,467,870	100,000	252,767	.....	28.6	16,000	737,47	85,273	326,128	141,815	—	50	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,415	.....	.....	681,556	1,157,736	.....	.....	16	27.571	113,980	.....	68,175	225,152	—	100	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	5	218	Western.....Alabama.	4,757,921	416,050	277,193	103,039	2,668	3,000,000	614,344	.....	13.	69,388	.....	354,828	1,397,743	281,022	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	24	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	3,000,000	.....	.....	54.6	187.40	131,671	62,219	170,721	48,282	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland †.....Maryland.	3,355,000	*	.....	.....	680,000	675,000	.....	.....	—	(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,265	*	.....	.....	1,022,450	1,900,000	907,813	.....	196.5	528,382	190,055	234,867	842,169	203,756	—	100	....
Dec. 31, 1871	180.0	16.5	14.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,19	128.5	300,658	567,661	112,346	625,810	229,680	4	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey .....New Jersey.	2,241,852	*	1,270,668	223,646	1,208,800	2,398,000	46,105	83,202	168.0	143,268	13,240	42,937	235,616	82,678	—	100	....
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	916,462	2,500,000	40,000	.....	162.0	.....	.....	(20 mos	735,818	216,935	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	63.6	199,868	126,940	173,240	167,792	10,673	—	50	....
Oct. 31, 1871	63.0	—	8.1	—	11	8	5	65	Wilmington and Reading...Pennsylvania	2,489,857	240,628	32,892	.....	757,729	1,973,600	118,704	.....	181.0	502,782	109,174	89,055	570,830	202,650	—	100	....
Sept. 30, 1871	162.0	19.0	9.6	—	21	25	5	294	Wilmington and Weldon †...N. Carolina.	3,093,889	*	19,621	125,598	1,456,200	1,580,100	51,228	151,48	143.5	247,36	70,848	126,836	464,798	110,935	—	100	....
Aug. 31, 1871	140.0	8.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	.....	45.7	14,47	356,264	328,372	569,764	181,067	10	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,51									
									CANALS, &c.																			
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,816	—	258,679	151,967	2,091,288	2,039,150	1,82	—	12	—	—	—	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	7,226,304	.....	.....	.....	15.4	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	39,085	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	—	—	1,423,755	113,361	loss.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	.....	.....	.....	5,347,400	.....	.....	.....	85.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,328,506	.....	8,739,840	15,088,656	.....	.....	108.0	—	—	982,188	578,462	31,976	—	50	74
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,462	.....	.....	.....	1,003,800	110,000	8,175	.....	88.0	.....	.....	.....	175,120	89,337	9	50	....
Dec. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	108.0	—	—	—	609,562	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	.....	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	.....	.....	.....	4,453,048	8,617,099	86,694	.....	108.0	(Leased	to Phila.&	Reading.)	661,42	637,811	60c	50	18
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,002,710	2,636,310	270,500	.....	84.0	—	—	501,874	144,099	87,36	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,699	21,224	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)				—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	73
Catawissa,* pref. and guar.	2,200,000	7	7	86½
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	40
Chemung,* guar.	380,000	8	6	...
Cheshire, preferred	2,017,815	7	3	81½
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	91
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	68½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	27
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	200,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	.. .
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	60
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48
Schuylkill Valley,* guar.	576,600	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	.. ..
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	..
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	...
Morris, preferred	1,175,000	10	10	123½
Schuylkill Navigation, pref.	2,888,997	6	6	28
Union, preferred	.. ..	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	1,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51	— @ — —
Gartsherrie		47	— @ 48 —
Glengarnock		—	— @ 47 —
Eglinton		43	— @ 44 —
Pig, American, No. 1		49	— @ 50 —
Pig, American, No. 2		47	— @ 48 —
Pig, American, Forge		40	— @ 42 —
Bar, Refined, English and American		—	— @120 —
Bar, Swedes, assorted sizes	(gold)	120	— @130 —
	—Store Prices.—		
Bar, Swedes, 1½ x ¾ & ¾ 1¼ x ¾ to ¼ & ¾ sq. 1¾ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¼		145	— @155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		105	— @ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		110	— @ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112	50 @ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.		112	50 @125 —
Scroll		120	— @150 —
Ovals and Half-round		130	— @150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	— @122 50
Horse Shoe		117	50 @127 50
Rods, ½@3-16 inch		110	— @152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		127	50 @172 50
Nail Rod	per lb.	—	— @ — 9
Sheet, Russia, as to assortment	(gold)	16	—@ — —
Sheet, Single D. and T. Common		—	7 @ — 8
Sheet, Doubles and Trebles, Charcoal		—	8½@ — 9
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	70	— @ 71 —
Rails, American, at Works in Penna. c'y.		77	50 @ 80 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22	
English Spring (2d and 1st quality)		— 9½@ — 10½	
English Blister (2d and 1st quality)		— 11½@ — 16	
English Machinery		— 11½@ — 14	
English German (2d and 1st quality)		— 11½@ — 12	
American Blister		— — @ — 11½	
American, Cast, Tool		— — @ — 17	
American, Spring		— — @ — 11	
American Machinery		— — @ — 11½	
American German		— 9 @ — —	

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$5 50 @ — —	
8d. and 9d. "		6 75 @ — —	
6d. and 7d. "		6 — @ — —	
4d. and 5d. "		6 25 @ — —	
3d. "		7 — @ — —	
Cut, 2d and 3d. Fine		7 75 @ — —	
4d. and 4½d. Sugar Box		6 50 @ — —	
Cut Spikes, all sizes		5 25 @ — —	
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33	
Copper		— — @ — 45	
Yellow Metal Sheathing and Slating		— 27 @ — 30	

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— 35 @ — 33	
Straits	(gold)	— 29 @ — 45	
English	(gold)	— — @ — 30	

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal per box	10 50 @11 —	12 25 @ 13 —
I. C. Coke	9 25 @ 9 75	10 75 @ 11 25
Coke Terne	8 25 @ 8 75	10 75 @ 10 25
Charcoal Terne	9 50 @10 —	10 — @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13 @ — —		
Crude, 40 @ 47 gravity (in shipping order)	— 17 @ — 17½		
Refined, Standard White (in ship'g order)	— 27½@ — —		
Refined, S. W. (in jobbing lots)	— 27½@ — 28		
Refined, S. W. (in tin)	— 30 @ — 31		
Naptha, Refined, (65 @ 73 gravity)	— 17½@ — 17½		
Residuum	per bbl.	— 12 @ — 12½	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @— 43	
Copper, Bolts		— — @— 45	
Copper, Braziers' (over 16 oz.)		— — @— 45	
Copper, Nails		— — @— 45	
Copper, Old Sheathing, &c., mixed lots		— 26 @— 28	
Copper, English Pig		— 28 @— 28½	
Copper, American Ingot		— 31½@— 31½	

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50 @ 6 62½	
German	(gold)	6 50 @ 6 62½	
English	(gold)	6 62½@ 7 —	
Bar		— — @ 9 25	
Sheet		— — @11 —	

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— — @18 —	
Liverpool House Cannel		— — @22 —	
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Canton Co.	....	106	....	....	....	....
Central Pacific 6s.	101½	....	....	101½	101½	101½
Central of N. Jersey.	102½	102½	102½	102½	....	102½
Chicago & Alton.	111	112	....	....	111	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	104	104
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	138½	....	....	....	....
" 8s, 1883	112½	....	....	....	113½	....
Chic. & Northwestern	87½	87½	88	88	87	87
" pref.	90	90	90	92½	91½	91
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	90½	91	90
Chic., Rock Isl. & Pac.	115	112½	113½	113½	113	113½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	91	91	....	90	....	90½
Clev. & Pittsburg guar.	88	88½	87½	88½	....	88
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	34½	34½	34½	35½	35½	35½
" 1 M.	87½	....	87½	87½	....	88
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	117	116½	....	117	118	....
Del. Lack. & Western	95	....	94½	94	94½	94
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	52½	51½	52½	52½	52½	52½
" pref.	....	73½	....	74	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	97½	....	....
" 3 M. 7s, 1883	....	....	....	....	96½	....
" 4 M. 7s, 1880	....	....	....	....	92½	....
" 5 M. 7s, 1888	....	....	....	90	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	34½	34½	34½	39½	43½	46½
" pref.	53½	55½	54	59	63½	68½
" 8s, conv.	90	90	....	90	90	93½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	128	....	128	....	....	....
" bonds	....	....	102	....	....	....
Lake Shore & Mich. S'th.	93½	93½	93½	94	94½	94½
Lake Shore Div. bonds	....	....	....	....	93	....
Marietta & Cin. 1st pref.	....	....	....	....	....	27
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	116	....
" S. F. 8s, 1882	115½	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	101	....	100½	101	....	....
" 2 M.	97½	97½	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	2½	2½	....	2½	....
Milw. and St. Paul.	53½	53½	53½	53½	53½	53½
" pref.	....	....	....	76½	75	77½
" 1st mort.	....	....	....	....	94½	....
" 2d mort.	84	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	98½	98½	....	....	....	....
Missouri 6s	....	95	95	94½	94½	....
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	92½	....	....	93	94	....
" 1st mort.	....	....	103	....	....	....
" 2d mort.	97½	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	90½	91½	....	....	....	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96	95½	96½	96	96	96½
N. York and Harlem.	117	....	117½	117	117	117½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	100	....
N. Carolina 6s, old	34½	....	....	....	....	34½
" new	....	....	22	....	....	....
Ohio and Miss.	47½	46½	46½	47	47	47½
" pref.	....	....	....	....	....	74
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	84½	82	79½	79½	79½	79½
Panama	....	....	....	....	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	92½	93½	....	....
" 1 M.	104	....	....	....	....	....
" 2 M.	98	....	98½	98	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	49½	48½	48½	48½	48½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	100½	....
" 2 M. pref.	....	....	89	....	....	....
" Income bds.	....	....	....	78½	80	....
Tennessee 6s, old.	....	77½	78½	80½	80½	82½
" new	....	78½	....	....	....	82½
Tol., Wab. & Western.	70½	70	69½	69½	69½	71½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	91½	....	92	....	....	....
" Equipment	82½	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific.	37½	37½	37½	37½	37½	37½
" 1st mort.	89½	89	....	88½	89½	90
" L. Gt. 7s	77½	....	77½	77½	....	78½
" Inc. 10s	81½	82	82	82½	82	....
Virginia 6s, old	....	....	....	43	....	....
" new	....	....	....	....	....	....
" consol.	55½	55½	....	....	....	56
" def. cert.	....	....	....	16	....	16½

New York Stock Exchange.

Actual Sale Prices for the week ending Dec 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	109¼	109¼	....	....	....	....
U. S. 5s, 10-40s, coup	109¼	109¼	109¼	109¼	....	109¼
U. S. 5s, 1881, reg	111	....	....	111¼	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	111
U. S. 6s, 1881, reg	113½	113½	113½	....	....	....
U. S. 6s, 1881, coup	117½	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	113½	113½	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	113½	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	113½	113½	113½	113½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	113½	113½	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	116½	....	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '67	112½	113	112½	....	....	....
U. S. 6s, 5-20s, c. 1867	117½	117	....	116½	116½	116½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116½	116½	116½	....	....	....
U. S. 6s, Pac.RR.Issue	112½	112½	112	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	92	....	92	....	....	....
" 6s, 1889	....	89	....	....	....	....
" mort. 6s, '89	....	....	....	....	94½	94½
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¼	....	38¼	38	37¾	37
" 6s, 1884	....	....	....	88	88	....
" Gold L	96	....	....	....	....	....
" R. R. L	94	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59	59	59	59	59	59
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	94¾
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	99½	....	....	....
Minehill	53¾	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	123½	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	94½	94½	....	....	....	94¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Allcg. Riv.	35¾	35¾	36	35¼	....	35¾
" 7s	....	....	....	....	....	....
Pennsylvania R. R	56¼	56⅝	56¼	56¼	56⅝	56⅝
" 1st M	101	....	....	101½	....	....
" 2d M	....	....	....	97	97	97
" Gen. mort	....	....	....	....	....	....
" " reg.	94¾	94¾	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	102¾
" 6s, 2d series	....	....	107	....	....	107½
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	99¼	99¼	100	100	100	100
Philad., Germ. & Nor	85	....	....	....	85	....
Phila. & Reading	58¼	58⅝	58¼	....	58⅝	58⅝
Philadelphia and Erie	28¼	28¼	27½	....	....	27⅝
" 6s	....	....	90	....	....	....
" 7s	92	....	....	....	93½	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	7½	....	....	....
" pref	....	....	13½	....	....	14
" 6s, 1882	....	....	....	....	76	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	123	123	123	123	123	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	58	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	59	....	....
Spruce and Pine	....	....	....	....	....	....
16th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	....	96	96½	....	....	96½
" 1886	98	....	....	....	....	....
" 1890	96¾	96¾	96¾	97	97	....
" 1884	....	....	....	....	....	....
" 1900	....	96½	....	....	....	....
Balt and Ohio	....	....	....	....	155	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	99	....	....	....	99½	....
" 2d M	87½	....	87½	....	87	87
" 3d M. 8s	....	....	....	....	....	....
Northern Central	37½	37¾	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	94½	....	94¼	94½	94¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55¾	56½	....	56¼	....	55⅞
" Defer. Certif	....	....	15¾	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	147¼	147¼	....	148	148	
Boston and Lowell	....	137	....	....	....	
Boston and Maine	129¾	129¼	128	128	129	
Boston and Providence	148¼	148	147¾	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	42¾	42¼	42¼	....	42¼	42¼
Cheshire, pref	....	....	81	....	81½	
Chi., Burl. & Quincy	....	....	....	139	138½	
Concord	....	....	....	....	....	....
Connecticut River	....	....	132	132	....	
Eastern	104¼	104¼	....	105¾	105	....
Fitchburg	....	136	....	136	....	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116¾	116¾	116½	116¾	116	115¾
Northern, N. H	110	....	112	....	....	....
Ogdens. & Lake Champ	70	....	....	69¼	....	69¼
" pref	99	....	....	....	....	....
Old Colony & Newport	115¼	115¾	116¼	116	116¼	
Ph., Wil. & Baltimore	55¼	55⅞	....	56¼	....	56⅛
Portl'd, Saco & Porta	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	76¼	....	....	76¼	
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	60	60	..	....	
Vermont & Mass	82	83	....	83	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	101	101	101	....	....	....
Metropolitan	62	....	61¼	62	....	61½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	13½	....	....	14	....
Franklin	....	....	....	....	....	....
National	5	....	....	4¾	....	....
Pewabic	10¾	10½	....	10¾	11¼	11¼
Quincy	46¼	....	47	48¼	48¼	....

London Stock Exchange.

	Closing Prices. Nov. 15.	Nov. 22.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	72 — 74
Do. 2d mort., $1,000	61 — 63	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	35 — 37
Do. Reorg. Scrip	95 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	85 — 87	86 — 88
Detroit & Milwaukee 1st mort. Bonds	71 — 74	73 — 76
Do. 2d do.	71 — 74	73 — 76
Erie shares 100 dol. all paid	40¼ — 41	42 — 42¼
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 92	90 — 92
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	96 — 98	99 —101
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —100
Illinois & St. Louis Bridge 1st mort.	96 — 98	96 — 98
Marietta and Cincinnati Rail. Bonds	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— — —	— — —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	96 — 98	98 —100
Do. General mort	95 — 96	93 — 95
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal.

Saturday, December 14, 1872.

Stock Exchange and Money Market.

Money has been quoted generally firm as to price, with call loans to even the most responsible of street borrowers rated at full 7 per cent., with, however, exceptional negotiations at lower figures, and choice to very good mercantile credits, at from 10@15 per cent. per annum. On this basis, the offerings of funds have been somewhat reserved, and lenders have been exacting as to other Government collaterals, in the instances of temporary advances. The city banks have been losers, in their legal tender reserve line, while having had liberal additions made to their deposit averages, and reporting some enlargement of their specie reserve. They increased their loan and discount averages about 1⅞ millions. The latest dealings in Money showed a brisk market at from 7 per cent. currency to 7 per cent. gold, on call loans.

The cash balances in the U. S. Treasury at Washington on Tuesday were as follows: Currency, $6,201,382; coin, $69,087,357; coin certificates are outstanding for $19,812,500; special deposits of legal tenders for redemption of currency certificates of deposit, $25 670,000.

The U. S. Sub-Treasury office last week received $4,268,427 of currency, and $3,128,157 of gold, the latter including $1,940,000 from customs; and disbursed $4,268,431 of currency and $2,898,799 of gold, the latter embracing $699,632 of coin interest. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $22,540,537 and a coin reserve of $45,350,483.

The city banks, in their latest return, show a falling off of $768,300 of legal tender notes, with an increase of $262,300 of specie, of $3,104,500 in their deposits, and of $1,828,600 in their loan and discount averages, with a decrease of $1,800 in their item of circulation. The city bank exchanges, last week, averaged 134¼ millions. The banks now hold $1,422,675 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $13,209,500, against $23,185,100 same time last year. The city bank deposits are now $205,019,800 against $222,406,300, week ending Dec. 9, 1871: The legal tender reserve amounts to $46,401,200, against $45,667,400 same time last year. The circulation now stands at $27,569,100 against $30,122 800 same time last year. The loans are now $278,388 600 against $294,088,400 at this date last year.

The coin reserve of the city banks is now about 13¼ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 46⅛ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now a little over 205, millions, against 247¼ millions on the 20th of July.

The earnings of the Central Pacific Railroad in November showed a gain of $402,757 over the earnings for November 1871; and thus far in 1872, a gain of $3,265,677 over those for the corresponding period of last year.

Government revenues were comparatively moderate during the week. The excises yielded within the week about 2¼ millions and thus far in the current fiscal year beginning with July 1, 1872, $55,589,641. The customs at the port of New York last week were $1,812,931, and at the outports, equal to about $600,000, all in coin or coin certificates.

Gold has been quoted firmer as to price, on a more confident movement, chiefly speculative, the customs and export drain having been comparatively moderate. The range of the price during the week has been from 112½@113½, and the quotation on Wednesday was 112¾ against 112¾ the preceding Wednesday. The specie outflow last week, was $699,632. The Gold Exchange Bank clearances have averaged about 55 millions per day during the week.

The Treasury Department proposes to buy in at least $4 000,000 of 5-20s during December and sell $4,000,000 gold, one million each week, on the usual days excepting, of course, holidays.

The customs demand for Gold last week, averaged $323.400 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $23,373 and since Jan. 1, 1872, were $5,468,096 against $8,461,330 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1,

has been $138,807,085 against $148,415,085 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $72,801,661, against $81,579,039 during the same time in 1871.

The export drain of specie was $699,632 last week, against $345,224 same week preceding year. The shipments since January 1, 1872, have been $68,262,332 against $60,502,501 during the same portion of 1871.

Foreign Exchange has been generally quiet, but quoted about steady as to rates. Bankers' sixty day bills on London closed on Wednesday at 108⅜@108⅝; sight bills on London, 110@110⅛. The week's exports of domestic produce were to the currency value of $4,586,084.

Government securities have been in good demand at firmer prices, on quite limited offerings of the gold bearing issues.

On Wednesday, Government bought in none of the offered Five-Twenties, as the price, was not satisfactory. The aggregate offering was $669,950@112 46@112 99 net.

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 117⅜@117¾; U. S. Five-Twenties of 1862, 113⅛@113¼; U. S. Five-Twenties of 1864 at 113⅛@118¼; U. S. Five-Twenties of 1865, 113⅜@113⅝; U. S. Five-Twenties of 1865 consolidated, 115⅛@115¾; U. S. Five-Twenties of 1867, 116⅛@116⅝; U. S. Five-Twenties of 1868, 116@116⅛; U. S. Ten-forties at 109⅜@109¾; U. S. Fives of 1881 (Funding Loan) 110⅛@110⅝; Six per cent. currency Sixes from 112⅛@112¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 27.	Dec. 4.	Dec. 11.
Consols	92¾	91⅞	91⅜
U. S. 5-20s, 1865	91⅛	91⅝	91⅜
" 1867	93⅜	94	94
" 10-40s	87½	88¼	88
New Fives of 1881	88½	88⅞	89
Erie	41⅜	42½	42⅜

State bonds have been in moderate demand chiefly on investment account the favorite issues have been steadier in price.

Railway and Miscellaneous share property has been active but variable, closing, however, rather more firmly. The Money pressure was against a buoyant movement.

Railway Mortgage Loans have been in better demand on investment account at generally well supported prices. Central Pacific Sixes closed at from 101½@101¾.

Some show of animation has been apparent in the Metal line. Ingot Copper has been in active demand, chiefly on speculation, at steadier prices. Sales foot up 1,500,000 lbs., at 30¾c., up to 32c. for Spring deliveries, closing at 31c.@31¼c., cash, and 32c. for forward; English at 28½. Regulus Antimony active, with sales of 100 casks at 14c., gold. Iron has been very dull and weak, with sales of 100 tons Eglinton on private terms, and 25 tons Glengarnock at $48; also, 3,000 tons English Rails, at Pittsburg, on private terms. Eglinton has been quoted at $44@$45; Glengarnock at $46@$47. Tin has been dull and in the buyer's favor. We quote at 29½c.@29¾c., gold, for Straits and English; Charcoal Plates, $10 25@$10 50, gold.

General business has been on a moderate scale, in most lines, with Cotton, Wheat, Corn and Hops quoted firmer; and Oats, Pork, Bacon, Lard and Naval Stores, cheaper. Middling upland cotton left off on Wednesday at 19⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,342,724 bales, against 1,077,900 bales same time in the preceding year; exports 604,900 bales against 457,000 bales in the previous year; stock at the ports at latest dates, 470,000 bales against 410,500 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand but less firm at from 6@14½ cts.; Veals in moderate request at 6@10½ cts.; Sheep in fair request at from 4@7 cts.; Lambs 6@8½ cts.; Swine, at 4⅝@4⅞ cts. per lb., all live weight. The week's receipts were 9,073 Beeves, 1,780 Veal Calves, 22,533 Sheep and Lambs, and 51,016 Swine.

Business in foreign merchandise has been comparatively limited, but prices have not varied materially. The week's imports of foreign goods reached the amount of $3,943,566, including $891,318 of dry goods.

Ocean freights have been less active owing mainly to the scarcity of room, rates have been quite strong.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R. of Mo., 55; do. 1st mort., 87½; Boston, Hartford and Erie R. R., 9; do. 1st mort., 42¾; St. Louis and Iron Mt. R. R., 97; do. 1st mort., 95; Missouri, Kansas and Texas R. R., 42; New Jersey Southern R. R., 26½; New York, New Haven and Hartford R. R., 141; St. Louis, Jacksonville and Chicago 1st mort., 91; Burlington, Cedar Rapids and Minnesota 1st mort., 88; Ohio and Mississippi 2d mort., 85; do. consols, 94⅛; Toledo, Peoria and Warsaw 1st mort., W. D., 88½; Long Dock bonds, 92; North Missouri 1st mort., 91¾; Cedar Falls and Minnesota 1st mort., 82; Mil. and St. Paul, 7s, Iowa Div., 89½; Gt. Western 1st mort. 1888, 95½; Buffalo and Erie 7s, new, 95; Lafayette, Bloomington and Mississippi 1st mort., 85; Galena and Chicago, 1st mort., 102½; do. 2d mort., 96¼; Clev. and Pittsburg consols, 95; Buffalo, New York and Erie 1st mort., 93⅝; Am. Dock and Imp. 7s, 97½; Albany and Susquehanna 2d mort., 95; Am. Mer. Union Exp., 67⅜; U. S. Exp., 81¼; Wells-Fargo Exp., 89½; Adams Express, 93; Western Union Tel., 78½; do. 7s, 95; Quicksilver pref. 55¼; Consol. Coal 47; New Central Coal, 47¼; Pennsylvania Coal, 210; American Coal, 60; Atlantic Mail S. S. Co., 14; South Carolina 6s, new, Jan. and July, 24; N. Y. State 7s, B. L. reg., 107½; North Carolina 6s, special tax, 14½; Brooklyn 6s, W. L., 95.

Philadelphia.—Allegheny Valley 7 3-10s, 94; Catawissa 7s, new, 100; Pennsylvania and New York Canal 7s, 95; Philadelphia and Reading Gen'l mort. 7s, reg., 102; do. coup., 100⅜; do. 6s, 1844-'80, 95; do. deben. bonds, 81⅛; do. conv. 7s, 101½; Chesapeake and Delaware Canal 6s, 90; Wilmington and Reading 1st mort., 98; Lehigh Nav. 6s, conv. gold, 94; Ithaca and Athens 1st mort. 7s, 100; Connecting R. R. 6s, 87; West Chester and Philadelphia 7s, 101½; Huntingdon and Broad Top Mt. pref., 17⅛; Nesquehoning R. R., 55; Camden and Atlantic pref., 26½. The latest quotations are: City 6s, 95½@—; do. free of tax, 99¾@100; Pennsylvania State 6s, 1st series, 102½@102¾; do. 2d series, 107@108; do. 3d series, 109@109; Philadelphia and Reading, 58⅝@58¾; do. Gen'l mort. 7s, coup., 101@102; do. reg., 101⅞@102⅛; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, conv., 101@101½; United New Jersey R. R. and Canal Co., 123@123⅜; Camden and Amboy mort. 6s, 1889, 94¼@94¾; do. 1883, 91½@92; do. 1889, —@89; Pennsylvania R. R., 56⅛@56⅜; do. 1st mort., 101½@101⅝; do. 2d mort., 96⅞@97; do. General mort. coupon, 93@95½; do. reg., 94@94¼; Little Schuylkill R. R., 47@48; Morris Canal, 50@51; do. pref., 124@124; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75¾@77; Schuylkill Nav., 7@7; do. pref., 13¾@14; do. 6s, 1882, 76@77; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 96@96; do. 5s, 56@—; Lehigh Coal and Navigation, 36⅞@37½; do. 6s, 1884, 87@87⅛; do. R. R. Loan, 93½@94⅛; do. Gold Loan, 93½@95; North Pennsylvania, 50@50; do. 6s, 99@99¾; do., 7s, 94⅞@95⅛; do. Chattle 10s, 109@110; Philadelphia and Erie, 26⅝@27¼; do. 6s, 88@90; Minehill, 53⅝@54⅞; Catawissa, 18@20; do. pref., 42⅛@42⅜; do. 7s, 1900, 99½@100; Lehigh Valley, 59@59¼; do. 6s, new coupon, 93⅞@94⅛; do. reg., 94⅛@94¾; do. 7s, 104—@; Fifth and Sixth streets, (horse,) 48@52; Second and Third, 58@59; Thirteenth and Fifteenth, 17½@20; Spruce and Pine, 32@—; Green and Coates, 45@—; Chestnut and Walnut, 57@60; Hestonville, 18@18¼; Union, —@73; Germantown, 33½@38.

Boston.—Cedar Rapids and Missouri 7s, 1891, 88¾; Eastern R. R. 6s, 1874, 97; Jackson, Lansing and Saginaw 8s, 100; Leavenworth, Lawrence and Galveston 1st mort. 10s, 83; Norwich and Worcester R. R., 124¼; Portsmouth, Gt. Falls and Conway R. R., 95½; Rutland R. R., 13; do. pref., 55; do. scrip, 90; Cincinnati, Sandusky and Cleveland R. R., 18¾; do. 7s, 82; Summit Branch, 42; do. 6s, 1875, 90¼; Atchison, Topeka and Santa Fe R. R., 18; Burlington and Missouri River R. R. in Iowa, 114½; do., in Nebraska, 68; do. 8s, 100; Eastern (N. H.) R. R., 100; Cary Imp., 11; Waverly Land, 4; Maine 6s, 1889, 99¾; Massachusetts 5s, 1883, gold, 95¾; New Hampshire 6s, 97; Boston 6s, 1880, currency, 98; do. 1877 97¾; Belfast 6s, 1889, 90; St. Louis 6s, 1876, 94⅞; Chicago 7s, 1874, 97½; St. Albans, Vt. 6s, 1892, 88¾; Lowell 6s, 1890, 96; Haverhill 6s, 1885, 94¾; Cook Co., Ills., 7s, 97; Allouez Mining Co., 14½; Canada, 10c.; Calumet and Hecla, 157; Dana, 80c.; Hanover, 1⅜; Humboldt, 1⅛; Hungarian, 50c.; Madison, 62½c.; Native, 20c; Pontiac 75c.; Petherick, 2½; Ridge, 11; Rockland, 2⅛; Star, 60c.; Shuniah Silver, 2; St. Clair, 2⅜; Tremont 1½.

Baltimore.—Orange Alex. and Manassas 7s, 80⅜; Central Ohio 1st mort. 85⅜; Northern Central 6s, 1900, gold, 94½; Orange and Alexandria 4th mort. 8s, 83; Virginia Consol. 6s, reg., 49½; Norfolk Water bonds, 88¼; Am. Gas Coal, 0.85; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77@79; Wilmington and Weldon bonds, 98½@100; Pittsburg and Connellsville 7s, 1898,

94⅛@95; Baltimore and Ohio, 154⅞@155; do., 6s, 1875, 97⅛@98¾; do., 1880, 96@96½; do., 1885, 94¼@94½; Parkersburg Branch, 11@12; Washington Branch, 136@150; Northern Central 87¾@ 88¼; do. 6s, 1885, 94@94½; do., 1900, 86½@87; do., 6s, 1900, gold, 95@—; N. W. Va. 1st mort., 102@105; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99½; do., 2d mort., 7s, 86¾@87; do., 3d mort., 8s, 84¼@85; Central Ohio, 35½@40; do., pref., 38¾@40; do. 1st mort., 85¼@85¾; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 97@100; do., 2d mort. guar., 94@97; do. 3d mort., guar., 96@96; do. 2d mort pref., 70@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@77; Orange and Alexandria 1st mort. 6s, 94@95⅞; do., 2d mort. 6s, 86½@87; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@84; Orange, Alex. and Manassas 7s, 80¼@81; Virginia and Tennessee 1st mort. 6s, —@103; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91¼@93; Baltimore 6s, 1875, 96¼@97; do., 1884, 96@96; do. 1886, 97½@98½; do., 1890, 96¾@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, —@96½; do. 1902, 95@—; Memphis City 6s, 53@53⅞; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 101½@—; Virginia 6s, old, 38@42½; do. consol. 6s, 56@56½; do. reg., 49½@50; do. Peelers, 48@50; West Virginia, 15¾@16; City Passenger R. R., 22¾@25; George's Creek Coal, 100@105.

TO INVESTORS.

We are selling at par and interest, and recommend to careful investors, the First Mortgage Seven Thirty Gold Bonds of the Northern Pacific Railroad Company. Special attention is called to the ample Land security on which these bonds rest, in addition to the usual guarantee of a first mortgage on the Road, its equipments, and earnings. The lands of the Company thus far sold have realized $5 66 per acre. The grant averages about 23,000 acres per mile of road.

JAY COOKE & CO.

Krupp's Steel Works.

The extensive Steel Works of FRIED. KRUPP, at Essen, Westphalia, employ 8,810 workmen and and have in use engines of an aggregate force of 9,595 horse power. In 1871, at this immense establishment, there were manufactured one hundred and fifty million pounds of cast steel, being an increase of twenty million pounds over the product of 1870. The establishment uses five hundred and twenty-eight melting, heating and converting furnaces, two hundred and sixty welding and puddling furnaces, two hundred and forty-five ecke furnaces, one hundred and thirty furnaces of various kinds, and one hundred and sixty-nine forges. It also uses three hundred and forty-two turning lathes, one hundred and thirty planing machines, one-hundred and seventy-two boring machines, ninety-four grinding benches and two hundred and nine machines of various kinds. It employs one hundred and seventy-four steam boilers, two hundred and sixty-five steam engines, from one thousand horse-power down, and fifty-eight steam hammers, weighing from thirty tons down. Messrs. THOMAS PROSSER & SON, 15 Gold St., New York, are the sole representatives in America.

New York and Queens County Bridge Co.

As is generally known, an act was passed by the last Legislature incorporating a company to build a bridge over the East River and Blackwell's Island. The company organized under the name of the New York and Queens County Bridge Company, and the first meeting was held on the 20th ult., at the office of Hon. L. Bradford Prince, No. 67 Wall street, and the following gentlemen were elected officers: George F. Carman, President; L. Bradford Prince, Vice-President; Benjamin W. Hitchcock, Secretary, and Blaize L. Harsell, Treasurer. An Executive Committee was appointed, consisting of Hon. L. B. Prince, Chairman; Aaron A. De Grauw, R. M. C. Graham, B. L. Harsell, and B. W. Hitchcock. The following resolution was adopted by the board:

Resolved, That all moneys received from sales of stock, to persons other than the incorporators, shall be deposited in trust with a reliable banking company, to be designated by this board, and shall not be used for any purpose until one-half of the entire capital stock shall have been sold.

When so much of the stock has been disposed of, the company will feel warranted in commencing the construction of the bridge. The capital will be $2,000,000, divided into shares of $20 each, and, if necessary, it may be increased to $4,000,000, by consent, in writing, of the stockholders.

☞ The Baltimore and Swann Lake Narrow-Gauge Passenger Railway Company have awarded the contract for the construction of their road of about six miles to F. Crowley & Co., for the sum of $90,000, and have appointed Mr. W. S. Shoemaker their engineer and superintendent, and Mr. W. S. G. Baker, consulting engineer. Satisfactory arrangements have been made with the Towsontown Company to build that end of the road simultaneously with this one.

☞ The earnings of the Central Pacific Railroad Company for the month of November, 1872, were $1,299,990, against $897,283 in November, 1871, and $777,513 in November, 1870—increase this year over 1871, $402,757, increase this year over 1870, $522,477. Earnings first eleven months 1872, $12,060,390; do. 1871, $8,794,713; do. 1870, $6,411,424—increase this year over 1871, $3,265,677; do. over 1870, $4,648,966.

☞ Estimated earnings of the Kansas Pacific Railway 4th week November: freight, $55,254 12; passenger, $22,314 22—total, $77,568 34. Total for month of November, $310,344 94.

☞ The estimated earnings of the Erie Railway Co. for the month of November, 1872, were $1,704,374; in November, 1871, they were $1,483,454—an increase of $220,920.

☞ The Lake Erie, Wooster and Muskingum Valley Railway Co. has been organized by the election of a board of directors, with Martin Welker, of Wooster, Ohio, as President, and L. Flattery Secretary and Treasurer.

☞ James Roosevelt, Esq., of New York, has been elected President of the Southern Security Railway Company, in place of Gen. G. W. Cass, resigned.

☞ BANKING-HOUSE OF
FISK & HATCH,
No. 5 Nassau-st.,
NEW YORK, Dec. 9, 1872.

The total amount of the FIRST MORTGAGE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY is $15,000,000, secured upon a property whose intrinsic value cannot be less than $25,000,000 to $40,000,000, and the location and advantages of which are such as to render a profitable traffic and a large revenue certain. This entire amount had been sold, and the original negotiation of the Loan was formally closed in September last.

In order to more thoroughly complete the road with *Iron Bridges, Solid Embankments, Permanent Masonry and Steel Rails* on portions of the route; provide extensive improvements and facilities for the transaction of a large business at both termini, and to furnish a more liberal equipment—all of which are demanded by recent indications as to the immediate business of the road upon completion—the Directors authorized the issue of $5,000,000 in seven per cent. Debenture Bonds, *i. e.*, Bonds not secured by Mortgage.

In the negotiation of the SEVEN PER CENT. BONDS, a moderate amount of the SIX PER CENT. FIRST MORTGAGE BONDS of the Company previously sold have been received in part payment, a portion of which remains to be disposed of.

The Bonds are in denominations of $100, $500, and $1,000, either coupon or registered; interest at the rate of six per cent. per annum, payable May and November; both Principal and Interest payable in Gold Coin in the City of New York.

At the present price, they yield over SEVEN PER CENT. IN GOLD *on their cost.*

First Mortgage Bonds upon first class *completed roads* are notably scarce, and command comparatively high prices; and as the Chesapeake and Ohio Bonds may now be practically ranked among the best of that class of securities, the present opportunity for investment in them is peculiarly favorable to Capitalists and Investors seeking investments on advantageous terms, with the prospect of an early advance in market value.

The completion of the road; a renewal of the demand for American securities in Europe; returning ease in our money markets, and the large amounts usually seeking investment in the early part of the year, must lead to the rapid absorption of these Bonds.

We receive deposits and allow interest on balances, issue certificates of deposit available in all parts of the country, make collections, buy and sell Stocks and Bonds at the Stock Exchange, on Commission, for cash, and deal in Government Securities, Central Pacific Bonds, &c.

FISK & HATCH.

☞ The Baltimore *American* says that Messrs. A. Shumacher & Co., agents for the North German Lloyds line of steamers touching at the West India Islands, are dispatching full supplies of Cumberland coal to the West Indies for the use of the steamers of that line. The brig Daphne sailed some days since with a full cargo, the schooner Eva May sails to day, and the schooner Charlotte Jamison will follow in a few days, loaded to their utmost capacity. Other vessels are to follow as the wants for the coals arise.

Journal of Railroad Law.

RAILROAD COMPANIES—A TRAVELER ON A CROSSING MUST USE HIS EYES AND EARS.

The facts in the recent case of Davis and others *vs.* The New York Central and Hudson River Railroad Company, (47 N. Y., 400,) are fully and clearly stated in the following opinion by—

GROVER, J.—To entitle the plaintiffs to go to the jury, the evidence must have been such as to make the questions, whether the injury received by their testator was the result of the negligence of the defendant, and whether he was free from any negligence contributing thereto, proper for their determination. No question is made by the counsel for the appellant, but that the first was such. The point made relates to the second. Upon this the difference between the counsel is not as to the law respecting the degree of care incumbent upon the testator to protect himself from injury in crossing the defendant's track, but in its application to the testimony, given in the case. The law required of the testator the exercise of such a degree of care as prudent persons knowing the danger to be encountered and attentive to their safety, would take to shield themselves from injury therefrom; it is settled that this requires a vigilant use of the eyes in looking, and of the ears in listening, upon approaching a highway crossing to ascertain whether there is a train approaching and that if by the vigilant use of these faculties while approaching the crossing, the vicinity of such a train may be discovered by the traveler in time to avoid a collision therewith, the omission so to exercise them, and thus avoid an injury is such negligence as will bar a recovery therefor, although the railroad company may have been guilty of negligence contributing thereto. It is likewise settled that, if the evidence is such that it would be the duty of the court to set aside a verdict finding the traveler free from negligence as against evidence, it is error to deny a motion for non-suit. The present case requires a further remark. The law requires of the traveler the exercise of this care while approaching the crossing. It does not require him to stop for the purpose of listening. If with a team it does not require that he should get out of the vehicle in which he is riding, leave his team, and go to the track for the purpose of looking, or to rise up in his vehicle and go upon the track in a standing position, to enable him to obtain a better view of the track. This would be requiring extraordinary care, such as is rarely, if ever, exercised by the most prudent. In applying the law to the present case the inquiry is whether a verdict finding that the testator could not by this use of his eyes and ears while approaching the crossing, have discovered the train, by a collision with which he was killed, in time to have avoided it, should have been set aside by the Court as against the evidence. If it should the nonsuit was right, and the order of the General Term setting it aside should be reversed: but, if not, the order of that court was right, and should be affirmed. An examination of the case shows that the testator approached the crossing upon a road crossing the track at an angle of forty-five degrees, with a slight wind blowing from him toward the approaching cars; that the train approached the crossing from the east, running through a cut. The testimony shows that these and some other circumstances prevented the hearing of the noise made by the train, and rendered it highly probable that the testator, if attentive and listening for the sound, could not have heard it while riding in his wagon, which he was driving upon a slow trot or walk until he got upon or so near the track as to prevent him from extricating himself from the danger. Against this there was nothing in conflict except the fact that the noise made by a train while running at the rate of speed of the one in question, can usually be heard a considerable distance. The injury occurred in August. The plaintiff introduced witnesses who testified that at this time the view of the track, upon which the train was approaching the crossing, was obscured from the road upon which the plaintiff's testator was approaching, by corn growing upon the land adjacent to the road. The foliage in an orchard, rank weeds upon the banks of the land of the defendant, in addition to the fences, the cutting for the track, and the hilly surface in the vicinity of the crossing; and that, in fact, a train could not be seen by one approaching the crossing as the testator did, until his horses were nearly upon the track. In answer to this, the defendant proved, by a large number of witnesses, that in February they went there and examined for the purpose of determining how far a train could be seen by a person approaching the crossing sitting in a wagon; and that when the person so sitting was about thirty feet from the crossing, he could see the train eight or nine rods from the crossing, and that the distance at which it could so be seen, rapidly increased upon going nearer to the railroad track. At this time there was no growing corn, foliage or weeds growing there to obscure the view; consequently, this testimony did not establish that a train could be so seen in August, while such obstruction to the view existed. It did not show that in August the testator could, by looking have seen the train in time to have avoided the collision. It could not, therefore, be held as a question of law that his failure sooner to discover the train was the result of his inattention to the danger of his situation, or of his failure to use his senses to guard ugainst it. These questions upon the evidence should have been submitted to the jury. There was no pretence of any negligence of the testator after his discovery of the train. It was so near, and running at each speed, that the collision occurred almost immediately thereafter.

The order of the General Term directing a new trial must be affirmed, and judgment given for the plaintiff upon the stipulation.

Judgment affirmed.

☞ The financial condition of the State of West Virginia on the 1st of October, 1872, was as follows: Balance in the treasury, October 1, 1871, $128,677 77; received during the fiscal year ending September 30, 1872, $741,556 16; total, $870,233 93; expenses during the fiscal year, $586,781 90; balance in treasury, October 1, 1872, $283,452 03; amount due school fund and general school fund, October 1, 1871, $273,180 66; leaving in the State treasury, October 1, 1872, $10,271 37.

☞ Another branch of the Wellington, Grey & Bruce Railway is talked of to run from Clifford to Durham.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$1,081,079	$888,547
" cotton...	934,569	665,611
" silk	1,608,326	826,398
" flax	1,055,808	636,180
Miscellaneous dry goods..	831,082	544,804
Total entered for consump.	$5,510,864	$3,561,540

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$754,765	$1,063,072
" cotton ...	282,223	322,539
" silk.....	454,962	468,216
" flax	389,737	449,825
Miscellaneous dry goods..	122,421	116,863
Total withdrawn from warehouse	$1,904,108	$2,420,515
Add entered for consump.	5,510,864	3,561,540
Tot. thrown on the market.	$7,414,972	$5,982,055

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$925,320	$780,684
" cotton ...	422,156	311,781
" silk.....	484,614	381,441
" flax	497,938	526,979
Miscellaneous dry goods..	136,617	87,468
Total entered for wareh'g..	$2,466,645	$2,088,353
Add entered for consump.	5,510,864	3,561,540
Total entered at the port.	$7,977,509	$5,649,893

The imports of foreign dry goods at New York for eleven months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$26,239,664	$21,919,533
" cotton.	18,764,317	18,677,084
" silk ...	27,255,291	23,486,285
" flax ...	11,698,812	11,486,485
Miscellaneous dry goods	9,888,082	8,065,633
Total entered for cons'p.	$93,846,166	$84,175,020

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$11,881,068	$18,867,799
" cotton..	4,848,152	7,970,148
" silk	7,010,797	9,458,576
" flax	4,834,121	5,844,299
Miscellaneous dry goods.	1,419,283	1,933,406
Total withdrawn from warehouse	$29,993,421	$43,574,228
Add entered for consump.	93,846,166	84,175,020
Total thrown on the market....	$123,839,587	$127,749,248

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$13,007,336	$19,160,048
" cotton..	5,586,012	8,468,460
" silk	7,740,661	10,435,971
" flax	4,569,478	6,667,250
Miscellaneous dry goods.	1,711,535	2,348,407
Total entered warehouse.	$32,615,022	$47,080,156
Add entered for consump.	93,846,166	84,175,020
Total entered at the port.	$126,461,188	$131,255,176

☞ The Menominee extension of the Chicago and Northwestern Railway, supplying the link necessary to form a direct all-rail line between Chicago and Lake Superior, was completed on the 2d inst. The extensions and new lines projected and already completed this year add 400 miles to the Northwestern, giving it a total of about 2,000 miles of road.

The Railways of the Globe.

According to Dr. Sturmer's *History of Railways*, lately published, the total length of railways open for traffic at the end of 1871 was 233,988 kilometres, or, reckoning the kilometre at ⅝ English mile, 146,243 English miles—a length which would go round the equator nearly six times. Of this total, 111,909 kilometres (69,943 miles) belong to Europe; 109,961 kilometres (68,716 miles) to America; 8,533 kilometres (5,333 miles) to Asia; 1,812 kilometres (1,333 miles) to Australia; and 1,733 kilometres (1, 083 miles) to Africa. In Europe the length of railway is divided as follows:—Great Britain possesses the greatest number of miles, 15,427; next comes the German Empire, with 13,113 miles. The other European countries follow in this order:—France, 11,041 miles; Russia, 8,719; Austria, 7,437; Italy, 3,986; Spain and Portugal, 3,818; Belgium, 1,901; Sweden and Norway, 1,411; Holland, 1,010; Switzerland, 910; Turkey and Greece, 664; and Denmark, 548 miles.

☞ The Annapolis correspondent of the Baltimore *Sun* says that the Treasury Department and the Governor have accepted bids and sold a sufficient amount of the new loan, known as "The Maryland State Loan," (all of which was disposed of above par,) to redeem all of the overdue currency bonds of 1865 and 1870. The controller has given public notice that this class of overdue stock is now redeemable at the treasurer's office, Annapolis, Md., and that the interest thereon will cease after the first day of January, 1873. This concludes, for the present, and, probably for some time, any transactions in "The Maryland State Loan," which loan is soley designed to take the place of the overdue stock and bonds of the State now outstanding, and is not a loan to increase the indebtedness of the State.

☞ At the annual meeting of the New York City Rapid Transit Company, held at the office, No. 25 West Fourth street, the following were elected directors for the ensuing year: Cornelius Vanderbilt, Augustus Schell, Horace F. Clark, William H. Vanderbilt, James H. Banker, Harvey Allen, William Butler Duncan, Edwin D. Worcester, Nicholas B. La Bau, William K. Thorn, Joseph Harker, Allan Campbell and Francis P. Freeman. At a subsequent meeting of the directors, Cornelius Vanderbilt was elected president and Edwin D. Worcester secretary.

☞ The Columbus (Ga.) *Sun* hears that the Bainbridge, Cuthbert, and Columbus railroad will soon be sold, and it is intimated the North and South road will be the purchaser and complete it. This it can do with the State aid and the liberal charter granted. At the late session of the Superior Court of Decatur county, a decree was taken by consent, settling the rights of parties in the case of creditors against the road.

☞ The Chicago and Northwestern Railroad Company have declared a dividend of 3½ per cent. cash on both common and preferred stock, payable December 28.

☞ The New York, New Haven and Hartford Railroad Company have declared a dividend of $5 per share payable Jan. 2.

Illinois Central Railroad.

The statement of this Company for the month of November, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	6,100.79 for	$38,844 23
Acres Inter't Fund Lands Sold	998.80 for	5,154 00
Acres Free Lands Sold	593.87 for	3,769 35
Total sales during the m'th of November, 1872	7,693.46 for	$47,767 58
To which add Town Lot Sales	for	
Total of all	7,693.46 for	$47,767 58
Cash collected in November, 1872		$62,587 93

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$378,368 00	$71.277 00	$449.645 00
Passengers	108,410 55	37.576 40	145.986 95
Mails	6,375 00	3,059 33	9,434 33
Other sources	73,625 00	2,640 67	76,265 67
Tot'l Nov.'72.	$566,778 55	$114,553 40	$681,331 95
Total actual earn'gs, Nov., 1871	$631,199 35	$124,236 65	$755,436 00

Nashville and Decatur Railroad.

At the recent annual meeting of the stockholders of this company, it was shown that the total earnings of the road for the year had been $349,640 08, and the total expenses $227,339 64; net earnings $122,300 44. When the Louisville and Nashville road took possession, September 23, they receipted for material and supplies, in cash, $45,479 34; rolling stock, machinery and movable property, $190,844 23. President Sloss stated that when the amount due the road from the Government was paid, and the $2,450,000 assumed by the Louisville and Nashville Company, that the greater amount, if not all, the debts of the road would be settled. He thought its affairs could be adjusted and settled nearly, if not wholly, within the next year. J. W. Sloss was unanimously re-elected President, and G. W. Seay, Secretary and Treasurer.

☞ The Kansas and Colorado Railroad Company was recently organized with a capital stock of $1,000,000. The incorporators are: Thos. Nickerson, Joseph Nickerson, Isaac T. Burr, F. H. Peabody, Alden Speare, C. W. Pierce, C. K. Halliday, D. L. Lakin, and Thomas J. Peter. The articles of incorporation assert the object of the company to be, to build a railroad connecting with the A. & T. R. R., at the east line of the Territory, and running up the valley of the Arkansas by the most feasible route to Pueblo, and thence up the valley to the mouth of the South Arkansas.

☞ The annual meeting of the stockholders of the Chesapeake and Ohio Railroad company was held in Richmond, Va., on the 5th inst. The report shows that the remainder of the $15,000,000 mortgage bonds have been sold, the proceeds of which have been applied to the construction of the road, which is nearly completed. The receipts of the road for the year ending September 30, 1872, from Richmond to the White Sulphur Springs amount to $777,632 70, and the expenes $488,687 84, leaving the net earnings $288,945 86.

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THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

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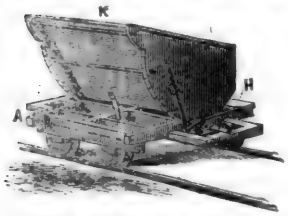
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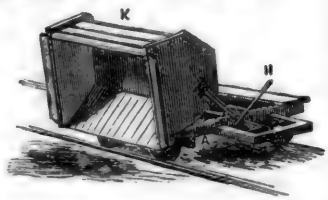


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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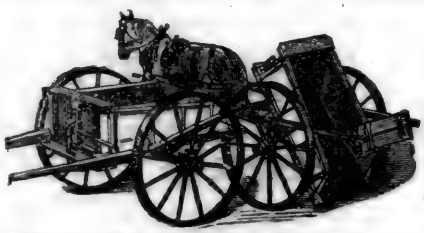
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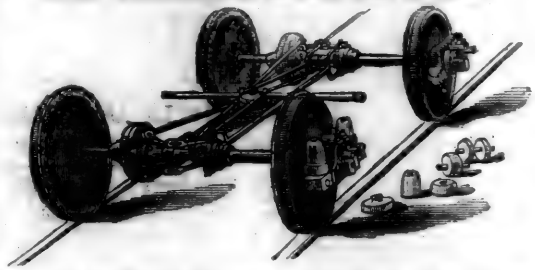
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ESTABLISHED IN 1852.

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This old established firm continue to build all kinds of Freight Cars to order.

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having received their special attention they are prepared to receive orders and to deliver promptly.

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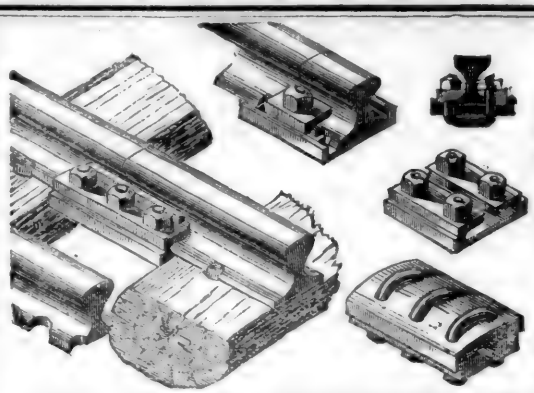
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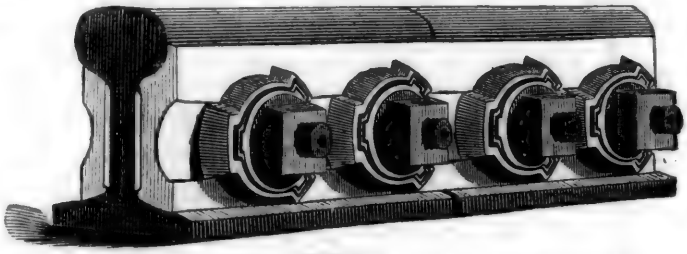
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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MADE BY

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IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

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Cast Steel Tyres, Axles, &c.

AGENTS FOR

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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, December 21, 1872.

The Decision in the Virginia Funding Bill.

As heretofore stated, the Court of Appeals of the State of Virginia, at its recent term at Wytheville, decided the act known as the funding bill to be constitutional, and the State bound by its obligations. The court took the position that it was a fair and equitable executed contract, by which the State of Virginia had offered and the creditors of the State had accepted certain bonds in lieu of bonds held by them, on condition that one-third of the original amount of said bonds be remitted for a final settlement with West Virginia, with the additional provision that the interest coupons of the new bonds should be receivable for taxes. The case came up on the last mentioned provision, and was decided in the lower court adverse to the State, upon which the attorney general took an appeal. The Richmond *Dispatch* says:

Judge Bouldin delivered the opinion in the case, and Judge Christian and Anderson concurred in it. Judge Staples dissented. Judge Moncure, who considered himself excluded from sitting in the case by reason of his owning some of the bonds issued under the funding bill, declared that he would have concurred with the majority if he had set in the case. The *Dispatch* adds.

Judge Bouldin compresses the case into a nutshell in its statement and illustration. He says: "A large portion of the creditors accepted the terms proposed, surrendered their old bonds to be cancelled and received the new bonds and certificates issued as aforesaid under the funding act; and the question is whether the undertaking set forth in the coupons issued under the act, that they should be 'receivable at and after maturity for all taxes, debts, dues and demands due the State,' is a valid legislative contract upon sufficient consideration.

Were it a transaction between individuals, the mere statement of the case would suggest the answer. To illustrate: A and B owe to C a joint debt, but in equal proportions as between themselves. B leaves the country, and the condition of A and the circumstances of the case make it reasonable, in A's judgment, that he should propose a separate adjustment of the amount due from him as between himself and B, and, as a part of the argument, proposes, as agent, to collect B's portion of the debt. C accepts the proposition—takes A's individual note for his part of the debt, with extended credit—takes his undertaking, in writing, to collect, if practicable, B's part, and surrenders to A, for cancellation, the joint note of A and B. Is there an intelligent judicial tribunal on earth that would tolerate the defense by A that his separate note was without consideration? We think not.

The effect of this decision is that the act passed by the Virginia Legislature, in March, 1872, repealing the funding act, is unconstitutional.

New Style of Testing Machine.

A new machine for testing the strength of metals, manufactured by Riehle Brothers, of the Philadelphia Scale Works, has been exhibited during the last few days to a number of scientific and practical mechanics and engineers. Some years ago the United States Government made experiments which have served as the base for estimates of the strength that an iron beam may be expected to possess. It was found that an iron beam of a uniform thickness of one inch fixed horizontally, with one end only supported, would break at a weight of from 507 to 980 pounds for American iron, and from 472 to 770 for English iron, the weight being applied one foot from the supported end. If both ends of the beam are supported, it will bear six times the weight that can placed upon it with only one end fixed, and the strength of beams is in direct ratio with their width, in inverse ratio with their length and in the ratio of the square of their depths. From the experiments thus made with perfect iron, the strength of materials was formulated; but practical experience showed that large forgings and castings were subject to blow-holes and honey combs, which the most vigilant inspection would fail to discover—and these defects would lead to breakage at points of strain where theory said that the metal should bear the given pressure. The matter became of so much importance in view of the large number of iron girders used in modern buildings, that, in New York, a law was passed requiring an actual test of beams, girders, &c. The machine exhibited by Riehle Brothers is designed for testing practically the tensile strength of bridge bolts, wire and hemp rope, chains, &c., in any lengths, besides boiler plate and other materials, and also to test specimens of any substance by compression. It can be so arranged as to test the resistance of iron and stone columns by crushing, girders by transverse strain and any material by any strain, including torsion. The parts of this ingenious contrivance are so arranged that the weighing levers are at one end, and the power, which consists of a hydraulic pump and jack that run upon wheels along a horizontal track, is at the other end. The strain is applied by the pump and jack which are used to take up the slack, and not to determine the amount of tension, as in most other machines of this kind. The tension is found by means of the weights which are placed on the disk suspended from the beam, and an ordinary one-pound weight will apply a strain of 1000. Accurate results can be obtained from seventy-five pounds to seventy-five tons. The machine is in equipoise before the specimen is in place, and is so nicely adjusted that when a strain of fifty or seventy-five tons is being made, a half-ounce weight will instantly turn the beam and break the specimen if the necessary strain has been reached. The machine now on exhibition is capable of almost indefinite extension, and will be made ninety feet long. It is intended for E. B. Wood, Esq., of Detroit, Michigan. About twenty machines have thus far been manufactured, (one for the United States Government), and they have been sent to Cleveland, Cincinnati, Canada, and other places.—*Phila. Ledger, Dec.* 14.

☞ The contractors of the Grand Rapids and Indiana Railroad expect to lay some eight miles more of track this winter beyond the present terminus at the North Boardman River. This will complete the road to Rapid River, 143 miles north of Grand Rapids. The iron is now laid for 10 miles north of Fyfe Lake, the late terminus. The track on the Traverse City Branch is all laid, and trains will soon be running.

☞ A critical examination of the Suspension Bridge at Niagara was recently made, and the cables and anchorage were found to be perfectly sound, although twenty years have elapsed since they were put in position.

Boston and Maine Railroad.

The following is a comparative statement of the earnings and expenses of this road for the sixteen months ending September 30, 1871, and for the twelve months ending September 30, 1872:

	Sixteen months, 1870-'71.	Twelve months, 1871-'72.
Earnings:		
From passengers	$1,562,613 41	$1,092,600 49
" freight	1,031,497 76	813,204 26
" rents	41,577 23	43,423 35
" mails	19,410 00	14,525 83
" interest	26,940 81	41,470 36
" expresses	39,456 56	40,917 90
	$2,721,495 77	$2,046,142 19
Expenses, viz:		
Repairs of road	$243,984 78	199,019 83
" bridges	73,548 35	47,277 92
" fences, etc	22,111 80	15,793 15
" stations, etc.	150,813 06	99,345 87
" locomotives	109,373 77	79,747 03
" cars	174,136 69	136,775 77
Removing ice & snow	955 78	990 11
Switch, gatemen, etc	73,435 56	60,938 31
Passenger expenses	216,280 79	195,721 87
Freight expenses	174,339 86	165,679 80
Wood	78,385 34	60,988 34
Water	7 862 20	8,461 77
Oil and waste	26,377 80	21,031 49
Gratuities & damages	21,206 05	21,641 86
General expenses	47,163 34	39,924 19
Taxes	99,092 15	81,525 04
Insurance	11,236 94	8,027 14
Danvers R. R. rent	10,000 00	7,500 00
Coal for locomotives	158,893 14	146,315 58
Renewals of rails	159,950 66	137,324 77
Interest paid	25,916 08	
Telegraph	3,087 83	4,793 27
	$1,888,151 97	$1,538,823 11
Earnings less exp	$833,343 80	$507,319 08
Deduct tax on dividends and surplus	15,752 28	3,202 89
Net revenue	$817,591 52	$504,116 19
Add balance September 30, 1871		1,012,570 29
Total		$1,516,686 48
Deduct two dividends of five per cent. each		500,000 00
Balance September 30, 1872		$1,016,686 48

The above balance of $1,016,686 48, is invested as follows: in Newburyport Railroad bonds, $303,768; in Danvers Railroad bonds (guaranteed by this corporation) $73,000; in the Danvers Railroad contract and stock, $27,430; in the Dover and Winnipiseogee Railroad stock, $263,144 48—and the remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is therefore only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The president in his report says:

Our last Annual Report embraced the doings, receipts, and expenditures of the road for the term of sixteen months, viz., from May 31, 1870, to September 30, 1871, at which last named time our financial year was made to close to correspond with the time for making the return required by the recent act of the legislature of Massachusetts. Any comparison made between this year and the year preceding should be made with the twelve months prior to September 30, 1871.

The gross earnings of the year, ending September, 30, 1872, were $2,046,142 19; and the expenses for the same time were $1,542,026. The gross earnings of the twelve months ending September 30, 1871, were $1,994,689 23; and the expenses for the same time were $1,420,572 29—showing an increase in the receipts of the present year over the previous year of $51,452,96; and in the expenses of $121,453 71. The net income of this year is $504,116 19; the net income of the twelve months ending September 30, 1871, was $574,116 94—showing a decrease of net income of this year over the twelve months ending September 30, 1871, of $70,000 75.

This result is accounted for by the very large advance in the price of everything that enters into the proper and successful management of a first-class road, the large amount of work and heavy outlay for renewals of both iron and ties, the substitution to a considerable extent of steel for iron rails, and other necessary and heavy expenditures which may not have been as equally distributed over the past as they should have been.

On the seventeenth day of February, 1871, an act authorizing the extension of this road to Portland, in the, State of Maine, was approved by the governor of that State. On the sixteenth day of March, 1871, the act authorizing such extension was accepted by the stockholders at a meeting called for that purpose, and on the first day of April, then next, an engineering party was put into the field; surveys having been carefully made, and the line adopted during the summer, contracts were entered into during the months of October, November, and December for the graduation and masonry, and the work was commenced at various points on the line soon after October 1st, 1871. A most severe winter ensued, greatly impeding the prosecution of the work. The frosts of the winter, extending well into the spring; the excessive heat and extensive rain fall of the past summer, have rendered the prosecution of the work much more difficult, and have greatly extended the time of its completion. We have, however, notwithstanding these unexpected detentions, nearly completed our road to the temporary depot at the Walker House in the city of Portland. The balance of the work, extending from the Walker House to Maple Street, the point designed for the location of a permanent depot, being very heavy earth and rock cutting, will require some months yet to complete. The work on the whole line has been urged forward with all possible energy. Divided as it was into some thirty different sections, and contracted for by some fifteen different contractors, it would be strange, indeed, did we not find some among this large number who were not up to time. Such in fact was the case, and we were obliged to terminate their contracts, which was done with their consent, and others more energetic were put in their places.

The work done is believed to be of the most substantial character. The masonry, first-class in almost every particular, was (owing to great competition at the time of awarding our contracts) secured at but little above prices for second-class work, and must on inspection commend itself to every stockholder.

Eighteen iron bridges of the most improved pattern have been erected over rivers and highways, which have added considerably to the expense of your extension; but it is the first cost, and the first only, that we are to look at in this expenditure. A good iron bridge once constructed, is constructed for a long time, requiring neither repairs or renewals like other bridges, either from decay, loss, or damage by fire. The whole roadbed has been laid with the best iron rail that could be obtained, weighing sixty pounds to the yard, and most thoroughly ballasted, under the immediate supervision of our experienced roadmaster, Mr. Edward A. Smith. It is confidently believed that when this new addition to your road is fully completed, you will have a piece of road as good in every particular as any other of equal length in New England. The expense of the work will exceed the estimates originally made. It is believed, however, that $3,000,000 will cover all expenses, $2,000,000 of which amount will be charged to capital stock, and the balance will be a debt on your road.

Our land damages, which the people on the line of the route, at the time of making our preliminary survey, would have us believe were of no consequence, have proved in many cases excessive. The entrance into the city of Portland has been very expensive, and necessarily so, from the natural formation of the city itself. The western approach is blockaded by an extremely high bluff, made up of clay and solid rock; to penetrate through such a barrier has required much time and expense. By the laws of the State of Maine, we are required to purchase every dwelling-house before a road can be located through it. This compelled you to purchase a much larger amount of real estate, not only in the city of Portland, but also in the cities of Saco and Biddeford, than we should have felt the necessity of doing, had we possessed the same right in the State of Maine to condemn real estate for railroad uses, that we have under the laws of Massachusetts. This extra real estate is not all loss, as the location of your road has always enhanced the value thereof. We can, it is believed, dispose of so much as we do not want for railroad purposes, at a good advance on the prices paid.

On the thirteenth day of December, 1871, at a meeting of the stockholders, it was voted to increase the capital stock of the corporation two millions of dollars, making twenty thousand additional shares. Of this number nineteen thousand seven hundred and ten shares have been taken by the stockholders, leaving two hundred and ninety shares not subscribed for, which are at the disposal of your directors. At the close of business on the thirtieth day of September last, there had been expended, on account of the extension in Maine, two millions one hundred forty thousand twenty nine dollars and forty-eight cents, as follows:—

Graduation and masonry	$850,958 32
Land	661,684 37
Engineering and other expenses	58,829 71
Superstructure, including iron	373,929 24
Bridges	185,417 49
Stations and buildings	4,718 04
Fences	4,497 81
	$2,140,029 48

With the ever-increasing business of the country, we have every reason to be believe that this extension, which has secured to this corporation an independent route from Boston to Portland, is not only wise, but necessary for the preservation of your property. The managers of this corporation would have been derelict in their duty had they not urged forward the work with all possible despatch. Your directors are confident that you will so decide when you are informed that the business of the past year, from east of South Berwick Junction, has fallen off but little from the year previous, notwithstanding every means has been resorted to by our jealous neighbor, both in and out of the courts, to prevent and impede the progress of work on your extension, as well as to divert business from your line of road. For the business done over the Portland, Saco and Portsmouth Railroad, and coming on to your road we paid the Portland, Saco and Portsmouth Railroad, for the months of June and July last, more than twenty-five thousand dollars per month; or at the rate of three hundred thousand dollars per annum—equal to a dividend of ten per cent. on an expenditure of three millions of dollars. Your directors confidently believe that this amount of business will not be diminished, when your road is completed and running, but that it must be considerably increased.

The business on our main line during the year past has, it is believed, been done with promptness, and to the satisfaction of the patrons of your road. The year has been a laborious one for the managers of your property, requiring constant watchfulness and vigilance, not only to protect and preserve the interest of the stockholders, but also the interests of the public in providing increased facilities of transportation for both passengers and merchandise. By unremitting attention in this respect, increasing and improving the equipment of the road and the station-houses, by a re-

duction of season tickets within twelve miles of Boston, ranging from twenty to twenty-five per per cent. less than heretofore, we have, it is believed, considerably increased our source of income.

While it is the aim of your directors to make every concession that is just and proper to connecting roads, to secure to you the through freight and passenger business, which at equitable and just rates contribute so valuable a source of income, yet they have refrained from making contracts for this class of business for a term of years at rates that have not seemed adequate to ensure a reasonable compensation for the service rendered. They prefer to build up and foster the local business of your road, which is now large and constantly increasing, rather than to increase the gross receipts at the expense of the net income.

The passenger and freight business of last year as compared with that of the year previous stands as follows:—

	1871.	1872.
Passengers carried.....	3,873,587	4,135,469
Passengers carried one mile.	55,655,987	57,247,475
Tons of freight carried	486,444	520,722
Tons of freight carried one mile.....	18,562,370	20,769,207

Showing a gain of 261,882 passengers, and for one mile, 1,591,488, and in freight a gain of 34,278 tons, and for one mile, of 2,206,837 tons.

The business of your road for several years past has been mainly a local business, and has increased far beyond all expectation. The whole business of the road for the year 1862, was $732,427 64, and for the year 1872, $2,046,142 19, an increase of nearly two hundred per cent. With such an increase in the past, and the prospect of the future so good, we can but congratulate you upon the future value of your investments.

On the seventeeth day of June last, passenger trains commenced running on our now location between North Andover and Bradford, our double track having been so far completed as to enable us to use the same from Haverhill bridge to Boston, a distance of thirty-three miles. The whole expenditure for this much-needed improvement to the present time amounts to $192,097 69. The company now own 63 locomotives, the most of which are in good order. Of this number, fifty burn coal and thirteen wood. During year eight first-class passenger and four first-class freight engines have been added to the equipment. Two more first-class passenger engines are contracted for, and will be delivered before January 1, 1873.

We have 102 passenger cars, 85 of which are constructed with the Monitor top, 28 baggage, 1222 merchandise, and 221 gravel, hand and other cars. During the year there have been added to the equipment sixteen new passengers cars, two express cars, two milk cars, besides one hundred and sixty-seven freight cars. During the same time we have laid twenty miles of steel rails. It is gratifying to be able to state that the steel rails heretofore laid down have as yet shown little or no signs of wear. The shop accommodations at Lawrence have been increased by an addition of one hundred feet to the main building, and seventy feet to the paint shop. We have also built a new car-house at Lawrence, three hundred and forty eight feet long; have built new passenger houses at Plaistow and Groveland, and finished our new and much needed passenger house at South Lawrence, which was opened to the public on the third day of June last.

The usual attention has been paid to the maintenance of way and track. The superstructure is believed to be in good condition. A new iron bridge has been placed under the track across the canal at North Lawrence. The track timbers on the easterly side of Mystic River bridge have been wholly relaid with new timber; new turn-tables have been constructed at the engine house on the Island, and on our grounds at Somerville. Large additions are now being made to our bridge across Charles River, which, when completed, will add to our freight grounds about one and three-quarters acres. The steamer "Chocorua" (in the ownership of which this corporation was interested), having become unfit for use, was disposed of by the parties in interest, and a new and elegant steamer, the "Mt. Washington," has been constructed to take its place. It is a first-class boat in every particular, and it is confidently believed that it will prove a source of considerable revenue to this corporation.

At the last session of the Massachusetts legislature, an act was passed authorizing the Eastern Railroad Company to locate upon a portion of our freight premises in Boston. The passage of the act was procured against the unanimous report of the railway committee, who had given the subject a long and candid examination. The loss of this land would compel us to discontinue a portion of our freight business in Boston. Being advised by eminent counsel that no lawful right existed to dispossess this corporation of the tract of land described in said act, and that this company might maintain its possession and use of the same, your directors have continued to hold possession of the same. The question of title has been carried to the Courts, with a prospect of an early decision.

For many years the subject of obtaining communication with deep water, has agitated not only the directors, but also the stockholders of this corporation. Up to the beginning of the present year, no project for obtaining this desirable object appeared expedient, without subjecting the corporation to an expense altogether unwarrantable. Early in March last, your directors were led to believe that the wants of this road in this respect could be supplied on our own line of road on the Mystic River. The necessary investigations having been made by a committee of the directors, a competent engineer was employed to make a survey and plan of the premises, showing the amount of marsh and flats, the depth of water, and the water front, together with an estimate of the expense of utilizing the same. His report having been made, and the project having appeared to your directors as highly feasible, negotiations were immediately commenced with the owners of this property, for the purchase of the same. In August last, the purchase was fully consummated, whereby this corporation became the owner of eighty acres of marsh and flats on its line of road, within two miles of the city of Boston, for the sum of eighty-five thousand dollars. When improved by the construction of wharves, as it all will be in time, your directors cannot but believe that the wants of this corporation in this respect will be well supplied for many years to come, and that at a moderate expense. In this connection we are pleased to be able to inform you that since the commencement of our negotiations for the purchase of the property on the Mystic River, an act incorporating the Union Freight Railroad Company has been passed by the legislature of Massachusetts.

This authorizes the corporators named therein to locate, construct, maintain, and operate a railroad between the terminal points of the several steam railroads entering the city of Boston, and such wharves in the city as the owners thereof may desire. This great and important enterprise has been completed, and on the twenty-ninth day of October last, was opened to the public. To your own road belongs the honor of sending the first train with steam power around the water front of the city, and to the enterprise of Boston are we indebted for this additional means of communication with deep water.

On the seventeenth days of August last, the bill in equity of Currier *et als.* against the Concord Railroad and the Manchester and Lawrence Railroad, which has been pending for several years in the Supreme Judicial Court in the State of New Hampshire, was decided in favor of the plaintiffs thus settling the question that these two corporations cannot longer, in violation of the laws of the State, be managed and run as consolidated lines. This corporation had a deep interest in the result of this case, as under the consolidated management for the past seven years, all through passenger and freight business to Boston, from the north, have been diverted from our line of road. It is hoped that hereafter we may obtain such share of this business as rightfully belongs to us.

The accounts of the Treasurer for the past year have been examined by Mr. A. R. Turner, the auditor of the corporation, and found correct.

In closing this Annual Report, your directors would gratefully acknowledge the deep interest, faithfulness, and zeal manifested during the past year by each and all the officers and employee in the many and various departments.

CONDENSED BALANCE SHEET, SEPT. 30, 1872.

Construction.....		$6,862,607 27
Equipment—locomotives and cars..		1,101,303 21
Shop stock, iron rails, ties fuel, etc.		366,305 37
Assets, viz:		
Cash	$56,652 67	
Freight bills, etc.....	92,139 31	
Land and improvements D. and W. R. R..... ..	23,928 11	
Notes receivable.....	844 64	
Steamer Mt. Washington	63,821 10	
Danvers Railroad bonds.	73,000 00	
Danvers R. R. account...	27,430 00	
Newburyport Railroad, as per agreement.....	303,768 00	
Great Falls and Conway Railroad bonds..	20,000 00	
Insurance scrip	640 00	
Dover and Winnipiseogee Railroad stock..... ...	263,144 48	
Sundry accounts..... ...	9,797 95	
		935,166 26
		$9,175,382 11
Capital stock.....		$4,921,274 52
Liabilities, viz:		
Payments on account of new capital stock	$1,595,560 00	
Notes payable	787,509 08	
Uncalled for wages...	3,139 07	
Uncalled for dividends	7,825 00	
Danvers Railroad rent.	1,750 00	
Cash receipts from Sept. 30, to Oct. 11, on account of freight bills, etc.....	82,335 41	
Sundry accounts.....	76,900 25	
Deposit on account of Newburyport Railroad bonds.....	480 00	
Amount payable on account of Newburyport Railroad bonds	1,490 00	
		2,857,288 81
Dividend payable Nov. 15, 1872 ...		250,000 00
Suspense account.....		130,132 80
General reserve account, being undivided earnings to date.....		1,016,686 48
		$9,175,382 11

President.—NATHANIEL C. WHITE.

Directors.—Nathaniel G. White, Lawrence; E. J. M. Hale, Haverhill; George C. Lord, Boston; Amos Paul, So. Newmarket, N. H; John E. Bickford, Dover, N. H.; Cyrus Wakefield, Wakefield; Nathaniel J. Bradlee, Boston.

Treasurer.—A. BLANCHARD.

Superintendent.—WILLIAM MERRITT.

☞ At the regular monthly meeting of the board of directors of the Baltimore and Ohio Railroad Company, on the 11th inst., Mr. John W. Garrett was re-elected president for the ensuing year. Mr. G. received, as for many years past, the unanimous vote of the directors representing the individual stockholders, the city of Baltimore and the State of Maryland. Mr. Garrett thus enters upon the fifteenth consecu pres.i-dent of the Baltimore and pany.

The Coal Trade.

Most of the coal-carrying companies with the beginning of the current month entered upon a new year's business. The Reading Railroad reports a tonnage for the week ending on the 7th instant of 99,678 tons, against 94,575 tons to same time last year. The total tonnage for the week on the Schuylkill Canal, 6,396 tons, against 5,080 tons in corresponding week last year—increase 1,315 tons. The Lehigh Valley Railroad reports a tonnage for the week of 62,448 tons, against 84,628 tons in corresponding time last year. The Delaware, Lackawanna and Western (calendar year) reports a tonnage for the week of 50,916 tons, and for the year of 2,687,023 tons, against 1,740,993 to corresponding time last year, an increase of 946,029 tons. The Shamokin tonnage for the week was 5,419 tons, against 7,912 for corresponding week last year, a decrease of 2,492 tons. The Central Railway of New Jersey (calendar year) reports for the week 29,153 tons, and for the year 2,455,215 tons, against 2,039,460 to corresponding time last year. Included in the above was sent by the Lehigh Navigation 746 tons for the week and for the year 767,094 tons, against 740,733 to same time last year, an increase of 26,360 tons. The Pennsylvania Coal Company (calendar year) reports for the week 23,872 tons, and for the year 1,158,915 tons, against 744,961 in same time last year, an increase of 413,954 tons. The Delaware and Hudson (calendar year) reports for the week 25,030 tons, and for the year 2,683,860 tons, against 1,750,462 tons in corresponding time last year, an increase of 933,398 tons. The Huntingdon and Broad Top Railroad carried during the week 7,747 tons, and for the calendar year 292,704 tons, against 303,843 tons in same time last year, a decrease of 11,139 tons. The Pennsylvania and New York Railroad reports an anthracite tonnage for the week of 11,344 tons, and of bituminous 4,564 tons, being a total of 15,909 tons, against 15,561 tons last year, an increase of 348 tons. The total anthracite tonnage for the week from all points, was 139,851 tons, and the total bituminous tonnage for the week 46,057 tons, giving a total of both kinds of 185,908 tons. —*Phila. Ledger.*

Indebtedness of Southern Railroads.

Under executive orders of August 8 and October 14, 1865, and orders of the Quartermaster-General, a large amount of rolling stock and materials belonging to the government, that had been used in the South during the war, was sold to southern railroad companies on credit. The original total value of the property sold and the interest and expenses thereon to June 30, 1872, amounted to $6,987,355 47. The total payments to June 30, 1872, were $2,252,913 04, leaving an unpaid balance of $4,734,442 43. The unpaid balance at the same time last year was $4,724,350 53, which comparison shows an increase of the indebtedness during the year of $10,091 90. Payments were made during the year amounting to $138,182 75, and interest has accrued to the amount of $148,224 65. The Memphis and Ohio and Washington, Alexandria and Georgetown Railroad companies discharged their entire indebtedness to the government during the year, paying the sum of $12,415 57. The Quartermaster-General in his annual report says:

Eight companies, the Alexandria, Loudoun and Hampshire, the East Tennessee and Virginia, the Knoxville and Kentucky, the Mississippi and Tennessee, the Nashville and Chattanooga, the New Orleans and Ohio, the Pacific Railroad of Missouri and the Selma, Rome and Dalton, reduced their indebtedness $61,787 44. Three companies also paid on account of interest $23,104 35, making their total payments during the year $84,891 71

The indebtedness of ten companies, the Alabama and Chattanooga, the East Tennessee and Georgia, the Edgefield and Kentucky, the McMinnville and Manchester, the Mississippi, Gainesville and Tuscaloosa, the Mobile and Ohio, the Memphis, Clarksville and Louisville, the Memphis and Little Rock, the Nashville and Northwestern, and the Nashville and Decatur, has increased $84 294,91. They have, however, paid to the United States during the year $40 825 39.

The indebtedness of the Indianola Railroad Company remains as at the commencement of the year,

In addition to the amount stated above to have been received and applied to the liquidation of this indebtedness, accounts for transportation of troops and supplies have been filed and are under examination as follows, to wit:

Alabama and Florida Railroad Company in Treasury Department.....	$11,573 82
Mobile and Ohio Railroad Company, in Treasury Department.....	70,362 87
Mobile and Ohio Railroad Company, in Quartermaster-General's Office..	5,995 05
Memphis and Little Rock Railroad Company, in Treasury Department.	2,165 88
Memphis, Clarksville and Louisville Railroad Company, in Treasury Department	3,445 77
Mississippi and Tennessee Railroad Company, in Treasury Department.	2,152 77
Nashville and Northwestern Railroad Company, in Treasury Department.	1,474 70
Nashville and Chattanooga Railroad Company, in Treasury Department.	32,971 55
Nashville and Decatur Railroad Company, in Treasury Department.....	8,710 08
Pacific Railroad of Missouri, in Treasury Department.....	841 00
Selma, Rome and Dalton Railroad Company, in Treasury Department.	1,880 80
Selma, Rome and Dalton Railroad Company, in Quartermaster-General's Office.....	4,937 58
Alabama and Chattanooga Railroad Company, in Quartermaster General's Office.....	480 00
East Tennessee and Georgia Railroad Company, in Quartermaster General's Office.....	687 10
East Tennessee and Georgia Railroad Company, in Treasury Department.	7,890 78
East Tennessee and Virginia Railroad Company, in Treasury Department.	16,595 10
East Tennessee, Virginia and Georgia Railroad Company, in Quartermaster-General's Office	663 92
Total.....	$172,738 72

When these accounts shall have been finally examined and adjusted, they will be placed to the credit of the respective railroad companies, thereby reducing the total indebtedness, as shown above, to $4,561,703 65.

There is also the sum of about $60,000 due for postal service, which will still further reduce the debt.

Under the provisions of the act of March 3 1871, (16 Statutes, ch. 109, p, 473,) empowering the Secretary of War to act in such cases, the suits against the East Tennessee and Virginia, and the East Tennessee and Georgia Railroad companies (now consolidated, and known as the East Tennessee, Virginia and Georgia Railroad Company), have been compromised for the sum $195,000; five thousand dollars cash, and one-half of the balance to be paid in ten, and the other half in fifteen years from January 1, 1872, with interest at the rate of four per cent. per annum, payable annually on the 1st day of January of each year, to be evidenced by two bonds of said company to the United States for said sums with interest-coupons annexed, payment thereof secured by a mortgage upon all the property, rights and income, and by the lien of a decree to be entered in the said case, to be enforced by execution and sale in default.

The suit against the Nashville and Decatur Railroad company is under consideration by the War Department, and in a fair way of being satisfactorily compromised.

The suits against the Nashville and Northwestern, the McMinnville and Manchester, and the Knoxville and Kentucky Railroad companies remain as at the beginning of the year.

A little more than a year ago proceedings in bankruptcy were commenced against the Alabama and Chattanooga Railroad Company in the district Court of the United States for the middle district of Alabama. On the 13th of March last an order was made by said court directing the sale of the road and franchise of the company. The road was sold on the 22d of April, 1872, to the State of Alabama for $312,000. The claim of the United States was filed with the register in bankruptcy.

The sale of the road has been affirmed by the District Court, and the claim of the United States declared to be a superior lien to all other liens and claims, except costs of suit. The District-Attorney writes that the Governor of the State recognizes the justness and validity of the claim; also that the United States will certainly get the money this fall.

The suit against the New Orleans and Ohio Railroad Company, which, at the date of the last annual report, was pending in the Supreme Court of the United States, was decided at the last term of said court in favor of the United States, and on the 11th day of April last the sum of $10,946 47, being the value of the property on which the United States retained a lien, was paid and deposited to the credit of the Treasurer of the United States. There is still a balance due the United States of $25,529 17; but as the company is bankrupt, the road having been sold under the first and second mortgages, there is no possibility of recovering the amount. All legal means to that end have been exhausted.

The Mobile and Ohio Railroad Company has filed transportation accounts, which, with its unpaid postal dues, are sufficient to nearly, if not quite, liquidate its indebtedness. These accounts, in connection with its account of purchases of property from the United States, are under examination and consideration by the accounting officers of the Treasury.

The claim against the Alabama and Florida Railroad Company, being for repairs to the road by the United States in 1865, is disputed by the company. An appeal having been taken from the ruling of the Quartermaster General, approved by the Secretary of War, to the accounting officers of the Treasury, those officers have decided the case adverse to the United States, and made an award in favor of the railroad company. The award, together with all the papers and facts in the case, is now under consideration by the War Department.

The Mississippi, Gainesville and Tuscaloosa Railroad having been sold under its first mortgage to the Mobile and Ohio Railroad Company, there is no possibility that the amount due the United States will ever be collected. There is a small sum due for postal service over the road, which, by the provisions of the bond executed by said Mississippi, Gainesville and Tuscaloosa Railroad Company to the United States, should be applied to the liquidation of the debt, but such application of the postal earnings is resisted by the Mobile and Ohio Railroad Company.

Prior to the sale of the road, such of the property sold to the company as had not been worn out and consumed, was restored to the United States and sold at public auction, and the sum of $2,299 received and deposited to the credit of the Treasurer of the United States. There is still a balance due of $40,069 72.

During the fiscal year there have been received from indebted railroad companies in money and postal dues, $118,294 47, all of which has been deposited in the Treasury of the United States, and also credited upon their indebtedness.

The following named companies had discharged their indebtedness previous to June 30, 1871, in the amounts and dates set opposite their names;

Richmond, Fredericksburg and Potomac, Jan. 1, 1866	$7,449 27
Georgia Railroad and Banking Co., Jan. 12, 1866	11,935 05
Southwestern, May 4, 1866	46,159 89
Macon and Western, Nov. 21 1866	83,638 15
South Carolina, Jan. 31, 1867	25,105 26
Muscogee, May, 15, 1867	5,668 77
Petersburg, Aug. 13. 1867	68,633 60
Memphis & Charleston, Oct. 16,1867	578,383 73
Mobile and Great Northern, Oct. 31, 1867	15,830 28
New Orleans, Jackson and Great Northern, Feb. 29, 1868	216,522 49
Mississippi Central, April 11, 1868.	84,828 56
Virginia Central, April 16, 1868	117,251 05
Montgomery and West Point, July 16, 1868	41,884 59
Virginia Central, July 21, 1868	80,364 66
Rome, Aug. 10, 1868	23,864 62
Western and Atlantic, Aug. 27, 1868	543,139 37
Orange and Alexandria, Oct. 3, 1868	131,393 18
Manassas Gap Oct. 8, 1868	5,488 38
Wilmington & Weldon, Nov. 4, 1868	91,446 31
Alabama and Florida, May 31, 1869	58,237 18
New Orleans, Opelousas and Great Western Aug. 21, 1869	125,720 80
Norfolk & Petersburg Jan. 11, 1870	2,112 00
Western North Carolina, June 6,1870	16,401 90
Atlantic and North Carolina, July 31, 1870	62,494 68
Macon and Brunswick, Jan. 25, 1871	31,743 24
Selma and Meridian, June 13, 1871.	170,832 71
San Antonio and Mexican Gulf, June 14, 1871	65,827 93
Total	$2,712,387 05

The following table will show the relative sums due from each indebted company on the 30th of June, 1871, and 1872:

	Total principal, interest & expenses unpaid July 1, 1871.	Total principal, interest & expenses unpaid July 1, 1872
Alexandria, Londoun & Hampshire	$11,959,20	$9,451 64
Alabama and Florida	11,380 81	10,381 81
Alabama and Chattanooga	18,757 63	20,485 57
East Tennessee & Georgia	376,005 51	379,051 80
East Tennessee and Virginia	255,148 21	254,487 75
Edgefield & Kentucky.	161,480 44	17,481 81
Indianola	15,000 00	15,000 00
Knoxville & Kentucky.	10,141 66	10,119 86
McMinnville and Manchester.	66,337 76	70,342 16
Mississippi, Gainesville and Tuscaloosa	37,619 26	40,069 72
Mobile and Ohio	81,666 24	87,181 88
Mississippi and Tennessee	16,360 70	7,925 61
Memphis, Clarksville and Louisville	444,067 66	454,613 37
Memphis and Ohio	12 197 96	.....
Memphis & Little Rock	80,561 59	81,637 11
Nashville and Chattanooga	1,857,332 44	1,835,574 89
Nashville and Northwestern	701,710 87	728,172 95
Nashville and Decatur.	321,340 18	341,896 18
New Orleans and Ohio.	35,038 31	25,788 87
Pacific Railroad of Missouri	11,715 67	4,611 94
Southwest branch Pacific R. R. of Missouri.	56,115 24	56,115 24
Selma, Rome & Dalton.	142,185 68	130,134 27
Washington, Alexandria and Georgetown	217 61	.....
Total	$4,724,350 53	$4,734,442 43

The Alexandria, Loundoun and Hampshire road has first mortgage bonds deposited as collateral. The Alabama and Florida road has transportation accounts filed of sufficient amount to liquidate its debt. The Indianola road's debt is payable in transportation. The Mississippi, Gainesville and Tuscaloosa road is bankrupt.

The Mississippi and Tennessee road debt is payable $1,500 monthly. The Memphis and Little Rock road pays interest and $1,000 monthly. Postal transportation services are to be credited to that road. The Nashville and Chattanooga Railroad Company compromised June 1, 1871, with the Secretary of War for $1,000,000, payable one-half in ten and one-half in twenty years, with four per cent. interest. The New Orleans and Ohio Company is bankrupt. The Pacific Railroad of Missouri and southwest branch of said road, have debts payable in transportation, one-half of which is to be applied and the other half paid for. The Selma, Rome and Dalton road is to pay $1,000 monthly in money till October 1, 1873, and then $3,000 until debt is paid. Postal and transportation service to be credited.

Interoceanic Canal.

The Secretary of the Navy, in his Annual Report, says that the present seems to be an opportune moment for us to take into serious consideration the reports of the surveys and explorations made upon the American Isthmus, with the view of solving, if possible, the engineering and commercial problems involved, and establishing water communication between the two oceans.

Commander Selfridge, who conducted the previous surveys of the Isthmus of Darien, is now engaged in completing the final exploration of that Isthmus between Panama and the shoulder of South America.

Recent information favors the examination of the valley of the River Bojaya, lying ten miles south of, and, in general, parallel to that of the River Napipi, already examined. This completed, the entire isthmus lying south and east of the line of the Panama Railroad will have been sufficiently examined to establish the relative difficulties of constructing a ship canal, as well as the lines lying further south, between the River Atrato and the Pacific Ocean.

The expedition to Nicaragua, destined for a similar purpose, is engaged upon the work assigned to it. An unlimited water supply, at a summit of 106 feet above the mean height of the ocean, presents too favorable a feature to forego a close examination of the whole region. Difficulties, stated in the report of the Chief of the Bureau of Navigation, delayed the progress of this survey; nevertheless a location from Nicaragua to Brito, on the Pacific coast, is found to be more favorable than any hitherto known.

These two expeditions will probably close the surveys and explorations of all the possible routes of that part of the American Isthmus.

☞ At a meeting of stockholders of the New York and Boston Railroad Company and the Putnam and Dutchess Railroad Company, held on the 16th inst. at No. 229 Broadway, the agreement made previously by the directors for the consolidation of the two companies was ratified.

☞ The Marquette *Mining Journal* gives the shipments of iron ore from that port for the season, as follows: Iron ore 386,671 gross tons: pig iron, 29,118; making a total of 415,789 tons. The shipments from the county of ore and pig metal, *via* Marquette and Escanaba, will not fall short of 900,000 tons.

☞ The citizens of Louisville, Ky., have voted in favor of loaning city bonds to the amount of $1,000,000 to the Elizabethtown and Paducah railroad company, to enable the company to build an independent line into the city. The road now ends at Elizabethtown, a point on the Louisville and Nashville railroad, forty-five miles from the city.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax.* Sinking Fund 2¼ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ The surveyors of the route for the Lowell and Windham Railroad reached Lowell on the 12th inst., having finished their field work. The entire length of the line surveyed, from the Junction of the Manchester and Lawrence and Nashua and Rochester roads to the Merrimack River, is thirteen miles and 1,460 feet. The route terminates at the mouth of Beaver Brook. The whole descent is about 267 feet, with very few grades, and none heavier that fifty feet to the mile, and the route is pronounced very feasible and easy to build, with very few cuts and fills and very little bridging except across the Merrimack. About three miles of the route lies in Massachusetts and the rest in New Hampshire.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,881	60,029	81,156	95,528	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868	64,463	86,937	81,296	96,431	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	582,657	511,854	609,788	579,642	535,360	467,559	5,670.882
1870	413,104	394,176	488,382	633,758	768,720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	636,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	624,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	1,299,900	....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,260	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	248,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,506.643
1869	343,182	315,099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849.405
1871	368,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,044	440,457	435,192	482,987	572,331	496,062	543,518	4 4,915	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,859	390,355	421,363	468,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	528,845	537,519	858,943	925.983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	898,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	763,782	858,859	929,077	1,177,897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	656,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918 342
1869	204,112	180,840	239,622	247,661	241,456	259,408	253,867	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319.012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,480	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,755,343
1872	327,528	318,626	354,766	368,960	378,493	.....	219,009	404,286	.....	428,598	336,914	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,891	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,689	643,857	518,088	7,181,208
1866	602,052	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588.219	504,066	6,546,741
1867	647.120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	788,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901.235	903,225	811,708	697,761	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,941	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201.239
1867	94,136	78,976	92.910	92,768	90,526	96.535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,418	126,556	121,510	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	108,558	109,526	111.033	118,648	114,496	129 388	140,473	132,869	131,019	103,629	1,390,822
1870	90,177	98,275	101,379	108,216	110.213	111,117	111,127	118,407	132,998	153,531	144.023	141,376	1,418,869
1871	130,883	126,224	140,740	113,178	119,650	115,116	113,572	137,341	166,191	175,438	172,687	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,970	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365.196	335,083	324,986	359,646	429,161	495,640	414 604	308,669	4,200.115
1867	304,095	263,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,656	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326.891	378,880	467,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,708	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,556	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775.616	438.323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	721,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,345	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,183	580,432	594,901	488,348	565,729	811,961	950,945	702 8 8	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	260,444	224.963	223,242	268,177	302,586	332,400	278,006	346,243	275.950	3,311,077
1865	259,228	239,130	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,100	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	261,613	3 350 583
1867	242,793	219,065	279.647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	215,080	221,459	214.409	218,630	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300.971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	268,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	264,319	238,823	303,594	305,756	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,173	936,188	711,457	1,170,241	1,125,635	754.551	1,032,149	812,178	9,555,510
1865	653,058	608,305	116,215	923,288	416,841	566,979	967,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	788,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	85o,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,687	693,104	873,153	958,658	837,351	686,779	9,256,268
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,898	889,924	8,735,088
1869	479,236	525,490	755,433	904,834	499,463	630,650	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,505	688,578	1,063,002	1,510,688	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,435	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160.085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,633	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,783	270,630	317,052	329,078	304,810	309,591	364,724	392,906	406,766	351,750	333,480	3,809,353
1868	278,712	265,137	257,800	266,825	260,629	293,344	288,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	267,604	293,645	295,279	318,699	340,892	348,633	322,756	466.431	508,043	451,294	425,687	515,618	4,454,464
1871	366,175	328,791	393,455	443,611	453,309	439,515	553,994	552,079	558,317	600,205	531,080	516,986	5,736,666
1872	439,780	431,949	460,643	447,311	510,792	462,888	484,465	614,175	.....	621,351	489,341	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	737,948	706,602	23,560	617,585	758,467	999,065	837,888	716,839	5,709,153
1870	598,529	603,139	589,288	706,603	802,586	746,450	643,058	664.051	728,521	719,698	570 163	805.063	7,654,094
1871	479,378	373,995	499,599	484,840	724,466	728,174	676,096	681,805	800,402	777,882	708,142	544,906	7,516,945
1872	575,956	494,116	606,984	589 479	699,448	685,459	744,558	789,697	862,754	980,706	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass'	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,415	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200	—	100	100	....
Sept. 30,'71	14.83	....	....	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	78,000	10,257	163,932	23,618	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.9	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	302	45	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,184	1,000,000	203,000	35,000	702,672	154,682	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opers.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	15	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,600	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	83,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	364,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,439	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,226	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	80½
Sept. 30,'71	15.00	280	48	Middlesex (Boston).....Mass.	857,389	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	138,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	?	....	North Woburn (Boston)...Mass	32,000	20,800	8,000	2,000	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	139,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,600	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	348,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham...Pa.	135,915	100,000	10,600	57,254	84,593	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ....N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	62	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	d)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	196,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,436	7.5	100	100	....
Sept. 30,'71	2.69	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,001,241	1,179,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	210	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	30
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	63,673	160,799	28,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)	—	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	487,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	536,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	15,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,506	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,128	29,616	7½	100	100	....
Oct. 31, '71	13.50	480	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,076	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	22	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1861	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1876	90
Harl. Br., Morris'n & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1886	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1880	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (5s & 7s)...	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M.& N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	519,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	500,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1861	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,0 0	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,266 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell 500	2,215,000	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	6,847,800	J A. J.O.	Oct. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 100	915,577	J. & J.	Oct. '72 3½
Cape May and Millville* 50	447,000	J & D.	Jan.'72 $2½
Catasauqua & Fogelsv.. 50	423,900	Decemb.	Dec. '72 3
Catawissa*.....100	1,159,500	— & —	Nov.'71 6
" pref. 50	2,200,000	M. & N.	.....
Cayuga and Susq.*.....50	589,110	J. & J.	May '72 3½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	July '72 4½
" " pref..100	769,600	M. & N.	Nov. '72 1½
Central of Georgia.....100	4,666,800	J. & D	May '72 3½
Central of New Jersey..100	15,000,000	J.AJ&O.	June '72 5
Central Ohio*.....100	2,425,000	J. & D.	Oct. '72 2½
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	14,720,959	J. & D.	Dec. '72 3½
" " pref.100	20,415,013	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,650	— & —	Apl. '72 10s
" " pref... 50	429,048	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind....100	13,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept. '72 2
Colum. & Hocking Val.100	843,964	F. & A.	Aug.'72 5
Concord.....10	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passu p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Riv.....	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '72 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	462,350	— & —	.....
" " prof. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,300,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	600,000	F. & A.	Aug.'72 2½
Elmira & Williamsport*. 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	28,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	3,540,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Housatonic, pref. 1 0	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,600	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	283,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*..... 50	2,644,100	J. & J.	July '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,685,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	328,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Jan. '73 3
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Oct. '72 3
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,628,250	M.J. S.D.	Dec. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,200,000	F. & A.	Aug.'72 3½e
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2.040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... .100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,570	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 3
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,808,150	J. & J	July '72 6
Tol., Peo.& War.1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,480,000	M. & N.	Nov.'72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.) 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. 72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 100	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,083,562	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 6
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,903,207	F. & A.	Feb'72 50c
" " (pref.) 50	2 888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '72 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	8,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,741,000	6	Jan. & July.	1880	113½
.. ..coupon	4,674,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861...registered	125,433,000	6	Jan. & July	1881	113½
.. ..coupon	63,888,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon	285,784,150	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,459,850	6	Jan. & July.	1881	113½
.. ..coupon	21,540,150	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112½
.. .. .. (5-20s).....coupon	36,227,650	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	111½
.. .. .. (5-20s).....coupon	119,892,900	6	" "	1865	113
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	151,601,950	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	225,505,400	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	24,831,950	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	139,496,150	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	55,071,150	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	127,737,800	5	F. M. A. & N.	1881	111½
.. .. coupon	72,262,200	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	4,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency.....	401,852,333	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'9-'00	...
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,103,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	6	" "	'83-'84	98
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($1,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	'7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '48.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N. O., Mob. & Chat. R. R.)'70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	103½
.. Bounty War Bonds, 1868.....	511,356	6	J. A. J. & O.	1886	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	95½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'68-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1883	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1883	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1898	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'78-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'76	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,10 ,420	5	" "	1878	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'74-'96	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	10
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	85
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	22
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	28
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	27
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1876	....
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	25½
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'92	34
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July	86-'00	80
.. State Bonds (old) coupon	11,105,000	6	" "	86-'0.	....
.. State Bonds, sterling coupon.....	1,885,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	62
.. Funded Interest sterling, 1867.....	466,250	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1880	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856-'75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1858-'90 (Balt.) skg fd.	3,645,688	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R. assumed	486,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	43
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55½
Mass. Is. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1900	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170 000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,009,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1885	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1852	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	96½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	88
1st Mort. (San., Day. & Cin.)S.F.	958,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	823,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct	New York.	1908	84½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1901	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1910	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1920	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1899	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	78
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1891	95
Company B'ds (Del. Lack. & W.).	3,000,000	7	June & Dec.	" "	1892	97
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge)						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ame.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	1,000,000	6	" "	" "	1878	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96¼
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98¼
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100¼
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1889	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Eric and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102¼
2d Mortgage	948,000	7	May & Nov.	" "	1875	96½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,705	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	9
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,184,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 26.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1821	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102¼
2d Mortgage	867,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60¼
Illinois Central:						
Construction bonds, cur. skg f'd.	3,002,500	7	April & Oct.	New York.	1875	101¼
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas)						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	103
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)couv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees..	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000s)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)...	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,989,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)....	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865..	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D L&W):						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	" "	1885	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage.....	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1890	....
2d Mort. gold tax free and conv.	329,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869.....	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870..	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870.....	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1.500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854.....	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,250,000	7	May & Nov.	" "	1885	101
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1863 "	3,000,000	7	April & Oct.	" "	1898	95½
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	83
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan).....	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds.....	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund.....	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	92
Long Island:						
1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage.....	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br..	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000.....	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	92
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed ...	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free.....	746.300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan.....	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan.....	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan...	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.).....	300,000	6	" "	"	1874	....
2d Mortgage (" ").....	200,000	6	" "	"	1876	....
1st Mortgage (L. & F.).....	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	95
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	94
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	660,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Morigage guar.	000,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1869	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	00½
Bonds for B.& N. St'k(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	104,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'76	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	64½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,080	6*	" "	"	1900	94½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100‖
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	84‖
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	95‖
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85‖
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94‖
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100‖
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m	1,000,000	8	June & Dec.	Boston.	1896	87‖
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86‖
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93‖
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	80‖
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87‖
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	82‖
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101‖
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94‖
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,900	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	94‖
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287‖m)	5,000,000	6‖	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93‖
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen(Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82‖
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36‖ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9‖ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	61‖
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1896	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	100‖
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	109
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	98‖
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10‖ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104‖
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98‖
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100‖
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	900,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Morigage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	65
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	92½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York,	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1903	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1846	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'85	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1891	94½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,800,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	89½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	81½
Omaha Bridge B'ds, st'g £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	85
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	93½
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	800,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	86
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1880	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	295,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'76	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1892	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	96
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	94
2d Mortgage preferred	600,000	6	" "	"	1895	63
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,736,000	6*	Jan. & July.	New York.	1900	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	77
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,376,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1900	....
Preferred Bonds (next lien)	1,096,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1876	....
Delaware and Hudson:						
1st Mort- gage re- gistered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	6,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg.	2,0 0,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1880	....
Boat Loan, sinking fund	236,985	7	" "	"	1895	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1895	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	62-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1870	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,450	6	" "	"	1888	90
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1865	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1898	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Sidings.	Track and Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Company.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,768,000	930.000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500.000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3.600,000	*	.. ..	.....	2,600,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283.874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,796	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,257	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No returns furnished.)			part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5						—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3.665,000	2,765.000	.....	—	....	308,030	78.367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	631	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974.200	632,319	85,084	347.0	638,161	102,800	.....	1,044,638	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	—	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	98	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600.000	200.000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	—	.....	.....	15,600,000	9,196.500	.....	.....	328.2	.....	86.699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129.000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,461,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913 890	4,006 503	8	100	154½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	472,700	1.650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1. 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36.000	—	50	....
Dec 31, 1871	21 2	1.5	3.4	—	5	2	—	5?	Bellefonte and Snow Shoe..Pennsylvania.	442.059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582.376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.8	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209 332	7,932.342	2,127,983	10	100	146½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... .Mass.	644,309	*	29,207	20,394	684 030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	4.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass	1,221,520	537,420	241,981	53,219	872,800	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800.000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572.495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn	28,770,008	*	21 373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760.942	294.177	691,852	185,334	—	100	8½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	137
Sept. 30, 1871	74.2	8.5	65.4	—	49	28	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994,689	571,117	8	100	127
Sept. 30, 1871	44.0	14 5	62.0	—	35	57	9	327	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110.097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	147½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980.000	.....	—	172 0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	21.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	—	—	2,286,000	583.500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	890	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,754,526	10,118,290	734,145	433.681	349.6	1,609,941	249,386	-320,574	2,406,840	1,111,881	10?	100	114½
Jan'y 1, 1872	100 0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	—	1,050.000	1,200,000	.....	—	100.0	(Traffic guaranteed 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,600,000	8 000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767.075	352,752	39,254	55,869	1,161,719	1,077,655	174,386	—	60.0	.....	386.818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	.....	382,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(91 m.	28,540	.....	32,411	7.352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,524	41,740	76.5	171,754	295,934	59,298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	250,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	—	—	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,828	202,575	—	50	39
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538.000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6.000.000	4,000,000	.....	—	180 0	.....	44.377	92 860	310,578	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,760,373	3,944,103	990,591	6,841,379	3,035,235	10	100	100½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,646	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,932,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta... S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,478	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1 095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	89	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,900	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	884,262	—	90,738	63.8	586,366	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Reading.)	—	—	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,369,947	715,662	1,501,496	5,278,910	1,810,051	10	100	111½
Dec. 31, 1871	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	.....	.....	18,649,910	5,554 957	—	—	764.0	.....	.....	.....	7,569,009	2,619,177	10	100	138½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	.....	.....	2,000,000	1,500,000	—	—	—	(Traffic	guar. &	oper. by C.	B. & Q.)	—	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	.....	.....	2,100,000	1,482,000	—	—	—	(Opened	d during	1870–'71.)	—	—	—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No return	ns furnished	ed.)	—	—	—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	.....	—	(Opened	d in Dece	mber, 187	1.)	—	—	—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	.....	—	.....	(Recently	opened.)	.....	.....	—	—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	3,916,300	810,000	.....	.....	—	(Leased	o C. & N.	W.)	371,319	371,319	10	100	112
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	.....	.....	752,000	4,200,000	.....	.....	—	(New	road—No	returns.)	—	—	—	—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,155	—	100	82½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	.....	—	(New road	d—No repo	rt.)	—	—	—	—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	...	...	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	.....	.....	1,400,000	700,000	.....	.....	—	(Under	construct	ion—length	160 m.)	—	—	—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa	28,761,3 6	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,554	8	100	110½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern	Illinois.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	.....	—	(Under	r construc	tion—ope	n 19 mile	s.)	—	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	—	(Leased	to Chic. R.	I. & Pac.)	—	—	—	—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	.....	.....	7.0	(Leased	to Marietta	and Cincinnati.)	—	—	—	8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	326,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	—	.....	.....	.....	.....	.....	6	100	....
Jun. 30, 1874	148.0	—	10.3	—	16	10	4	354	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	.....	38.0	(Leased	to Ind., Cin	n. and Lafayette.)	—	—	—	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000	*	.....	.....	3,000,000	1,800,000	.....	.....	—	(Leased	to Gr. Rap	ids & Indiana.)	—	—	—	—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,884,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	19½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	.....	.....	—	(Under	construct	ion.)	.....	.....	—	—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,885	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	633,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	91½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)	—	—	274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	—	.....	.....	1,165,000	1,500,000	.....	.....	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	.....	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	15,000,000	23,230,174	.....	.....	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	35½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	—	.....	.....	347,800	225,000	282.126	—	18.0	34,500	17,404	12,811	58,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,857	1,819,000	217,797	286,119	89.3	348,437	142,600	384.890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., San	n. & Cleveland.)	—	—	—	—	100	....
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	162
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,829	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	263,665	6	100	89½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	64.4	297,350	876,542	332,542	725 392	119,157	10	100	132
Dec. 31, 1871	46.1	—	3 0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	41.6	(R	ecently op	ened—no	returns.)	—	—	—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	.....	68.0	.....	Recently	opened.)	.....	.....	—	—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	*	.....	.....	1,278,300	1,000,000	.....	.....	6.8	(Leased	to Phila.	and Trenton.)	.....	.....	6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	46.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,599	137,783	74.882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14 2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,95-,575	765,256	373,725	1,851	3,317,497	3,430,000	265,178	—	202 0	.....	.....	.....	1,101,612	371,376	4	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio	602,594	*	.....	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio	1,011,276	—	.....	.....	309,276	701,000	.....	.....	—	.....	(Leased	to Little	Miami.)	.....	—	—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	.....	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	68.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000.000	.....	—	62.0	.....	95,781	1,582,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	165.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,3 8,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	92½
Dec. 31, 1871	106.0	15 0	5 1	—	6	4	2	64	*Denver Pacific*	Colorado.	5.000.000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	195,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	.....	—	.....	(Opened	in May 18	72.)	.....	.....	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Kook	uk and	Dakota	R. R.)	.....	.....	.....	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Rel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	65.0	.....	(Recently	opened—no	returns.)	—	—	—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	.....	(Recently	opened—no	returns.)	—	—	—	100	....
Dec. 31, 1871	189.0	—	2 .0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9.673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,709	1,507,217	565,633	—	100	....
Dec. 31, 1871	164.0	—	8.3	—	—	—	—	—	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	.....	164.0	.....	(A new li	ne—no ret	urns.)	.....	.....	—	100	....
Jun. 30, 1872	104.0	—	8.3	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)	—	18,000	3	100	....
Dec. 31, 1871	14.0	—	2.6	—	—	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine.)	—	2,000	6	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4 999,200	594,000	—	15 901	—	(Leased	to Illinois	Central.)	—	—	4	100	64
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	.....	.....	1,075,500	1,190,000	55,000	—	—	.....	(Opened	August 20,	1871.)	.....	.....	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dutchess and Columbia Counties	N. Y.	2,766,470	*	.....	771.393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,762	73 443	133,242	40,250	—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	6,897	28,136	813	8,627	716	—	50	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Penney	lvania.)	—	—	6	50	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Reading.)	—	—	—	100	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Tenn., Va., & Georgia	Tenn. & Ga.	—	*	138 971	222.368	1,966,624	3,581,400	244.991	3,731,197	285.5	.....	.....	185,834	1,287.323	383,377	—	100	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia	Tenn. & Ga.	9.165,895	*	138 971	222.368	1,966,624	3,581,400	244.991	3,731,197	115.2	1,152,426	4,610 277	365,965	1,871,037	635,508	8	100	104½
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,609	1,384,751	270,491	4.262,000	2,987,400	1,832,081	194,325	28.0	37,567	14.409	26,857	87,888	42,963	—	100	....
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	88	Eastern Kentucky	Kentucky.	—	(No info	rmation	furnished	d.)	—	—	—	40.0	(N	o statemen	t furnished	ed.)	—	—	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	—	—	—	—	Eastern Shore	Maryland.	875,000	—	—	—	295,000	58 0,000	—	—	—	.....	(Complet	d in 1871 a	nd 1872.)	.....	.....	—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,476	—	64.2	240,660	212 388	796 854	409,592	361,524	5	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	300 000	—	—	—	78.0	504,154	108.714	360,870	541,297	.....	5	50	54
Dec. 31, 1871	78 0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	52½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	—	—	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,600	—	40,000	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5 177,000	*	.....	.....	2 000,000	3,177,000	.....	.....	114.0	.....	184,752	97.942	280.014	93,338	—	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American	Maine.	5,463,984	—	—	—	522,300	3,098,800	1,802,682	—	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,844,254	1,154,000	61,999	582,400	98.0	.....	(No return	ns furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	276	Evansville, Henderson and Nashville	Ky.	3,000.000	*	.....	.....	2,000,000	1,000.000	.....	.....	—	.....	(Recently	completed	.)	.....	.....	—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	5.8	11,154	82,136	.....	33,137	9,866	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	12.7	(Leased	to Phg. and	Connellsville.)	—	—	74	50	....
Oct. 31, 1871	12.3	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	150,000	—	—	—	167,460	—	—	—	—	.....	.....	.....	.....	.....	—	—	....
Sept. 30, 1871	50.0	43.3	82.0	—	36	43	11	646	Fitchburg	Massachusetts.	3.440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	121½
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	—	17,358	loss.	—	100	....

RAILROAD SHARE LIST, Including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. E. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	3.9.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,959,022	125,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,463	311,240	232,180	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	959.941	*	.....	.....	366,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461 469	*	.....	.....	360,000	700,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5 0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871,000	.....	—	100.0	200,752	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300.000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	113,000	.....	156,364	493,840	477,500	105,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	....
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124 234	39,375	57,588	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	524,000	.....	—	85.0	72,651	17.900	49,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387 800	83,286	11,285	1,000,000	1,500,000	272,609	11 381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,466,739	210,201	4,200,000	722,500	190,174	658 533	282.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	.....	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800.000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	2,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,238	2,061,502	17,442,945	86,608,620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528.943	*	2,522 038	3,562,716	20,246,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,589	4,395,765	1,788,413	5	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	130,090	130,000	.....	—	14.0	17 528	15,714	7,415	26,898	11.361	—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	400,000	640,000	.....	—	.....	(Opened December 19, 1871.)					—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)			59,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	560,000	319,600	.....	—	23.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	—	.....	.....	750,000	675.000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272.284	2,948,424	486,226	111,264	9,254,924	9,608,000	2,679,804	375,497	277.0	2,066,850	358,894	416,791	3,104,969	1,089,035	—	100	48
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1 3 300	50,000	.....	38,159	7 8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84 714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000.000	4,000,000	49,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700.000	.....	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000.000	754,000	.....	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill*.Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263 447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 600	—	7.000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	180.000	—	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000.000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200.000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	350	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,959	—	119.8	321 600	.....	.....	760,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	6	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	78	Huntingdon and Broad Top Mt....Penn.	2,792,475	*	.....	.....	870,500	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,358	*Illinois Central*.....Illinois.	33 610,185	*	.....	1 212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1.286,584	1.831,944	8,401,142	2,732,847	10	100	125
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Ill no's.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200.000	*	.....	.....	5,000.000	6,200,000	.....	—	212.5	.....	.....	.....	1,133 863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,043	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	—	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338.000	702.486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.8	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402.000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	188.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314.000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	80,000	10,681	204,977	18.0	.....	28 882	120,501	92.878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	—	11.0	11,380	.....	82,617	34 292	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500 000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800.000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250.000	640,000	.....	—	32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789.414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000	—	.....	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,498,606	*	2,030,840	1,220,369	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	518,826	190,383	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.4	—	24	8	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	538.9	363.5	148.8	346	161	64	3,096	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311.203	10,430.333	6,065,663	4,616,527	37,537,330	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,584,369	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	.....	.....	—	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,061,959	*			5,125,000	7,700,000			211.0				429,225	10,283	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence	Pennsylvania.	633,170	—	—	14,682	285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000				600,000	500,000			21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	258	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,267	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925	.....	.....	18,158,600	9,219,000	645,142	.....	235.2	3	867,271	1,873,748	5,290,725	1,828,695	10	50	119
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	779	Little Miami	Ohio	5,671,900	*	.....	.....	4,107,900	1,564,000	.....	.....	196.0		.....	.....	1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.	.....	*	.....	.....	6,000,000	8,500,000	.....	.....	....		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	.....	.....	.....	2,646,100	771,500	.....	.....	38.8	(Lea	to Phila. &	Reading.)			7	50	94
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania.	115,616	.....	.....	.....	34 850	40,000	686	.....	9.5	ed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	.....	....	(Recentl	y	opened	—No retu	rns.)	—	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,249	80,579	36,323	19,294	442,240	490,405	150,866	.....	24.5		43,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*	.....	.....	3,000,000	1,500,000	180,000	.....	158.0	.....	.....	.....	830,661	261,860	3	50	....
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914	.....	.....	.....	4,198,582	4,300,000	.....	.....	....		(Leased to	Chicago a	nd Alton.)		—	100	....
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.	Ky.	7,218,782	*	281,966	181,948	2,474 483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153 007	1,054,635	7	100	79
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.	.....	*	.....	.....	3,000,000	.....	.....	.....	288.0	.....	227,340	174,577	787,311	145,171	—	100	....
Sept 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*	.....	17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston and	d Lowell.	29,588	6	100	....
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind.& Ill.		1,057,495	*	115,500	64,593	1,168,153	—	68 732	703	10.0		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	.....	.....	600,000	.....	.....	.....	20.8	(Leased	to Summit	Branch.)		62,500	11	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	*	.....	.....	1,631,900	770,000	.....	.....	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	.....	.....	3,500.000	3,750,000	.....	.....	197.5		(Not repo	rted—Sma	il.)		—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*	.....	.....	2,500,000	150,000	.....	.....	199.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	....
Mar. 31, 1871	22.4	3.6	3.2	—	.....	.....	.....	.....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	34,736	1,000,000	—	15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	130
Sept. 30, 1871	23 0	—	1 6	—	—	—	—	—	Mansfield and Framingham	Mass.	715,162	—	14,889	444	290,000	300,000	190,916	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738	—	13,980,080	8,844,447	2,233,423	—	283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.	.....	*	.....	.....	1,235,000	1,500,000	.....	.....	—	(Will be	completed	100 miles	in 1872.)		—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	54.0		(No retur	ns obtaine	d.)		—	100	....
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	—	—	—	400,000	400,000	—	—	33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	....
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.	.....	*	.....	.....	.....	700,000	.....	.....	49.5	(Recentl	y	opened	—No retu	rns.)	—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068	.....	5,312,725	4,157,387	469,855	—	308.0	801,661	313,017	.....	1,417,441	218,435	—	100	....
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶	Tenn.	.....	(Owned	and oper.	by Loui	sville and	Nashvill	e.)	—	82.6	352,636	.....	.....	462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	.....	.....	.....	2,700,000	.....	.....	131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*	.....	.....	1,074,289	3,500,000	.....	.....	130.7	497,646	210,189	.....	924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,443	.....	.....	.....	265.625	—	55,000	—	4.7	(Leased	to United	Companies.)			—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	.....	.....	800,000	250,000	424,000	—	27.0	.....	.....	.....	73,489	25,899	7	100	....
Dec. 31, 1871	20.0	—	....	136.0	—	—	—	—	Michigan Air Line (E. D.)	Mich. & Ind.	.....	.....	.....	.....	.....	225,000	.....	.....	20.0	(W.Div.	owned by	Michigan	Central.)		—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	115
Dec. 31, 1871	67.0	—	3.3	—	4	5	2	19	Michigan Lake Shore	Michigan.	1,250,000	*	.....	.....	450,000	800,000	.....	.....	67 0	(Recently		opened	—No retu	rns.)	—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30'084	1,297	6,063	148,075	—	9,691	24,598	85.4	21,350	351.598	31,78	35,043	6,981	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618	.....	.....	.....	121,420	68,500	.....	.....	—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	.....	.....	.....	121,730	225,000	61,800	.....	13 0	29,870	29,521	15,550	48,631	18,862	—	100	....
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....
Dec. 31, 1871	58.0	—	5 0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	.....	.....	1,500,000	1,100,000	.....	.....	58.0	(Recentl	y	opened	—No retu	rns.)	—	100	....
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	.....	.....	.....	65,426	118,500	.....	.....	12.5		(Leased to	Pennsylva	nia.)		—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,998	1,691,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	100	54
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	.....	.....	.....	510,000	18,000p.m	.....	.....	45.0	(Recentl	y	opened	—No retu	rns.)	—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	.....	.....	.....	3,850,450	.....	.....	.....	—	(Leased	to Phila.&	Reading.)			8	50	107
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	.....	41.0		(No retur	ns furnish	ed.)		—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	.....	.....	.....	770,000	1,000,000	.....	.....	38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	....
Jun. 20, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,557,980	.....	.....	237.0	.....	.....	.....	1,268,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	.....	.....	825,407	2,196,547	380,439	.....	100.0	245,025	.....	.....	486,071	227,112	—	100	....
May 31 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*	.....	.....	800,000	800,000	.....	.....	—	(Recentl	y	opened	—No retu	rns.)	—	100	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	62.0	(Recentl	y	opened	—No retu	rns.)	—	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*	.....	.....	12,045,000	12,491,000	.....	.....	463.0		(No infor	mation.)			—	100	41
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas	12,900,000	*	.....	.....	5,950,000	6,950,000	.....	.....	161.0	.....	.....	.....	683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala	838,003	.....	.....	.....	250,000	564,398	3,606	.....	—	(Operat	ed by Mob	ile and Oh	io.)		—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama	2,109,718	*	14.405	10,536	1,278,377	711,000	126,145	.....	87.0	100,736	48,778	.....	201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	65 000	219,340	2,034,800	2,595,500	769,046	.....	164.0	.....	.....	.....	667,539	150,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	.....	.....	.....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156 146	*	913,874	371,341	4,428,036	10,760,674	1,492,116	1,770,536	517.6	1,432,823	385,300	333,638	2,139,448	845,280	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	352,856	*	.....	.....	197,500	99,826	.....	.....	...	(Recentl	y	compl'ted	—No re	turns.)	—	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*	.....	.....	700,000	2,300,000	.....	.....	—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	....
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931	.....	.....	.....	150,315	177,000	.....	.....	10.3		(Leased to	Erie.)		25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.	.....	.....	.....	.....	.....	.....	.....	.....	80.0		(No infor	mation.)			—	100	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,956	—	53,329	.....	418,500	650,000	39,786	.....	23.8	15,207	22,290	11,329	26 807	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240	.....	.....	.....	13,698,250	11,614,000	.....	.....	118.0	.....	.....	.....	2,987,211	668,914	7	100	90
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759	.....	800,000	—	64,325	126,715	43.2	299,980	794,297	246,553	544,613	102,415	10	100	137
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶	Tennessee.	5,196,256	*	1,100,241	226,186	1,898,935	1,964,000	2,662,228	—	173.0	902,859	202,709	276,761	1,448,133	390,442	—	100	....
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶	Tenn. and Ala.	3,037,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	132.6	274,079	93,985	49,428	425,215	144,942	—	100	....
Jun. 30, 1871	172.6	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶	Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)			172.5	544,211	.....	59,145	444,389	257 542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,347,285	.....	.....	.....	977,150	600,000	789,735	.....	—	(Leased	by New J	ersey Cen	Central.)		7	50	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	.....	.....	.....	700,000	800,000	.....	.....	—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	26 2	128,370	325,136	130,036	258,418	52,559	8	100	....
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N. Bruns.	2,500,000	*	.....	.....	.....	972.000	.....	.....	126.0	.....	28,905	97,443	144,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983	*	.....	.....	165,905	75,750	5,689	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	.....	.....	.....	600,000	93,300	2,000	.....	14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*	.....	.....	424,000	525,000	.....	.....	13.3		(Opene	d August 18	71.)			100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic.	Conn.	.....	(Unfini	shed.)	.....	3,000,000	4,500,000	.....	.....	23.0	.....	.....	8,044	.....	.....	—	100	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	174,533	263,632	2,100,000	1,900,000	249,848	61,537	99.0	340,268	355,021	199,582	546,209	150,515	—	100	....
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,328	*	.....	.....	7,295,200	400,000	.....	.....	33 0	(Include	d in Unite	d Compan	ies.)		10	100	124
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*	.....	.....	2,000,000	4,500,000	.....	.....	68 0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.	.....	.....	1,106,000	.....	4,000,000	2,370,000	.....	.....	115.5	25,621	334,021	87,342	408,228	106,005	—	100	26
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000	.....	63,499	115.6	370,953	437,263	222,390	505,335	132 093	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	9,500,000	1,000,000	.....	206.0	.....	.....	.....	1,669,777	404,695	—	100	....
Dec. 31, 1871	313.0	—	....	535 0	.....	.....	.....	.....	N. O. Mobile and Texas	Ala. & Nash.	.....	.....	.....	.....	.....	.....	.....	.....	200.0	.....	.....	.....	.....	.....	—	100	....
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N.Y.	60,413,657	*	.....	.....	39,428,320	15,231,719	1,167	.....	844.5	10,631 797	.....	.....	21,972,106	8,260,816	8	100	974
Sept. 30 1871	130.7	21.2	45.5	—	39	86	30	725	New York and Harlem	New York.	13,305,080	1,592,431	1,678,795	.....	8,500,000	6,717,725	.....	.....	156.9	862,174	1,682,500	323,409	2,698,763	1,929,083	8	100	117

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars.			Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161.000	55,465	—	5.4	10,275	6,293	1,90[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	2:9,110	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,685	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	141
Sept. 30, 1871	202.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,088,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent.& H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35 0	.....	42,948	274.628	154.259	73,121	—	100	....
May 31, 1871	223.0	—	9.0	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	6	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	—	(No accounts obtainable.)			—	—	—	—	72.0	—	(No accounts.)		—	—	—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6.815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179,200	520,541	—	50	99½
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,366	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
Dec. 31, 1871	21.3	—	4.0	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1.000,000	400,000	.....	.....	—	—	(Leased to	Erie Com	pany.)	—	8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000p.m	.....	.....	278 0	—	(No accessible returns.)		—	—	—	100	....
Sept. 30, 1871	59.4	7.0	12 5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	125
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	316	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,249	234,305	211,009	814,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	183,412	388,837	1,027,699	347,857	6	100	67
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	18	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	24,477	12.0	—	—	58,979	48,986	29.048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,372	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,8[illegible]0	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	47½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	71
Sept. 30, 1871	130.5	15.5	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	116½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	—	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	846	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	2,892,540	5,348,676	574,313	—	292.6	555,236	185.604	121.911	929,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)			—	—	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)			—	—	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....	—	21.0	—	(Opened | April 17, 1 | 871.)	—	—	—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	25	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	55
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5	—	(No returns furnished.)		—	—	—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under construction.)		—	—	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5	—	(No returns.)		—	—	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construction in progress.)		245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5	—	(Leased to Erie.)		63,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)	—	—	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased to Erie.)		—	—	—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wab. and Western.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United Companies.)		—	6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Jersey Southern.)		—	—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	118.0	(Recently opened | —No returns.)		—	—	—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,468,101	39,452,616	16,009,353	41,339,475	34,418,206	13,860,565	1,253,887	699.0	11,904,317	4,699,935	6,575,842	18,719,837	6,890,404	10	50	112½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	132,412	700,000	100,000	—	—	—	(To be completed in 1872.)		—	—	—	100	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,066	1.271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,402	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned over to Co.	Dec. 1, 1	871.)	—	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	—	—	—	—	6.5	(Oper. by Camden | and Amboy.)		—	—	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	.....	57,200	100,000	57,381	—	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	1,342,200	358,500	50,305	31,860	58.1	167,474	254,944	109,939	271.205	79,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	54
Dec. 31, 1871	17.1	8.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	170
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,008,940	10	50	117½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286.850	30.8	.....	1,276.762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,589	105.1	1,065,517	1.608.033	348.216	2,678,865	1,069,943	8	50	112½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	—	—	—	—	11.3	(Leased to Phila. and Reading.)			—	—	—	100	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.	Pa. & W. Va.	18,020,444	*	3,637,30[illegible]	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8.69	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717.299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic	P., O., L. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	389.3	6,508,726	1,985.732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)			—	—	6	100	....
Oct. 31, 18 1	66.0	—	2.1	24.0	1 7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	.....	—	(Not in running order.)		—	—	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,886	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina	1,200,000	*	4,800,000	.....	3,000,000	2,600,000	.....	—	—	—	(Not in operation at date.)		—	—	—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	97
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	.....	40,208	53.052	6.110	34,021	5.673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,230	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.2	454,672	$1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line.....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	———	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	5	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	———	48.0	211,872	122,527	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,936	*	934,015	.....	6,000,000	1,925,000	.....	———	181.0	724,626	623,731	457,454	1,576,494	441,122	7	100	106
Sept. 20, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,219,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	———	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	———	.....	.....	557,560	.....	5,000	———	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	———	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	———	20.0	.....	(No returns furnished.)				—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	———	....	65,501	113,763	24,582	120,155	50,082	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	———	239.0	(Leased	to Vermont Central.)				—	100	13
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	———	112.0	.....	(No returns fuanished.)				—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	———	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute..Illinois.	11,340,000	*	———	250,483	4,340,000	7,000,000	250,483	———	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	———	209.0	732,466	528,618	434,933	1,636,904	667,319	—	100	96
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	———	.....	.....	2,623,850	2,725,000	.....	———	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	———	571.0	(Sold	August 2d, 1871—No returns.)				—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	———	...	(Completed in	January 1	1872.)	.....	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	———	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	849,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,485,310	*	171,375	15,219	4,000,000	———	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	———	.....	2,296	243,305	226,000	1,063	———	—	(Leased	to Boston and Lowell.)				—	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	———	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	350,868	*	50,132	———	150,000	281,000	.....	———	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,039	———	54.0	(14 mos.	49,385	527,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	———	80.0	.....	30,314	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	———	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	———	.....	.....	869,450	700,000	.....	———	28.0	206,545	41,000	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	———	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	———	.....	.....	2,667,600	1,624,000	.....	———	157.0	.....	(No report furnished.)				—	100	....
Dec. 31, 1871	187.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,281	5,819,275	4,340,230	1,146,759	———	243.9	808,409	197,36:	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	———	66.0	338,426	611,784	67 077	408,615	142,937	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,752	1,640,000	10,529	———	89.0	108,548	123,766	63,681	184,197	13,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	160.0	17	8	3	266	Southern Minnesota .....Minnesota	5,670,000	600,000	65,000	———	3,825,000	4,592,000	1,000,000	———	135.0	371,130	44,325	105,33:	408,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,083	———	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,0 0	———	———	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	*	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	———	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,567,050	*	.....	.....	1,670,130	1,670,100	134,468	———	81.0	334,431	246,860	399,660	620,768	160,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,235,248	235,095	1,988,150	800,000	196,510	1,135,909	96 5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	———	34.0	216,232	100,042	845,385	455,948	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	———	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	234.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	72
Sept. 30, 1871	34.9	—	9.1	—	13	1.	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	———	.....	.....	1,000,000	3,200,000	.....	———	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	19	40	1,328	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	124
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	351,500	.....	———	74.7	96,738	131,547	33,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,814,681	*	.....	.....	2,658,600	.....	.....	———	89.3	158,800	244,48:	170,816	360,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	———	.....	.....	2,500,000	.....	.....	———	—	(Leased	to Vermont Central.)				8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	———	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	224,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	86
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	———	140.0	252,988	88,41:	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	———	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	———	.....	.....	1,800,000	1,281,400	.....	———	—	(Leased	to Del., Lacka. and Western.)				7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	———	.....	.....	225,000	85,000	.....	———	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,870	100,000	252,707	———	44.0	91,096	41,12:	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,412	.....	.....	681,650	1,197,300	.....	———	35.5	186,000	737,473	85,273	326,128	141,816	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,000	277,193	103,099	2,008,324	3,160,000	814,344	———	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	64	2	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	———	138.0	166,389	.....	364,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	———	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,736,263	———	.....	.....	1,022,460	1,800,000	907,81:	———	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,385	190 05:	234,867	842,169	203,766	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,862	*	1,270,66:	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug 31 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	———	168.0	143,269	13,340	42.937	236.616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	———	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania	2,489,837	240,628	32,892	.....	757,729	1,973,600	118,704	———	63.6	199,868	126,240	173,248	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,965	181.0	502,792	109,174	88,055	570,330	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,316 000	71,633	———	143.8	247,366	70,845	128,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	———	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	———	258,679	151,967	2,031,988	2,039,150	1,825	———	12.5	———	———	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	———	.....	.....	8,229,594	.....	.....	———	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	———	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	———	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	———	———	1,4.8,755	113,361	lo-s.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	———	.....	.....	5,847,400	.....	.....	.....	65.5	———	———	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	———	19,323,506	.....	8,739,850	15,028,656	.....	.....	108 0	———	———	982,188	578,462	31.978	—	50	74
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,102,462	———	.....	.....	1,003,800	110,000	8,179	———	85.0	———	———	.....	175,120	38,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	———	———	110,570	2,200,000	1,021,965	197,815	82,206	103.0	———	———	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	———	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	———	———	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	———	.....	.....	4,454,048	8,617,098	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	154
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	———	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	———	———	501,574	144,039	87.30:	—	50	....
Dec 31, 1871	77.6	1.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	———	.....	.....	2,807,850	3,000,000	.....	.....	84.0	———	———	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.1	—	—	—	—	—	—	—	West Branch and Susquehanna..... Penn.	1,948,723	———	.....	.....	1,100,000	748,000	100,725	———	123.0	(Leased	to Penns	lvania.)			—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	73
Catawissa,* pref. and guar.	2,200,000	7	7	85
Cayuga and Susquehanna,* guar.	589,110	...	0	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	40
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	84½
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	504,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	74
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	69½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	...	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	843,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28½
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	56
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,516	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,623,350	8	8	....
Morris, preferred	1,175,000	10	10	123½
Schuylkill Navigation, pref.	2,888,997	6	6	28
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ — —
Gartsherrie		—	@ — —
Glengarnock		48	@ — —
Eglinton		44	@ 45 —
Pig, American, No. 1		45	@ — —
Pig, American, No. 2		43	@ — —
Pig, American, Forge		37	@ 40 —
Bar, Refined, English and American		—	@120 —
Bar, Swedes, assorted sizes	(gold).	120	@130 —
—Store Prices.—			
Bar, Swedes, 1½ x¾ & 1¼ x ¾ to ¾ & ¾ sq. 1¾ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¼		145	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.-1 to 6 in. x ¾ to 1 in		105	— @ — —
Bar, Refined, 1¾ to 6 by ¾ & 5-16 in.		110	— @ — —
Bar, Refined, 1 & 1¼ by ¾ & 5-16		112	50 @ — —
Large Rounds, 2¾ to 2¾ to 3¾ to 4 in.		112	50 @125 —
Scroll		120	— @150 —
Ovals and Half-round		130	— @150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	— @122 50
Horse Shoe		117	50 @127 50
Rods, ¼@3-16 inch		110	— @152 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		127	50 @172 50
Nail Rod	per lb.	—	— @ — 9
Sheet, Russia, as to assortment	(gold)	15½	—@ — 16
Sheet, Single D. and T. Common		—	6½@ — 7
Sheet, Doubles and Trebles, Charcoal		—	7¾@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold). per ton.	70	— @ 72 —
Rails, American, at Works in Penna. c'y.		80	— @ — —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$5 50	@ — —
8d. and 9d. "		5 75	@ — —
6d. and 7d. "		6 —	@ — —
4d. and 5d. "		6 25	@ — —
3d. "		7 —	@ — —
Cut, 2d and 3d. Fine		7 75	@ — —
4d. and 4½d, Sugar Box		6 50	@ — —
Cut Spikes, all sizes		5 75	@ — —
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 33
Straits	(gold).	— —	@ — 45
English	(gold).	— —	@ — 30

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 75 @11 —	12 25 @ 13 —
I. C. Coke	9 50 @ 9 75	11 — @ 11 50
Coke Terne	8 50 @ 9 —	9 75 @ 10 25
Charcoal Terne	9 75 @10 —	11 25 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 12	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 16½	@ — 17
Refined, Standard White (in ship'g order)		— 27½	@ — —
Refined, S. W. (in jobbing lots)		— 27½	@ — 28
Refined, S. W. (in tin)		— 30	@ — 31
Naptha, Refined, (65 @ 78 gravity)		— 16½	@ — 17
Residuum	per bbl.	— 12	@ — 12½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 26	@— 28
Copper, English Pig		— —	@— 28½
Copper, American Ingot		— 31½	@— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 50	@ 6 62½
German	(gold)	6 50	@ 6 62½
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@11 —
Colwells, Shaw & Willard Tin-lined Lead Pipe 1.5c pr lb.			

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Authracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— — @18 —
Liverpool House Cannel		— 22 @23 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th. 12.	F. 13.	Sat. 14.	M. 16.	Tu. 17.	W. 18
Canton Co.	105	101½	102	101	102½	102
Central Pacific 6s	101½	101½	102	102½	102½	....
Central of N. Jersey	102	103	102	....	....	100½
Chicago & Alton	....	....	....	....	111½	....
" pref.	112	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	87½	87½	83½	....	83	82½
" pref.	91½	90½	87½	86½	86½	84½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	90	....	90	....	90½	....
Chic., Rock Isl. & Pac.	112	110	110½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	104	....	....	....	103½	104
Clev., Col., C. and Ind.	....	....	91	91½	....	....
Clev. & Pittsburg guar.	88½	88½	88	88½	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102½	....	....	....	....	102½
Col., Chi., & Ind. C.	34½	35	35½	35½	35½	35½
" 1 M.	88½	88	88	88½	88½	88½
" 2 M.	....	....	73½	....	....	73
Del. & Hudson Canal	118	....	118½	....	....	118
Del. Lack. & Western	93½	91½	91½	92½	93	92½
" 1 M. 7s	....	....	....	97	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	53½	53	53	53	53½	52½
" pref.	75	....	....	....	....	74
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	92½	92½	....	92	....
" 5 M. 7s, 1888	89	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	87	....	....
Hannibal & St. Joseph.	47½	48½	47½	48	48	48
" pref.	69	68	70½	69½	....	....
" 8s, conv.	94	93½	....	....	93½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	105	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	125	....	125	....	125	....
" bonds	101½	....	....	....	....	....
Lake Shore & Mich. S'th.	94	94	94½	94½	94½	94½
Lake Shore Div. bonds.	93	93½	....	....	93½	....
Marietta & Cin. 1st pref.	....	28	29	28½	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	116	....	115½	115½	115	115
" S. F. 8s, 1882	....	....	115	....	....	....
M. S. and N. I. 1 M. S. F.	100½	....	....	101	....	....
" 2 M.	....	....	....	....	....	97½
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	3	....	2½	2½	2½
Milw. and St. Paul.	54½	54½	54½	53½	53½	54½
" pref.	77½	77½	77½	....	77½	....
" 1st mort.	94	....	94	....	....	94
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	107	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94½	....	94½	....	95	94½
" H. & St. J. 8s	....	....	....	....	....	92
Morris and Essex	....	....	....	....	....	90
" 1st mort.	105	....	....	....	....	105
" 2d mort.	97	....	....	....	....	97½
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	91½	91½
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	96½	96½	97½	97½	97½	97½
N. York and Harlem	118	117½	118	118	118	117
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	100	....	....	....	....	....
N. Carolina 6s, old	....	....	35	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	46½	47	46½	47½	47½	47½
" pref.	74	....	74½	....	....	74
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	73½	72½	71½	75	76	81
Panama	130	127½	130	131	133	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	93½	93½	....	94	....	93½
" 1 M.	....	....	104½	....	104½	104½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	45	44½	45	45½	46	46
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	101	....	....	....	....	....
" 2 M. pref.	....	....	....	....	87½	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	81½	....	....	....	....	80
" new	81½	81	81	80½	....	80½
Tol., Wab. & Western	71½	71	71½	71½	72½	72½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	100	....	....
" 2 M.	92	....	....	....	....	92
" Equipment	....	....	82½	....	....	....
" St. Lou. Div.	91	....	91	....	91½	....
Union Pacific	37½	37½	37½	37½	37½	37½
" 1st mort.	89½	89½	89½	89½	89	89½
" L. Gt. 7s	78½	....	78½	....	....	....
" Inc. 10s	....	82	....	82	81½	81½
Virginia 6s, old	....	....	....	....	80	....
" new	....	....	....	....	....	....
" consol.	60	59½	57½	56½	....	....
" def. cert.	15½	....	15½	15½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	109⅝	109⅝	....	....	....	....
U. S. 5s, 10-40s, coup.	109¼	109¼	109⅜	109¼	109¼	
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	111¼	111¼	....	
U. S. 6s, 1881, reg.	....	....	113½	....	113⅜	
U. S. 6s, 1881, coup.	117⅜	....	....	117⅜	117⅜	
U. S. 6s, 5-20s, reg. '62.	113	....	....	112⅜	....	
U. S. 6s, 5-20s, c. 1862.	....	....	....	112⅜	....	
U. S. 6s, 5-20s, reg. '64.	....	....	....	112⅜	....	
U. S. 6s, 5-20s, c. 1864.	113	113⅛	113⅜	112⅜	....	
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.	113⅜	....	....	113⅜	113	
U. S. 6s, 5-20s, r. n. '65.	....	....	112⅜	....	....	
U. S. 6s, 5-20s, c. n '65.	115⅛	....	115⅜	115⅜	115⅜	
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	112⅜	
U. S. 6s, 5-20s, c. 1867.	116⅞	116¼	116⅜	116¼	116¼	116⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68.	116⅛	....	....	....	116⅜	....
U. S. 6s, Pac.RR issue.	112⅜	....	....	112⅜	112⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa preferred	....	42¼	....	....	....	
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	88	....	....	....	....
" mort. 6s, '89.	....	....	....	....	....	93⅜
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	97
Lehigh Navigation	36⅞	36⅜	37	....	....	37
" 6s, 1884	87¼	....	....	....	....	....
" Gold L.	....	....	....	94	90x	90¼
" R. R. L.	....	....	93⅛	....	....	....
" Conv. L.	79¼	79½	....	....	....	....
Lehigh Valley R. R.	59⅛	59⅝	59	59½	....	59¼
" 6s new coup	94	....	....	....	....	....
" 6s new reg.	94¼	....	....	....	....	95
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s.	....	....	....	....	....	....
Minehill	53¼	....	....	....	53⅛	53¼
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s.	95	....	95	....	....	....
" 10s, 1887	....	....	....	....	110	....
Northern Central	38	....	....	....	38	....
Oil Creek & Alleg. Riv.	35¾	....	35½	....	35¾	35¼
" 7s.	....	....	74¼	75	....	....
Pennsylvania R. R.	56¼	56	56½	56⅝	56⅝	56½
" 1st M.	....	....	....	....	....	101¼
" 2d M.	97	....	....	....	....	....
" Gen. mort.	94¼	....	....	....	....	....
" " reg.	94¼	....	94⅛	....	....	....
Penn. State 6s.	1st series	102¼	....	102⅜	101¼	102⅜	102¼
" 6s, 2d series.	....	....	107⅛	....	....	....
" 6s, 3d series.	109	109	....	....	....	....
Philadelphia City, 6s.	95¼	....	....	....	....	95½
" new	99⅜	99⅜	99⅜	99⅜	99⅜	99⅜
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58¼	58¼	58¼	58¼	58¼	58¼
Philadelphia and Erie.	27	....	....	27	....	....
" 6s.	....	....	....	....	....	....
" 7s.	....	....	93½	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	14	....	....	....
" 6s, 1882	....	....	....	77	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	123	123½	....	124	....	124¼
Hestonville, (Horse)	....	18¼	....	....	19	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	5⅞	59	....	....	....	59
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875.	....	....	96¼	96¼	96¼	96¼
" 1886	....	....	....	96	....	....
" 1890	95¼	....	....	....	....	96¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	154¾	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M.	99¼	....	99¼	99¼	....	....
" 2d M.	86¾	86¾	86¾	....	....	86¼
" 3d M. 8s.	84¾	85	....	85	85	
Northern Central.	37¼	....	....	....	....	38
" bonds, 1885.	....	....	94½	....	....	....
" " 1900.	88	87	....	....	....	....
Pittsb. & Connellsv. 7s.	....	....	....	....	....	95½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	57	....	....	....	....	56½
" Defer. Certif.	....	....	15¼	....	....	....
City Passenger R R.	....	23	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany	147¼	...	147½	....	....	146⅞
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	128½	....	127½	....	127½	127
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	42⅞	43½	43⅜	43⅜	43¼	
Cheshire, pref.	....	....	....	....	....	82
Chi., Burl. & Quincy	....	138½	....	139½	138⅝	
Concord	....	....	....	....	....	81
Connecticut River	132	....	....	....	....	132
Eastern	....	104¼	104¼	104¼	....	104⅜
Fitchburg	....	....	136	....	....	131½x
Manchester & Lawr'ce	....	....	....	....	....	130⅞
Michigan Central	116	115⅜	115⅝	....	115⅛	115
Northern, N. H.	114¼	....	....	112⅜	112¼	....
Ogdens. & Lake Champ.	....	....	....	....	67	67
" pref.	....	....	....	....	....	....
Old Colony & Newport.	116	....	116	116	116⅛	116¼
Ph., Wil. & Baltimore	56	56½	....	....	54¼x	54⅝
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.	....	....	....	....	....	....
" Land Grant 7s.	76⅞	....	....	....	....	....
" Income 10s.	....	....	....	....	79	....
Vermont & Canada	....	....	....	....	..	....
Vermont & Mass.	83	84¼	85	....	....	86¼
South Boston (Horse)	..	....	....	....	....	....
Cambridge ..	....	....	....	....	....	100
Metropolitan ..	....	....	60⅝	....	....	60¼
Middlesex ..	....	....	81	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	....	14¼	15½	16¼	16¼	....
Franklin ..	....	....	....	9¾	10	16¾
National ..	....	....	5	5¼	5¼	5¼
Pewable ..	....	....	....	11¼	11⅛	11¼
Quincy ..	....	48¾	....	....	....	47

London Stock Exchange.

	Closing Prices. Nov. 29.	Nov. 22.
Atlantic & Gt. W. 1st mort., $1,000	75 — 77	72 — 74
Do. 2d mort., $1,000	62 — 64	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	35 — 37
Do. Reorg. Scrip	97 — 99	95 — 97
Do. Leas. Lines, Rental Bonds	88 — 90	86 — 88
Detroit & Milwaukee 1st mort. Bonds	74 — 77	73 — 76
Do. 2d do.	74 — 77	73 — 76
Erie shares 100 dol. all paid	42¼ — 43	42 — 42½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 92	90 — 92
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	102 —104	99 —101
Do. Redemption mort. bonds 6 p.c.	97 —109	99 —100
Illinois & St. Louis Bridge 1st mort.	97 — 99	96 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	92 — 94
Pennsylvania, 2d mort.	98 —100	98 —100
Do. General mort.	93 — 95	93 — 95
Do. $50 shares.	45 — 47	45 — 47
Philadelphia and Erie 1st mort.	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal.

Saturday, December 31, 1872.

Stock Exchange and Money Market.

Under a very brisk speculative demand for Money, rates have been decidedly against the borrowing interest, especially toward the close, when a sixteenth of one per cent. and 7 per cent. interest was freely paid to carry stocks over one day, and at the last moment of bank time, one-eighth of one per cent. and as much as three-sixteenths of one per cent. were paid on the street. The banks have been called on to transfer to the Treasury Department a considerable portion of the public funds, on special deposit, thus lessening their power to aid their customers, and tending to aggravate the pressure for aid. The preparations in progress for the New Year interest and dividend disbursements have likewise operated to diminish the available supply of Money, and to stiffen the views of lenders, as to the price of accommodation. The mercantile call for help has not been remarkably urgent, but even the best grades of business paper have been of comparatively slow sale at a discount of 10@12 per cent. per annum. The city banks gained nearly ⅞ths, of a million in line of the legal tender notes, but were heavy losers in the way of specie, and deposits, during the week. They contracted their loans about ¾ths of a million.

The cash balances in the U. S. Treasury at Washington on Tuesday were as follows: Currency, $5,292,652; coin, $69,613,388; coin certificates are outstanding for $19,873,500; special deposits of legal tenders for redemption of currency certificates of deposit, $27,175,000.

The U. S. Sub-Treasury office last week received $3,788,812 of currency, and $3,464,126 of gold, the latter including $1,828 000 from customs; and disbursed $2,360,965 of currency and $3,171,993 of gold, the latter embracing $777,218 of coin interest. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $23,884,287 and a coin reserve of $44,915,527.

The city banks, in their latest return, show an increase of $815,800 of legal tender notes, with a decrease of $1,489,800 of specie, of $2,108,100 in their deposits, of $768,200 in their loan and discount averages, and of $35,400 in their item of circulation. The city bank exchanges, last week, averaged 130 millions. The banks now hold $1,326,050 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $11,719,700, against $25,751,100 same time last year. The city bank deposits are now $202,911,700 against $217,891,300, week ending Dec. 16, 1871. The legal tender reserve amounts to $47,217,000, against $44 532 400 same time last year. The circulation now stands at $27,523,700 against $29,033 800 same time last year. The loans are now $277,620 400 against $283,179,700 at this date last year.

The coin reserve of the city banks is now about 11¾ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 47¼ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 203 millions, against 247½ millions on the 20th of July.

Government revenues have been comparatively moderate, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $57,585,116. The customs at the port of New York last week were $1,690,257, and at the outports, equal to about $550,000, all in coin or coin certificates.

Gold has been fairly active, but the speculation has been much less confident, on the part of the operators for a rise; and under the most liberal offerings of foreign exchange, the price has been depressed. The customs and export drain having been limited. The range of the price during the week has been from 111⅝@113, and the quotation on Wednesday was 111⅝ against 112¾ the preceding Wednesday. The specie outflow last week, was $815,323. The Gold Exchange Bank clearances have averaged about 52½ millions per day during the week.

The Treasury Department proposes to buy in at least $4 000,000 of 5-20s during December and sell $4,000,000 gold, one million each week, on the usual days excepting, of course, holidays.

The customs demand for Gold last week, aver-

aged $304,700 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $20,511 and since Jan 1, 1872, were $5,488,647 against $8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1 has been $140,690,273 against $150,405,901 during the same time in 1871.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872 $73,578 879, against $82,084,694 during the same time in 1871.

The export drain of specie was $815,323 last week, against $731,645 same week preceding year. The shipments since January 1, 1872, have been $69,076,657 against $61,234,146 during the same portion of 1871.

Foreign Exchange has been decidedly more active and firmer, though closing less buoyantly, under more liberal offerings of prime bills. Bankers' sixty day bills on London closed on Wednesday at 109@109⅛; sight bills on London, 110⅛ @110¼. The week's exports of domestic produce were to the currency value of $5,702,541.

Government securities have been in moderate supply and have held their own well as to values, despite the activity in Money; but the dealings have been on a restricted scale.

On Wednesday, Government bought in none of the offered Five-Twenties, as the price was not satisfactory. The aggregate offering was $813,-750@111 74@112 11 net.

U. S. sixes of 1881 at the opening on Wednesday of the current week were quoted at 117@117⅛; U. S. Five-Twenties of 1862, 112⅜@113¾; U. S. Five-Twenties of 1864 at 112½@112⅞; U. S. Five-Twenties of 1865, 112⅛@113¼; U. S. Five-Twenties of 1865 consolidated,115⅜@115⅝; U. S. Five Twenties of 1867, 116⅛@116¼; U. S. Five-Twenties of 1868, 116@116¼; U. S. Ten-forties at 109⅝@109⅝; U. S. Fives of 1881 (Funding Loan) 110¾@111½; Six per cent. currency Sixes from 112½@112¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 4.	Dec. 11.	Dec. 18.
Consols	91⅞	91⅜	91¾
U. S. 5-20s, 1865....	91⅝	91⅝	92
" 1867	94	94	92
" 10-40s	88¼	88	88½
New Fives of 1881...	88⅞	89	89½
Erie	42½	42⅜	42⅞

State bonds have been moderately inquired for and the favorite issues have shown firmness as to price.

Railway and Miscellaneous share property has been decidedly more active and the speculative movement as a whole, has been much more confident and buoyant, despite the extreme stringency in the Money line.

Railway Mortgage Loans have been in more demand especially on investment account at firm prices for all the more substantial loans, particularly the older issues. Central Pacific Sixes have been in better request closing at from 102@102¼.

According to the latest advices from the Chesapeake and Ohio Railroad, the Church Hill Tunnel, which is being built to accommodate a branch from the main line at Richmond to the docks of the Rocketts, on the James River, has been opened some days. Only a short time will be required to finish the necessary arching and prepare the tunnel for the passage of trains. The gap at the western end, remaining to connect the two separated divisions, has been reduced to less than fifteen miles, the locomotive whistles being distinctly heard across the gap. If the weather should hold open until New Year, the junction of the rails will be effected, and the through business begin soon thereafter.

At the regular session of the Stock Exchange on Monday a notice was received from Mr. John F. Tracy, President of the Chicago, Rock Island, and Pacific Railroad Company, that this company will issue, thirty days after date, Sixty Thousand shares of new stock. The company, it is stated in the notice, requires the proceeds of this stock, which at par would yield six millions of dollars for all kinds of permanent improvements, including double track, steel rails instead of iron, new buildings, reduction of grades on the Iowa division, and other purposes.

Business in the Metal line has been somewhat brisker. Coppor has been quoted firmer on an active movement; sales, 500,000 lbs. Ingot at 31¼c.@32c., cash and 32c. for forward delivery. There has been a very quiet market noted for most descriptions of iron without any further material changes as to values. The offerings of stock have been fair, and the demand has been generally limited. The only important sales reported were of 6,000 tons American at Philadelphia, on private terms. Lead, Spelter, and Zinc, dull at old quotations. Pig-tin has been quoted steadier, on a rather better inquiry, with sales reported of 750 slabs Straits at 30c.@31c., closing at 31c.@31½c., gold. Tin Plates have been in very good request and again quoted higher, with sales reported of 5,500 boxes Charcoal, for forward delivery, chiefly January and February, at $10 75, gold, and 1,000 boxes Coke Plates on private terms. On the spot, Charcoal closed at $11; Charcoal Terne at $10 25; Coke at $9 75@10, and Coke Terne at $8 50@$9 gold.

General business has been on a moderate scale. Cotton, Pork, Hops and Naval Stores, have been quoted firmer. Breadstuffs, Bacon, Lard and Petroleum, cheaper. Middling upland cotton, left off on Wednesday at 20⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,463,296 bales, against 1,144,455 bales same time in the preceding year; exports 667,600 bales against 558,300 bales in the previous year; stock at the ports at latest dates, 503,000 bales against 404,800 bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate demand at from 6@16½ cts.; the latter rates for extra heavy choice Christmas stock. Veals in request at 6@10½ cts.; Sheep in fair request at from 4½@8½ cts.; Lambs 5@8½ cts.; Swine, at 4⅝@4⅞ cts. per lb., all live weight. The week's receipts were 8,850 Beeves, 1,850 Veal Calves, 25,576 Sheep and Lambs, and 52,720 Swine.

Foreign goods have been in comparatively limited request as a rule, with values rather favoring buyers. The week's imports of foreign goods reached the amount of $6,925,711, including $1,-189,573 of dry goods.

Ocean freights have been only moderately active owing to the general scarcity of room, and rates have been variable. Grain has been wanted by the Liverpool steamers to complete cargoes and has been taken at lower figures.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie R. R., 8⅞; do. 1st mort., 43: do., guar. bonds, 55¾; New Jersey Southern R. R., 26; St. Louis and Iron Mt. R. R., 96; do. 1st mort., 96; Long Island R. R., 1st mort., 91; North Missouri 1st mort., 92½; Detroit, Monroe and Toledo 1st mort., 96½; Ohio and Mississippi 2d mort., 84¼; do. consols, 95½; Lake Shore and Michigan Southern consols, reg., 99⅞; Long Dock bonds, 92; Missouri, Kansas and Texas R. R., 41¾; Pacific R. R. of Mo., 2d mort., 82½; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Central R. R., of New Jersey 1st mort., new, 103; Toledo, Peoria and Warsaw 2d mort., 80; Mil. and St. Paul, 7s, Iowa Div., 89½; Louisville and Nashville consols, 1898, 92; Clev. and Pittsburg consols, 94; Chicago and Northwestern Int. bonds, 97; Western Union Tel., 80½; Quicksilver pref., 53; U. S. Exp., 81¼; Am. Mer. Union Exp., 66½; Adams Express, 94; Wells-Fargo Exp., 89; New Central Coal, 47⅝; Cumberland Coal and Iron, 75; Consol. Coal of Md., 47; American Coal, 55; Atlantic Mail S. S. Co., 14; South Carolina 6s, new, Jan. and July, 24; do. Apl. and Oct., 25¾; North Carolina 6s, issued to N. C. R. R., 55; N. Y. State 7s, B. L. reg., 105.

Philadelphia.—West Jersey R. R., 54; do. 1st mort., 96; Lehigh Valley 7s, new, 104; Philadelphia and Reading Gen'l mort. 7s, 100¼; do. reg., 102; do. deben. bonds, 81½; Pennsylvania and New York Canal 7s, 94¾; Sunbury and Erie 7s, 101; Belvidere Delaware 3d mort., 82; Catawissa R. R., 19½; do. 7s, new, 100; Wilmington and Reading 7s, 98; Perkiomen R. R. 6s, 82½; Chesapeake and Delaware Canal 6s, 90; Ithaca and Athens 1st mort., 101; Nesquehoning R. R., 55; Camden and Atlantic pref., 86¼. The latest quotations are: City 6s, 95½@95½; do. free of tax, 99¾@99¾; Pennsylvania State6s, 1st series, 102½@102¾; do. 2d series, 107@108; do. 3d series, 109@109; Philadelphia and Reading, 58⅝ @58¾; do. Gen'l mort. 7s, coup., 100@100¼; do. reg., 101@102; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, conv., 101@101½; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 93½@94; do. 1883. 91 @92; do. 1889, —@88; Pennsylvania R. R., 56¼ @56¼; do. 1st mort., 101¼@101½; do. 2d mort., 96¾@97½; do. General mort. coupon, 94 @95½; do. reg., 94@95½; Little Schuylkill R. R., 47@48; Morris Canal, 50@50½; do. pref., 124@125½; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75¾@77; Schuylkill Nav., 7@7; do. pref., 13¾@14; do. 6s, 1882, 76@77; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 96½@98; do. 5s, 57@—; Lehigh Coal and Navigation, 37@37½; do. 6s, 1884, 87⅛ @88; do. R. R. Loan, 93½@94; do. Gold Loan, 90@90½; North Pennsylvania, 49@50; do. 6s, 99@99½; do., 7s, 94½@95; do. Chattle 10s, 109@110; Philadelphia and Erie, 26@27; do. 6s, 88@90; Minehill, 53½@54; Catawissa, 19@ 20; do. pref., 42@43; do. 7s, 1900, 99½@100; Lehigh Valley, 59@59¼; do. 6s, new coupon, 93@95; do. reg., 94¾@95¼; do. 7s, 103¾@ 104; Fifth and Sixth streets, (horse,) 51@52;

Second and Third, 58½@59; Thirteenth and Fifteenth, 17½@20; Spruce and Pine, 32@—; Green and Coates, 48@—; Chestnut and Walnut, 57@60; Hestonville, 18@18½; Union, —@73; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 36; do. 8s, indorsed, 79; Rutland pref., 56; do. 7s, 65; do. scrip, 90; Cincinnati, Sandusky and Cleveland R. R., 19⅜; do. 7s, 83; Boston, Clinton and Fitchburg 7s, 1890, 90; Missisquoi 7s, 60; Cedar Rapids and Missouri 7s, 1891, 88¾; Eastern R. R. 6s, 1880, reg., 92; Atchison, Topeka and Santa Fe R. R., 20⅛; do. 7s, Land Grant gold, 75; Burlington and Missouri River R. R. in Iowa, 114⅛; Connecticut and Passumpsic Rivers pref., 91½; Portsmouth, Gt. Falls and Conway R. R., 97; Norwich and Worcester 125⅜; Cary Imp., 11; Boston Water Power, 46¼; do. scrip, 67; Waverly Land, 4¼; Brookline Land, 6; Maine 6s 1883, 99¼; do. 1889, 99⅜; New Hampshire 6s, 97½; Boston 6s, 1877, currency, 98¼; Charlestown 6s, 1876, 97½; do. 1891, 95¼; Belfast 6s, 1898, 89; Chicago 7s, 1881, 98; do. 6s, 1870, 91½; Cleveland Ohio, 7s, 1874, 98⅞; St. Paul 6s, 1898, 71½; Cambridge 6s, 1881, 95¾; Rockland 6s, 1891, 88¾; Allouez Mining Co., 15; Canada, 15c.; Tremont, 1¾; Pontiac 95c.; Toltec, 1; Rockland, 2½; International Silver, 2½; Humboldt, 1.30; Shuniah Silver, 3; St. Clair, 2½; Petherick, 3¼; Calumet and Hecla, 148¾; Dana, 1; Hanover, 1½; Ridge, 12; Mesnard, 1½; Superior, 30.

Baltimore.—Orange and Alexandria 2d mort. 6s, 86½; do. 3d mort. 8s, 93½; do. 4th mort. 8s, 83; Cincinnati and Baltimore 1st mort. 7s, 91¼; Orange, Alex. and Manassas 7s, 80¾; Virginia and Tennessee 3d mort. 8s, 91; Central Ohio 1st mort. 85½; Richmond and Danville 1st mort., 76; Wilmington, Columbia and Augusta 7s, 77; Western Maryland R. R. bonds. guar. by Washington Co., 84; Am. Gas Coal, 0.40; Atlantic Coal, 2¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76¾@77; Wilmington and Weldon bonds, 98½@100; Pittsburg and Connellsville 7s, 1898, 95@96; Baltimore and Ohio, 154¾@155; do., 6s, 1875, 97½@98; do., 1880, 96@96½; do., 1885, 94¼@94½; Parkersburg Branch, 11@15; Washington Branch, 136@150; Northern Central 38@38½; do. 6s, 1885, 94¼@94⅜; do., 1900, 86¾@87; do., 6s, 1900, gold, 95@—; N. W. Va. 1st mort., 102½@105; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99¼; do., 2d mort., 7s, 86½@87; do., 3d mort., 8s, 84@85; Central Ohio, 35½@40; do., pref., 38¾@40; do. 1st mort., 85¼@85¾; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96@100; do., 2d mort. guar., 94@97; do. 3d mort., guar., 96@96; do. 2d mort pref., 70@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@76½; Orange and Alexandria 1st mort. 6s, 95@103; do., 2d mort. 6s, 86½@87¾; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@83¼; Orange, Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 1st mort. 6s, 95@102⅝; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91@92; Baltimore 6s, 1875, 96⅛@97; do., 1884, 95@96; do. 1886, 95¾@96; do., 1890, 96⅜@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, —@96½; do. 1902, 96@—; Memphis City 6s, 52½@53⅝; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 102@103; Virginia 6s, old, 38@42; do. consol. 6s, 55@56⅛; do. reg., 49@52; do. Peelers, 48@50; West Virginia, 15¼@16¼; City Passenger R. R., 21⅛@23½; George's Creek Coal, 100@105.

Finances of Alabama.

The Governor of Alabama, in his message dated November 21, says that the aggregate indorsements of railroad bonds amount to $15,110,000, representing 706 miles of road, but that the State is well secured against ultimate loss. He then adds:

Were the roads sold to-day under the mortgages and the liens of the State, three-fourths of them would realize the amount of the indorsements, while the remaining fourth, embracing about seventy five miles, would realize little less than the indorsement. This is the opinion, too, of persons of experience and matured judgment in railroad matters. The iron and other movable property of the roads would alone realize three-fourths of the amount of the indorsement. Thus it will be seen that the enormity of the State's indebtedness, so often proclaimed to the detriment of her credit and solvency, dwindles into insignificance.

Excluding from the calculation the contingent liability incurred by indorsement of railroad bonds, the public debt of the State may be stated as follows:

Eight per cent. bonds	$2,376,000
Six per cent. bonds	770,500
Five per cent. bonds	3,290,800
Add to this eight per cent. bonds loaned to A. & C. R. R	$2,000,000
And eight per cent. bonds loaned to M. & E. R. R.	300,000
And we have	$8,743,000

This is the bonded indebtedness of the State, embracing three millions four hundred and forty-five thousand, contracted at periods previous to the civil war, one million five hundred thousand authorized by the act approved December 15, 1865, five hundred thousand by act approved August 12, 1868, and one million by act December 15, 1871, for the purpose of paying the interest on indorsed bonds, &c., and the two million bonds loaned to the Alabama and Chattanooga Railroad Company. To which may be added $396,600, the sum of what is known as the Patton Tax certificates—non-interest bearing—and we have a total public debt of eight million seven hundred and forty-three thousand dollars, with a semi-annual interest thereon of $585,150.

I must not be understood by this computation as repudiating the State's obligation to her domestic funds, such as the University and School funds.

While ignoring the policy of the indorsement system, the Governor earnestly recommends an exact and faithful observance of all the obligations of the State authorized by constitution and law, and urges immediate provision to meet all her unpaid liabilities at the earliest possible day.

☞ The contract for the construction of the narrow gauge railway from Baltimore to Towsontown, granted to Crowley & Dickinson, of Baltimore, has been signed and delivered, the figure being $90,000 for the work. Ground was to have been broken on Thursday, near Boundary avenue. The work is to be completed on or before July next.

☞ The Cairo and Vincennes Railroad has been completed.

☞ The Columbus and Hocking Valley railroad company, at the Directors' meeting on the 11th inst., made a cash dividend of five per cent., and a stock dividend of ten per cent., both payable on February 1st, 1873. Also authorized an increase of the capital stock of ten per cent., to be subscribed pro rata by the present stockholders, to be paid for February 1st and March 1st, one-half at each date, thus increasing the present capital of $1,250,000 to $1,500,000. The great demand for increased equipments will thus be provided for.

☞ The Nashville and Chattanooga Railroad Company has tendered its endorsement, as security, for bonds of the Tennessee Central as soon as the latter completes its road twenty miles west of Huntingdon, and then it is to be completed on to Fulton on the Mississippi river. It has also resolved to transfer to the Tennessee Central the road-bed graded from Huntingdon to McLemoresville in Carroll county, for $20,000 of the stock of the latter road.

☞ The Old Colony Railroad has begun the extension of the Granite Branch from West Quincy to Braintree, which will give the company a third track from Braintree to Atlantic station. The cars on the new Shawmut Branch, leading from the main line at Harrison Square station through Dorchester Centre to the Dorchester and Milton Branch between Granite Bridge and Milton, commenced running on the 9th inst.

☞ The Directors of the Toledo and Louisville railway company have awarded the contract for building the road from Newcastle to North Vernon to H. C. Lord, Henry Crawford, Joel Richardson, and their associates, the contract to be completed by April 1874.

☞ Jay Gould, Walter R. Palmer, C. C. Osburn, Henry H. Martin, John F. Cole, D. W. Joslyn, G. W. Bentley, Ashbel Green, B. Williamson, R. F. Stockton, Warren Leland and John B. Morris have been elected directors of the New Jersey Southern Railroad.

☞ Work at the Portsmouth end of the Portsmouth and Dover Railroad has been begun by the contractors. About one hundred men are to be employed in Dover. The work is sublet to experienced contractors, and is to be completed in August.

☞ The Portland and Ogdensburg Railroad have decided upon a new line between Conway and the Twin Mountain House, on the other side of the Notch, which makes the heaviest grade through the Notch 116 feet to the mile. The distance is 8 miles, of which 6 are now graded.

☞ G. K. Jewett has been elected President, and E. R. Burpee, Vice President, of the Amalgamated European and North American Railway Companies. Mr. Angel is appointed Superintendent, and Mr. McLeod, Assistant Superintendent.

☞ The Buffalo, New York and Philadelphia railway will be opened for travel and freight to its terminus, Emporium, Pa., on the first of January. The present terminus is Allegheny, Pa.

☞ All the stock of the Bangor and Bucksport (Me.) Railroad has been taken and the construction of the road is secured.

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—COURT OF APPEALS WILL NOT REVIEW QUESTIONS OF FACTS.

The case of Dickson *vs.* The Broadway and Seventh Avenue Railroad Company, (47 N. Y., 507,) was an action brought by Delia Dickson to recover for personal injuries alleged to have been sustained by her by reason of defendant's negligence, and was tried in the Superior Court, of the city of New York, at the May term, 1870. The trial resulted in a verdict of $3 000 in favor of the plaintiff. Motion for a new trial was made and denied.

The following is the opinion by the court delivered by—

ALLEN, J.—This is another of the cases in which the plaintiff has, by stipulating that, upon an affirmance by this court of the order granting a new trial, judgment absolute shall go against him, incurred the peril of an adverse decision upon any one of several exceptions, none of which or altogether present questions, which decided adversely to him would be necessarily fatal to the action, rather than avail himself of a second trial upon which every objection now taken and made to a recovery might be obviated. When a new trial has been granted in an action tried by a jury upon a record presenting questions of law only, and the record presents no question or exception, upon which the order could be sustained in this court, except such as if decided adversely to the party complaining of the order, would be conclusive against him in the action, that is necessarily fatal to his action or defense,so that in no aspect his case can be varied or put in better form upon a re-trial, an appeal to this court from the order is proper and advisable. In such case the delay and expense of a new trial would be nugatory, and the party hazards nothing by the appeal. This court is not authorized to review the facts, or sit in judgment upon the verdicts of a jury. Courts of original jurisdiction have that power, and in its exercise they have a discretion, and may grant new trials, for the reason that a verdict is, in their judgment, against the weight of evidence, and justice requires that the cause should be submitted to another jury, as well as for error and mistake of the jury, or because the damages were excessive, and for other causes; but the action of such courts in granting new trials, for these and the like reasons, are not reviewable here. The decisions of this court are uniform, that when,after a trial by jury, a new trial is granted by the court below, this court has no power to review a question of fact. When the record brought into this court presents a case in which the court below may have granted the new trial, upon questions of fact, or, in other words, when it does not appear by the record, that the new trial must have been granted on questions of law, the court cannot review the decision.

It follows, that to justify an appeal to this court from an order granting a new trial, in an action tried by a jury, there should be no dispute as to the facts and the questions presented must be purely by law. The whole subject has been deliberately considered by this court in Wright *vs.* Hunter (46 N. Y. 409) and the appeals were dismissed, for the reason that the orders appealed from did not appear by the record to have been granted solely on questions of law. The opinions of Judge Rapallo were unanimously concurred in by the court, and must be regarded as definitely settling the practice as well as the extent of the jurisdiction of this court in appeals like this.

In Wright *vs.* Hunter, it was decided, that when in a case tried by a jury, the judgment has been reversed and a new trial granted upon questions of fact, an appeal will not be to these courts. In Sands *vs.* Crook, the principle was applied where there was a conflict of evidence upon the principal issues; and a verdict rendered for the plaintiff.

A motion for a new trial upon the evidence and upon exceptions was made before the judge at circuit, and denied, and judgment entered upon the verdict. Upon an appeal from the judgment and the order, the General Term reversed the judgment and ordered a new trial. The appeal to this court from the order of the general Term was dismissed. Judge Rapallo says, in his opinion, which was adopted by the court: "When there is a substantial conflict in the testimony, and a motion for a new trial upon the evidence, has been made at Special Term, or to the judge at circuit, and denied and an appeal from that order taken to the General Term, the question of the weight of evidence is properly before the General Term; and, though there be also exceptions in the case, it is impossible to determine from the record that the new trial was granted upon the exceptions alone. The appellant, therefore, fails to show that the General Term has committed an error of law in granting the new trial."

The case is in principle, on all points, with that of Sands *vs.* Cook, and the remarks quoted are entirely applicable to it.

The question litigated was purely of fact, and the evidence on the part ot the plaintiff tended strongly to establish the fact upon which the right of action depended, to wit, the negligence of the defendant's servants and agents, from which the plaintiff's intestate received the injury complained of, and if believed, entitled the plaintiff to a verdict. The testimony on the part of the defendant was in direct conflict with that of the plaintiff, and the whole evidence was summitted to the jury, who found a verdict for the plaintiff. An appeal was taken to the General Term from the judgment and the order denying the new trial, and the order and judgment were reversed and a new trial granted. The whole case upon the evidence, upon the exceptions, and upon the question of damages was before the court at General Term, and the new trial may have been granted. The code does not provide for a statement of the grounds for granting a new trial in actions tried by a jury. In actions tried by the court or referee, if a new trial is granted upon questions of fact it may be so stated in the order and this court may in such case review, upon appeal, the facts. In East River Bank *vs.* Kennedy (4 Keyes 279) the learned judges inadvertently failed to distinguish between appeals from orders granting new trials in actions tried by a jury, and in those tried by a court or a Referee, and hence much that is said is not applicable to cases like the present; but the inadvertance did not effect the result in that peculiar case.

The questions of law raised by the exceptions are unimportant, and may all be obviated upon a second trial. There are no insuperable legal objections to the plaintiffs right of recovery presented by the record, and the questions of fact, upon which the new trial may have been granted not being reviewable in this court, the appeal must be dismissed. This court might doubtless affirm the order, for the reason that the record does not show that any error of law was committed by the court below, but as the plaintiff has evidently mistaken the practice and his rights it is proper to follow the precedent of Wright *vs.* Hunter, and Sands *vs.* Crook, and dismiss the appeal.

The question may arise hereafter, whether, if parties do not elect or apply for leave to dismiss such appeals as fall within the principle of this and the cases already decided, but insist upon the experiment of submitting the case to the court, they should not abide by their stipulation and have judgment absolute against them.

Appeal dismissed with costs.

The Northern Pacific Railroad.

WASHINGTON, D. C., December 10, 1872.

To the President of the United States.

SIR: In accordance with the instructions of the Department of the Interior, dated October 1, 1872, the undersigned, appointed a commission to examine and report upon the completed road and telegraph line of the Northern Pacific Railroad Company, from its junction with the Lake Superior and Mississippi Railroad near Thomson, Minn., to the Red River of the North, have the honor to submit the following report:

LOCATION OF THE ROAD.

The line of the road, so far as examined by the Commission, is, in its opinion, so located as to combine the purposes of a central and convenient channel for the business of the region of country traversed by it, regard being had to through as well as local traffic, and to future as well as present need.

GRADE AND CURVES.

As a rule the grades upon the line of the road were found to be light and the curves moderate; the heaviest ascent is at the rate of 53.3 to the mile and is something less than two-thirds of a mile in length. Three-fourths of the whole length of the line is below an average grade of thirty feet to the mile and about sixty miles of the distance is of grade level.

The sharpest curve is 8 deg. in a radius of about 2,000 feet. In the opinion of the Commission all the grades and curves fall within the limit prescribed by the Government, and are not greater in number or extent than would be sanctioned by sound engineering or economy in construction.

EMBANKMENTS AND EXCAVATIONS.

The embankments and excavations come within the requirements of the law and instructions furnished as a guide. They were furthermore found to be uniformly in good condition, and subjects of proper care on the part of the Company.

MECHANICAL STRUCTURES.

No stone suitable for the purpose having been found on or within a reasonable distance of the line the culverts and the abutments and piers for bridges on the road are constructed of timber. The number of bridges on the division examined is twenty-six. Eight of these are the "Howe truss," with spans varying from forty to 143 feet in length, with pile approaches, except that over the Mississippi River at Brainard. This is approached by a well constructed trestle work. The remaining are pile bridges varying in length. Many of these it is intended shall be permanently filled in with earth, and work to that end was found to be in progress at several points. The total number of culverts is 202, of which ninety-seven are box and 105 are open. They were found to be in good condition, generally, and are believed to be sufficient both in size and number

to answer the purpose for which they were constructed.

SIDINGS.

The number of sidings is twenty-two, and their aggregate length is 44,875 feet. They are judiciously distributed along the line of the road, and are deemed ample, both in location and capacity, for its present requirements.

BALLASTING.

The road was found to be well and substantially ballasted with gravel. The ties are firmly embedded, and the track is smooth and in good condition. In illustration of this point it may be proper to say that regular passenger and freight trains have been running at fully average rate of speed over the entire length of the division since the first day of last May.

CROSS-TIES.

The ties are laid 2,640 to the mile, and are of the timber found on the line of the road. About 10 per cent are of oak. 45 per cent. of Tamarack, and 45 per cent. of Norway pine. As the "fish joint" has been adopted by the Company, and as experience has shown that this joint is best broken between ties, no difference in the choice of timber for these points has been deemed necessary. The ties are hewn, and in points of dimension and bearing surface fully conform to the prescribed standard.

RAILS.

The rails are of American manufacture, and weigh fifty-six pounds to the yard. In quality and manner of laying they meet, in the judgment of the Commission, all the requirments of the Government on the subject.

ROLLING STOCK.

The rolling stock of the Company is constituted as follows:

Locomotive engines..	68	Platform cars..	1,000
Passenger cars.....	18	Caboose cars...	6
Baggage cars.....	5	Wrecking cars.	1
Pay cars.....	1	Hand cars.....	52
Observation cars.....	2	Rubber cars....	36
Box cars.....	350	Pile driver.....	1

This stock is believed to be ample for the present and near future requirements of the road, and the Commission takes pleasure in bearing testimony to its uniformly excellent qualities and good condition. In addition to the list given above twenty-eight locomotive engines and four passenger cars are now in process of construction, under contract to be delivered at an early day.

ENGINE-HOUSES AND REPAIR SHOPS.

At Brainard the Company has erected extensive and well-equipped engine-houses and repair shops, furnished with steam-power and all the machinery necessary for probable contingencies, with a large stock of iron and other supplies on hand. In addition to these, engine-houses and repair shops were found at Duluth, and also at Fargo, on the west bank of the Red River of the North. Up to the time of inspection the buildings used for this purpose were constructed of wood, but at Duluth and Fargo extensive engine-houses were being built of brick, with the work upon them so far advanced as to justify the expectation of the Company that they would be fully completed before the commencement of the winter months.

PASSENGER AND FREIGHT STATIONS.

There are fifteen passenger and nine freight stations on the divisions examined. These buildings are constructed of wood, and vary in size from 16 by 24 feet, to 80 by 50 feet, the majority being 20 by 40 feet. They are located judiciously, with due regard to the passenger and freight business of the road, and are deemed adequate to its wants. They are substantially built, tasteful in appearance, supplied with conveniences usually found in such establishments, and in every respect will compare favorably with those upon the majority of roads in the country.

RECEPTION HOUSE.

In addition to the ordinary station-houses the Company has constructed at Brainard and also at Glyndor, the crossing of the St. Paul and Pacific Railroad, a spacious and comfortable house intended for the accommodation of emigrants and others seeking homes near the line of the road. These houses will accommodate about 300 persons each, and are provided with plain and substantial furniture and necessary cooking utensils for the use of the occupants. It is intended that they shall be occupied, free of charge, by all pessons in search of homes, either upon the Government or Company's lands lying within the limits of the land agent of the road. A similar building is also located at Duluth.

WATER STATIONS.

The water stations are twenty in number, with an aggregate tankage capacity of 200,000 gallons, exclusive of one at Pillager Station supplied from a running stream by steam-power syphon, the capacity of which is practically unlimited. They are of an approved plan, and are substantially constructed and provided with such protection against freezing as is believed to be adequate.

SNOW FENCES.

To guard against obstruction from snow the Company has already built snow-fences along the side of such deep excavations as are not protected from the force of winds by growing timber. The minor excavations are protected by a single line of fence on either side; the deeper cuts by a double line on either side. These fences are located about 100 feet from the track, with a space of 100 between the two lines. The managers of the Company express the confident opinion that these fences will afford adequate protectioe against more than the ordinary snow-fall of that region.

TELEGRAPH LINE.

The telegraph line of the Company is well constructed and equipped, and its facilities are ample for the use of the road and the probable wants of the public.

CONCLUSION.

Having found that portion of the road lying between Thompson Junction and the Red River of the North 228 4118-5280 miles in length, to be judiciously located, well constructed, and adequately equipped, and believing that it substantially meets the requirements both of the letter and spirit of the law and department regulations bearing on the subject, the Commission respectfully recommends its acceptance by the Government. We have the honor to be, with great respect, your obedient servants.

S. H. KAUFFMANN.
A. C. SANDS.
THOMAS UNDERWOOD,
Commissions.

To Railroad Contractors.

OFFICE SOUTH BRANCH RAILWAY CO.,
ROMNEY, W. VA., December 12th, 1872.

SEALED PROPOSALS for the GRADING and MASONRY, in whole or in part, to be done on the SOUTH BRANCH RAILWAY, between Romney and Green Spring Run, B. and O. R. R., distance 16 miles, will be received from THIS DAY until WEDNESDAY, December 25th, 1872.

For specifications and further information inquire at this office, or by application at Engineer's Office Camden Station, Baltimore.

P. P. DANDRIDGE,
Chief Engineer.

LOCOMOTIVES FOR SALE.

SEVERAL SECOND HAND LOCOMOTIVES for sale by the Philadelphia and Reading Railroad Co. Weights ranging from twelve to twenty-nine tons. Further information can be obtained upon application to

W. S. WILSON, Purchasing Agent,
227 South Fourth Street.
Philadelphia, Pa.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

GEO. T. M. DAVIS,
47 Exchange Place,
NEW YORK.

STREET RAILROAD CARS FOR SALE.

THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

JOHN R. CONNOR,
Greenpoint, N. Y.

Locomotives and Cars for Sale.

New Locomotives of best build.
Second hand Do., various gauge, 10@40 Tons, now running, in good order.
New and Second hand Passenger and Freight Cars.
Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,
General Railway Business.
78½ Pine St., New York
P. O. Box 4870.

HEYERDAHL, SCHONBERG & CO.

31 Pine Street,
NEW-YORK.

10 Cornhill, E. C.
LONDON.

STEEL AND IRON RAILS.

Sole Agents in the United States for
SAMUEL FOX & CO.'S
Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED.

DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to

A W. LADD,
5 and 7 Dey Street.

FOG SIGNALS,

OR

ALARM TORPEDOES.

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,
54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

FOR SALE.

Four new passenger Coaches for sale; two 66 passenger each, price $5,250; two 76 passenger price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

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TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

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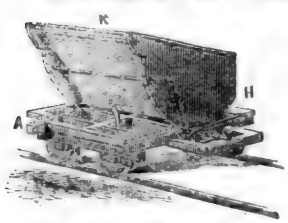
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(Used by the American Dredging Company.)

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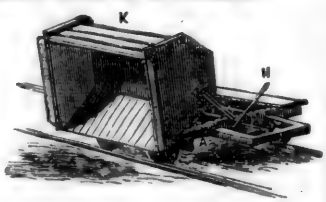


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

Address, N. H. CAMP,
Care N. C. MILLER, 61 Broadway, New York City:
or HAWKINS, WILLARD & CO., 28 Market St., Chicago.

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1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
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RAILROAD IRON.

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CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILL

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Dec. —, Steamer ——— ———, CAPT. ———, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. Nolan, touching at Acapulco, Manzanillo and Mazatlan, San Diego, also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Dec. —.

Steamer GREAT REPUBLIC will leave San Francisco, Jan. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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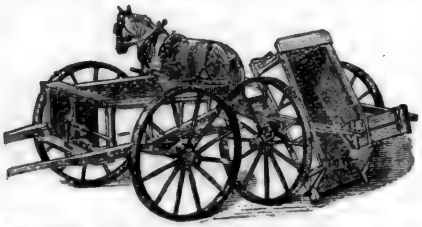
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43 NORTH SEVENTH STREET,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

HAND'S IMPROVED DUMPING CART.



PATENTED APRIL 4th, 1871.

THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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MINERAL SPERM OIL.
NO KEROSENE.

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Manufacturers of their well known Car Lamps and of Superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps

now used by Boston and Albany, Providence, Eastern, Fitchburg, Lowell, and many other Roads, and by Pullman Palace Cars in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

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Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

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Undertake all business connected with Construction, Equipment, and Negotiations, for Railroads. Power, Stock, Rails, and Supplies furnished to order.

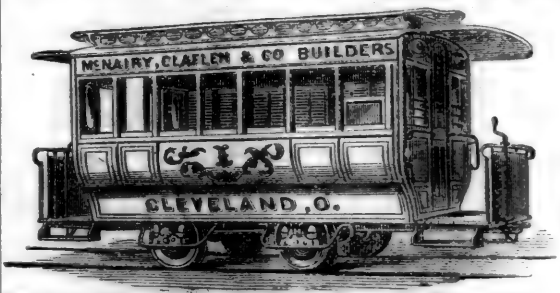
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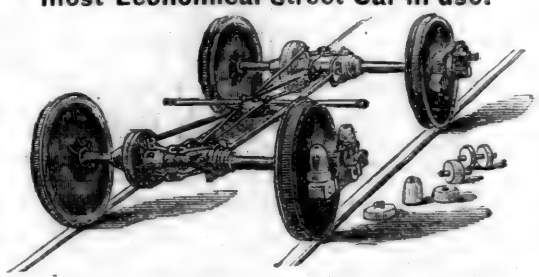
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OF IRON AND WOOD.
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Street Railroad Cars.



The Lightest Running, Easiest Riding, and most Economical Street Car in use.



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Bridge and Truss Bolts ¾ in. to 3½ in. in diameter any length with upset ends.
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LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs. and 14 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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THE WHARTON

Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
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Of the Wharton R. R. Switch Co.
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ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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Of every Size, Weight and Pattern,

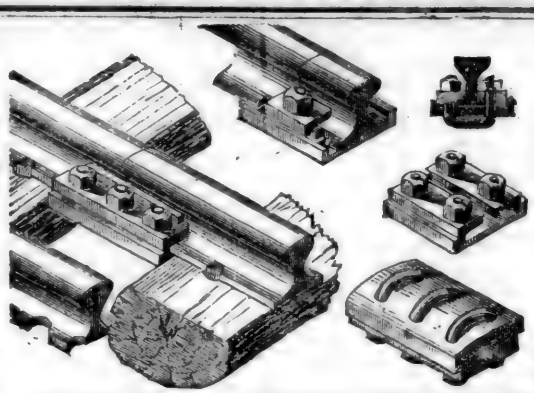
For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

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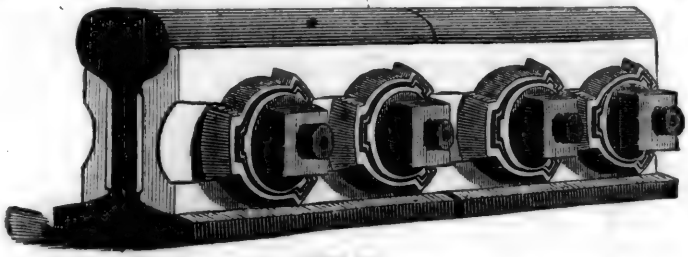
MADE BY

FISHER & NORRIS,

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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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IMPORTERS OF

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Steel Head Rails, Fish Bars,

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXVIII., No. 52.] SATURDAY, DECEMBER 28, 1872. [WHOLE No. 1,914. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, December 28, 1872.

Railroads of Ohio.

The Ohio Commissioner of Railroads gives the following statistics for the year ending June 30 1872: The total capital stock of the entire lines of railroads running through or into Ohio is $219,161,127. The capital stock of the part of the roads which are in Ohio is $122,721,526. The total funded debt of the entire lines is $217,171,755; the proportion for Ohio is $120,222,072. The floating debt of the entire lines is $10,738,179; the proportion for Ohio is $5,945,700. The total length of the lines and branches is 7,408 miles. Of this amount 3,787 miles are in Ohio. The total cost of all the roads for construction and equipment was $338,113,494; that portion of the lines in Ohio cost $206,352,805. The gross earnings of all the lines for the past year was $65,603,078; proportion of earnings in Ohio, $34,257,799. Operating expenses for the entire lines, $45,034,708; Ohio's proportion, $23,502,789. Net earnings, $20,568,369; proportion for Ohio, $10,755,060. Passengers carried in the year, 12,068,832; freight carried, 20,983,068 tons; interest paid on bonds, $9,726,259; dividends paid, $7,554,032. The total number of persons employed on the railroads in Ohio is 25,893. During the past year 375 miles of road, including sidings, were built.

INVESTMENT BONDS.

The Northern Pacific Railroad Company now has in full operation, with regular daily trains, 321 miles of road. A distance of nearly 200 miles more is constructed. The Minnesota Section, immediately on its completion, entered upon a satisfactory business, including local traffic and the large carrying-trade of the Northwestern British Settlements and the Hudson's Bay Company. The recently completed section of sixty-five miles, on the Pacific Coast, at once commands a profitable business between Puget Sound and the Columbia River, heretofore done by coastwise steamers. On the opening of spring, with more than **500** miles of Road in regular operation, the Company will control the extensive and productive trade of the Upper Missouri, much of Montana and the Northwest. The earnings of the Road for 1873 will be large.

Arrangements for pushing construction vigorously the coming year are progressing satisfactorily.

Of the nearly Ten Million acres of land accruing to the Company in connection with the portion of Road now virtually constructed, some Two Million acres, of excellent average quality, are in market, and their sale and settlement progressing. The average price thus far realized is **$5 66** per acre—which is at the rate of **$100,000** per mile of road for the whole grant.

The Company has already begun the process of redeeming and cancelling its First Mortgage Gold Bonds, as they are now being received at **1.10** in payment and exchange for the Company's Lands.

With these accomplished results and most favorable prospects, the Company is now selling its First Mortgage 7-30 Bonds for the purpose of completing its line of road. We recommend them as a well secured and unusually profitable investment. They have the following elements of strength and safety: They are the obligation of a strong corporation; they are a First Mortgage on the Road, its Right of way, Telegraph line, Equipments and Franchises, and a first lien on its Net Earnings. In addition to this usually sufficient security there is pledged for the payment of principal and interest a Land Grant of **12,800** acres per mile of road through the States and **25,600** through the Territories. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency. *Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post Office address of the owner.*

All marketable securities are received in exchange on most favorable terms. For sale by Banks and Bankers generally.

JAY COOKE & CO.

Financial Agents N. P. R. R. Co.

☞ The last rail on the Buffalo, New York and Philadelphia Railway was laid on the 23d inst. near Emporium, Pa.

☞ The last rail on the Shore Line, connecting the West Wisconsin and Chicago and Northwestern railways, was laid on the 28d inst.

Old Colony Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$1,020,573 16	$1,141,832 43
" freight	525,812 57	644,167 90
" express	74,783 86	62,960 41
" rents	26,443 13	26,385 86
" mails	16,361 42	15,827 01
" miscellaneous	5,488 02	4,895 69
" extra baggage	2,016 35	1,868 79
	$1,671,478 51	$1,897,438 09
Expenses, viz:		
Passenger department	$142,487 67	$186,907 23
Merchandise "	174,312 65	200,481 57
Locomotive "	262,278 12	310,418 47
Maintenance of way	274,064 72	302,965 08
General expenses	93,353 12	144,755 69
Miscellaneous	49,345 62	57,265 28
	$995,841 90	$1,202,743 32
Earnings less exp.	$675,636 61	$694,694 77
State, city and town taxes	$76,400 73	$64,445 23
Interest on bonds and debt	190,823 36	205,287 44
	$267,224 09	$269,732 67
Net income	$408,412 52	$424,962 10
Add balance of income per last report ($486,956 33, less U. S. taxon surplus $1,916 70)		485,039 63
Total amount of net income		$910,001 73
Deduct dividend Jan. 1, 1872, $3 per share	$150,000 00	
U. S. tax	3,846 15	
Deduct dividend July 1, 1872, $3 50 per share	175,000 00	
		328,846 15
Balance of income account September 30, 1872		$581,155 58

The dividend of January 1, 1873, is to be taken in part from this balance.

The dividend on 9,481 shares issued to stockholders of the Cape Cod Railroad Company was paid on July 1st, from the earnings of that Company.

The gross receipts of the road were, for the year ending Sept. 30, 1872	$1,897,438 09
For the year ending Sept. 30, 1871	1,671,478 51
Increase in receipts	$225,959 58
The working expenses for the year ending Sept. 30, 1872	1,202,743 32
For the year ending Sept. 30, 1871	995,841 90
Increase in working expenses	$206,901 42
The amount paid for interest & taxes, not including tax on dividends, was, for the year ending Sept. 30, 1872	$269,732 67
For the year ending Sept. 30, 1871	267,224 09
Increase	$2,508 58
The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1872	424,962 10
For the year ending Sept. 30, 1871	408,412 52
Increase	$16,549 58

The increase from passengers was $121,259 27; the increase in number of passengers carried was 578,595.

The increase of receipts from freight was $118,355 33; the increase of tons carried was $115,277.

Of this increase $98,416 33 was from local passengers, and $86,440 84 from local freight receipts. The express and miscellaneous receipts are $13,655 72 less than last year.

Three new locomotives, six passenger cars, one baggage car, forty-three freight cars, and thirty coal cars have been added to the rolling stock.

Three locomotives, two passenger cars, thirty-three freight cars, and ten gravel cars have been rebuilt.

About 751 tons of new iron, and 581 tons of steel rails, and 31,820 new sleepers have been used in repairing the track, and 1,350 tons of rail have been taken up, repaired and relaid.

All the above additions, renewals and repairs have been charged to expense account, and paid for out of our earnings the past year.

The road, equipment and property has been kept up, and is in as good condition as at any previous time.

In addition to the above new rolling-stock, there have been added to the equipment 2 new locomotives, 8 passenger-cars, 1 smoking-car, forty-three freight-cars and thirty coal-cars, at an expenditure of $100,200, which has been carried to construction account, making in all 5 new locomotives, 146 freight cars and 16 passenger and baggage-cars added to the equipment the past year.

The Westinghouse brake is now used on 9 locomotives and 44 cars, chiefly applied in the past year. We have also added largely to our telegraph lines, which now connect the central office in Boston with all parts of the road and its branches.

The foregoing statement shows the business of the company to be in a prosperous condition.

There appears to be an increase of $206,901 42 in the expenditures of the company during the year, over the year ending September 30, 1871, caused in part by an increase of 120,013 miles in the mileage of trains. This increase is further accounted for in the following items:

Increase in expenditure on equipment charged to expense	$13,773 56
Addition to side-tracks	27,800 00
" to lands, depots and fixtures	25,435 00
" to telegraph lines and fixtures	5,000 00
Paving about depots	9,504 27
	$81,512 83

In August last 1000 shares of new stock were sold by auction, as required by law, to provide means in part for the construction of the Shawmut Branch. This branch will be completed so as to be opened for public travel on December 1st next. The cost has exceeded the estimate by about $50,000, caused in part by the excess of rock excavation, exceeding the engineer's estimate by about 12,000 yards, and in part by the additional expense of raising the bridges at Ashmont and Adams streets, so as to give a clear space of 18 feet above the rails, as required by a recent law, which has largely increased the masonry and excavation beyond the estimate.

We are now extending the Granite Branch to the gravel pits owned by the company, and ultimately to a connection with the main line at Braintree.

We have use for considerable gravel in filling the flats and low lands owned by the company, and the demand by other parties for similar purposes will afford us some profit from the transportation. This extension is estimated to cost about $80,000.

There are large tracks of low land which need filling upon the line of our road in Boston, and favorable contracts have been offered for transporting gravel for this purpose. If we should engage in this business to any considerable extent, it may be desirable to construct a third track, as far as the connection with the Granite Branch in Quincy, about 5.35 miles. The movement of our numerous trains between Boston and Braintree would be greatly facilitated by such a track.

The business in connection with the Duxbury and Cohasset Railroad has about equalled our anticipations. The future prospects of this road must depend upon the development of the towns upon its line. The increase of buildings and of summer visitors in these towns during the past year warrants the expectation of a fair increase in the business in the future, as the attractions of the country as a place of seaside resort become known.

Our arrangements with the New Bedford and Taunton Railroad Company and its connections, and with the Narragansett Steamship Company, continue to work satisfactorily.

The passenger business with New York has been somewhat less than the last year, caused, it is supposed, by the serious accident to another line on the Sound. It is worthy of remark, that since the establishment of the Fall River line to New York in 1846, while many millions of passengers have been carried upon the boats composing this line, no boat has been lost, and only one accident has occurred upon the boats, attended with loss of life or serious injury to any passenger.

We have added to the equipment 146 freight cars, being about one fourth the number before owned by the company. Also 5 locomotives and 16 passenger and baggage cars. This large addition has scarcely kept pace with the requirements of the business of the company, with its new branches and connections.

To meet the demands of our patrons, we should add during the coming year at least 5 locomotives, 10 passenger and smoking cars, and 200 freight and coal cars, costing about $200,000.

The increase in the number of passengers and tonnage of freight carried (that is, in work done) has been greater than the increase in income as compared with the last year.

This is caused by a reduction in our tariffs made since January 1, 1872.

This reduction was estimated to amount to $25,000 on passengers, and $30 000 on freight, upon the business of 1871. The same rate of reduction applied to our business of this year would be equal to about $60,000, which, added to the increase in receipts, would show a gain of $285,989 58.

The reduction has been greatest on freight, and the relative increase is there the largest.

The coal traffic of the company, stimulated by a reduction of rates, has increased from 46,960 tons in 1871, to 83,284 tons in 1872. To provide for future increase in this business, additional wharves and coal pockets are needed at Fall River or Somerset. The rapid growth of Fall River calls for additional depot accommodations there, and it may be advisable for us to construct a wharf for our business at that place.

The depot grounds and buildings at North Bridgewater and Campello are insufficient for the business of these places, and it is the purpose of the Directors to proceed immediately to the construction of new stations in this thriving town.

The question of filling a portion of the cove lands belonging to the company in Newport, and constructing a new depot there, is under consideration. These and other improvements contemplated will cost about $120,000.

The balance of our land account now stands at $298,953. The lands included in this account are not now needed for the use of the road, and may be sold whenever a satifactory price is offered. It is hoped that the funds derived from this source may be sufficient to meet the cost of equipment, (above what may be fairly charged to expense,) which the increase in our business may demand in future.

The cost per train mile run for the year ending September 30, 1871, was about $1.08; while for the past year it has increased to about $1.14. This increase is accounted for by a general rise in the cost of labor and materials, particularly in iron and other metals, which enter largely into the cost of working the road. For common bar iron we paid, in 1871, $74 per ton, and in 1872, $110 per ton, an increase of 50 per cent.

At the last session of the Legislature an act was passed authorizing this company, in connection with the County of Bristol, and the Fall River, Warren and Bristol Railroad Company, to build a bridge across Taunton Great River at Fall River. The Directors believe it is for the interest of the company to join in the construction of this bridge, and therefore recommend the acceptance of the

act by the stockholders. An act was also passed authorizing the construction of connecting tracks with the New Bedford and Taunton Railroad, at Taunton, which will greatly faciliate our business at this place. The acceptance of this act by the stockholders is also recommended.

The name of the corporation has been changed to Old Colony Railroad Company, on October 1, 1872, as authorized by acts of Massachusetts and Rhode Island, and the vote of the stockholders at a special meeting, April 12, 1872.

The Directors recommend a change in the By-laws, making the seal of the Corporation and certificate of stock conform to the present name of the company.

The union of the Cape Cod Railroad seems to make it necessary to take one or more Directors from the line of that road; and in view of the present extent of our lines, having various local interests to be cared for, we would submit to the Stockholders the expediency of increasing the number of Directors.

The earnings and expenses of the Cape Cod Railroad were not brought into our accounts until October 1, when the union was completed. The following is a statement of the earnings and expenses of this road for the year ending September 30, 1872:

Earnings for the year ending Sept. 30, 1872	$321,798 38
Earnings for the year ending Sept. 30, 1871	290,954 93
Increase of earnings	$30,843 45
Expenses for the year ending Sept. 30, 1872	$235,160 83
Expenses for the year ending Sept. 30, 1871	231,958 47
Increase in expenses	$3,202 36
Showing an increase in net earnings of	$27,641 09

The Woods' Hole Branch was opened for travel on July 17, 1872, and the earnings of this branch for 2 1-3 months only are included in the receipts for the year.

The cost of the Cape Cod Railroad to this Company is as follows:

Stock issued and to be issued to stockholders of the Cape Cod Railroad Co.	$1,007,280
Cost of Woods' Hole Branch in stock of this company	190,620
Funded and floating debt	434,000
	$1,631,900

To this is to be added the cost of completing the Woods' Hole Branch and the extension from Wellfleet to Provincetown.

The length of the united roads is as follows:

Boston to Newport via Taunton	67.79 miles.
So. Braintree to Somerset Junction via Bridgewater	37.60 "
So. Braintree to Plymouth	25.94 "
Dorchester and Milton Branch	8 30 "
Granite Branch	5.00 "
Shawmut Branch	2.40 "
Bridgewater Branch	5 99 "
Easton	1.69 "
	150.71 miles.
Cape Division, Middleboro' to Wellfleet	71.62
Woods' Hole Branch	17.54
Hyannis Branch	4.90
Wellfleet to Provincetown, under construction	13.90
	107.96 "
Total length of road	258.67 miles.
Length of double track	11.28 miles.
Sidings Old Colony Division	39.20 "
Sidings Cape Division	7.80 "

The Boat connection between Woods' Hole and Martha's Vineyard has not been satisfactory, and it may be advisable for us to aid in some way in the establishment of a new Boat Line.

Out of the 3,711,845 passengers carried in our cars in the past year, only two have been injured, and in these cases the injuries were not serious, and were caused by the carelessness of the passengers.

But little damage has been done to property of any kind during the year.

The policy of previous years has been steadily pursued in the reduction of rates and increase of accommodations. By the increase of trains and equipment, and addition of express trains, we have endeavored to keep the facilities given somewhat in advance of the public demand. The large increase in our local earnings is a sufficient proof of the effect of this policy in developing the country upon our line. It has fairly repaid us in the past, and justifies the expectation of a greater return in the future.

The equipment of the road is as follows: 30 passenger, 11 freight, and 4 switching locomotives; 95 passenger, 16 baggage, 190 long box, 270 long platform, 14 cattle, 56 stone, 20 short platform and 169 coal and gravel cars. Number of miles run by passenger trains, 740,661; by freight trains, 326,959; by gravel trains, etc., 43,355—total miles run one year to September 30, 1872, 1,110,675, an increase over the year ending Sept. 30, 1871, of 120,013 miles. Number of passengers carried the past year, 3,711,345; do., carried one mile, 50,820,108. Tons of merchandise carried the past year, 510,434: do., carried one mile, 13,934,137.

TRIAL BALANCE, September 30, 1872.

Cash	$74,382	50
Bills receivable	379,587	57
Construction	7,691,470	55
Dorchester and Milton Br. R. R. Co.	86,937	88
Granite Br. R. R. Co	79,235	99
Shawmut Br. R. R. Co	153,633	92
Cape Cod R. R. construction account	111,760	53
South Shore R. R. stock account	134,375	84
Real estate	298,953	00
Shop stock, fuel, iron rails, &c., on hand	153,057	97
Connecting lines	10,255	17
	$9,123,650	92
Income	$581,155	58
Bills payable	466,236	14
Capital stock	5,100,020	00
Premium on stock	13,486	24
Bonds due Sept. 1, 1874	1,000	00
" " " 1, 1884	32,000	00
" " " 1, 1876	1,000,000	00
" " April 1, 1875	458,000	00
" " Aug. 1, 1877	1,450,000	00
Government tax	4,865	63
Agents' department	8,401	34
Unpaid dividends	8,485	99
	$9,123,650	92

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Charles F. Choate, Oliver Ames, Samuel L. Crocker, Jacob H. Loud, Richard Borden and Royal W. Turner.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—W. H. BULLOCK.

☞ The contract for the grading, masonry and bridging of the first and sixth divisions of the Baltimore and Drum Point Railroad has been given to Messrs Crowley, Dickinson & Co., of Baltimore, they being the lowest responsible bidders. These two divisions are twenty-two miles in length, the first division being from Camp Parole, near Annapolis, to Butler's Tavern, a distance of ten miles, and the sixth from Drum Point to St. Leonard, a distance of twelve miles. The contracts will be at once completed and the work begun and pushed forward. The successful bidders for this work also have the building of the narrow gauge railway to Towsontown.

Railway Improvement.

A NEW ERA IN RAILROADING.

A history of the railroads of America, if properly compiled, would furnish a volume of remarkable interest. If we could bring from the debris of time the faces and history of those who first projected, and those who followed them in the work of perfecting the present system of rapid transit, what a field of study would here be presented. In the front rank, ever striking boldly forward, we would meet those who have persistently striven for the first principles, while in the rear guard would come the humanitarians, ever laboring to modify, systematize, perfect and render safe the conceited ideas and labors of their predecessors. While the former have been foremost in the fight, vigorously trampling down old theories in their zeal for the cause of improvement, the latter have been looking after the ambulance train and caring for the wounded. Among this latter class we would place all those who have labored to establish the present degree of safety in railway travel, the solidity of tracks and stability of bridges, the completeness of engines and cars in point of speed, safety and comfort, and the avoidance of fatal accidents. If our railway engines and cars would always stay on the track; if we never met with collisions and people would keep off the tracks, there would be no fatal accidents to record; but our railway system has not yet reached that degree of perfection, and our lenient state laws continue to permit people to expose themselves to the dangers of tracks and crossings.

There are certain mechanical laws, the violation of which greatly increases the dangers of derailment, and that violation is unavoidable where the old system prevails of making up trains with slack links and couplings, which create the dangerous zigzag motion of cars known among railroad men as oscillation, and from which many serious accidents have occurred.

Our tracks are built with a wider spread than the tread of the wheels, in order to allow of trending and rounding of curves. The bolster-hangers also swing longitudinally, and these add greatly to the swaying of the cars while in motion, thus augmenting the danger of what is known as "worming the rail," or, when from sudden rebound, caused by a slight depression or rise of the track, the lateral thrust of the wheel against the rail exceeds the vertical bearing, the wheel mounts the rail, thus producing what is termed "worming." Very many such cases have happened; the direct results of oscillation. This great and seeming necessary defect in our railway trains for many years engaged the attention of our best managers, and various experiments were tried by which to correct it, but for a time all were failures. The English rail-cars are not so affected for the reason that they are screwed together firmly instead of being coupled with slack links and draw-irons. The system of screwing cars together prevents oscillation, but cannot be adopted upon our roads, owing to the small radius of their curves; but there is a device, now being universally adopted here, which is a complete remedy for oscillation, and is at the same time

perfectly applicable to all American railroads. It is known among railroad men as the "Miller Platform," combining an Automatic self-coupler, a Compression Buffer and a combination of mechanical principles, so arranged as to give the platform a strength which withstands the heaviest blows, renders the coupler easy to operate, provides a safe walk from car to car, and is as enduring as the car itself. With these improvements there is no oscillation, no telescoping of cars, no falling between platforms nor any danger from making-up trains, as there is no going between the cars to couple them. They have now been in use nearly seven years, and though numerous accidents have occurred to trains of which the cars were equipped with these platforms, no serious results are known to have happened and in no instance has a platform been broken. The great passenger lines from this city to the West, even to California—with the exception of the Pennsylvania Central—are using these appliances, and cases of fatal accident have become almost entirely unknown upon them. All the Wagner cars are equipped with them and also the Pullman cars, with the exception of the Pennsylvania road, and this accounts for the recent case of telescoping Pullman cars for the first time, which recently occurred on that line.

The word telescoping, as used in this sense, is purely American, as only on American roads has this kind of accident been known. But we remark—and the monthly reports of accidents bear us out in the truth of the assertion—that this kind of accident is rapidly decreasing, and in time will become wholly unknown in the reports of railway accidents in this country: And why? Because we are making progress! We are approaching a better and safer system of making up passenger trains, a system that will entirely prevent the fore mentioned causes of accident—and they cover nine-tenths of all the fatal cases upon our roads—a system that will demand uniformity in cars, in tracks, in size of trains, in the protection of crossings, and the adoption of the Miller Platform and the best known brake on all passenger cars. With these cheering results of the labors of years spent in experimenting, may we not take courage and hail with joy the incoming era of the new birth which this picture presents.

The Coal Trade.

By an examination of the reports of the several coal-carrying companies we find that the Reading Railroad returns a tonnage for the week ending on the 14th instant of 199,141 tons, and for its financial year to same date, 223,984 tons against 199,141 tons in corresponding time last year—a decrease of 24,843 tons. The Lehigh Valley Railroad reports a tonnage for the week of 65,407 tons, and for the year 127,856 tons, against 150,323 tons to same time last year—a decrease of 22,467 tons. The Delaware, Lackawanna and Western reports a tonnage for the week of 53,734 tons, and for the year of 2,740,757 tons, against 1,803,273 to corresponding time last year—an increase of 937,484 tons. The tonnage from Shamokin for the week was 6,587 tons, and for the year 550,071 tons against 614 823 tons to corresponding time last year, showing a decrease of 64,752 tons. The shipments by the Central Railroad of New Jersey for the week were 36,123 tons—for the year 2,491,338 tons, against 2,075,928 tons to corresponding time last year an increase of 415,410 tons. Of the above tonnage there was sent by the Lehigh Canal 6,720 tons for the week, and for the season 865,508 tons, against 604,345 tons to same time last year—an increase of 261,163 tons. The Pennsylvania Coal Company reports a tonnage for the week of 23,560 tons, and for the year 1,182,475 tons, against 761,907 tons to corresponding date last year, an increase of 420,567 tons. The Delaware and Hudson Company reports a tonnage for the week of 27,994 tons, and for the year 2,711,855 tons, against 1,764,695 tons to same time last year, showing an increase of 947,160 tons. The Huntingdon and Broad Top Mountain Railroad Company reports a tonnage for the week of 9,269 tons, and for the year of 301,973 tons, against 310,814 tons to same date last year, showing a decrease of 8 841 tons. The Pennsylvania and New York Railroad reports an anthracite tonnage for the week of 11,224 tons, and for the year 22,569 tons, and a bituminous coal tonnage for the week of 5,168 tons, and for the year 9,733, being a total tonnage for the week of 16,393 tons, and for the year 32,302 tons, against 31,694 tons to same time last year, a decrease of 608 tons.—*Phila. Ledger.*

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers....	$761,517 98	$882,261 38
" freight.....	604.196 39	772,738 41
" rents.....	12,398 44	12,299 84
" expresses	26,979 27	30,555 23
" mails.....	6,145 51	9,613 54
" interest, etc ..	3,043 27	6,426 02
" dividends	1,200 00	2,505 00
	$1,415,480 86	$1,716,399 42
Expenses, viz:		
Repairs of road.	$78,942 62	$95,528 35
Sleeper account..... ...	23 213 54	23,077 34
New iron rails.....	28,122 53	89,598 74
New steel rails.....	25,664 52	29 298 29
Repairs and renewals of locomotives....	74,447 44	88,891 15
Repairs and renewals of cars	120,049 41	171,139 55
New station houses, fixtures and repairs	95 248 19	142,753 88
New bridges and repairs	15,385 62	31,567 19
Fence account.	4,655 59	10 823 94
Snow account....	1,848 16	1,214 36
Gratuities and damages.	13,916 18	8,040 76
Passenger department..	109,212 44	153,762 16
Freight department....	145,631 69	172,166 34
Wood, coal and water..	99,844 54	114,836 69
Miscellaneous expenses.	22.019 38	22,936 42
Switch and gatemen...	28,538 05	32,205 81
Taxes and insurance...	34,743 69	36,405 19
Oil and waste.....	14,957 89	13,124 06
Telegraph expenses....	651 25	975 28
Rent of Attleborough Branch Railroad	3 778 34	.. ....
State tax.....	44,148 70	42,906 96
	$985,019 67	$1,251,052 59
Balance carried to income account.....	$430 461 19	$465 346 83
Add balance from previous year...		357,575 55
Total		$822,922 38
From which deduct—		
Dividends paid May 1,and November 15, 1872, 5 per cent. each...		395,000 00
Balance to net account....		$427,922 38

The Directors summit to the Stockholders the accompany accounts of the Treasurer, showing in detail the operations of the Road and the condition of the affairs of the Corporation for the year ending on the 30th day of September last.

They feel assured that these statements will repay a critical examination; exhibiting as they do, the complete record of a year of marked prosperity in every department of our operations. While furnishing the most satisfactory evidence of the substantial character of the property of the Corporation, they exhibit also, the solid basis of local and through traffic on which it rests, and which it has been their endeavor to foster in just proportions. The gratifying results of their policy in this respect, which has been as steadily pursued as it has been distinctly declared in their former reports, will be apparent to the Stockholders, in the proof these tables disclose of the sound condition of all the interests entrusted to their charge and management.

It will be seen that the gross earnings of the Road for the year have amounted to the unprecedentedly large sum of $1,716,399 42—an excess over those of the last year of $302,523,16. The total expenditures for the year, proportionately increased of course by the large increase of our business, and embracing, as will be seen, in addition to the ordinary operating expenses of Road, many items of extraordinary outlay, have been $1,251,052 59—leaving a net income of $465,346, 83, as against the net income of the preceding year of $430,461 19.

We have thus been enabled, after providing for the payment of our customary dividends, to meet from the surplus of our earnings, all the reasonable requirements of the public, in furnishing greater facilities comforts and safeguards, both in travel and transportation, and at the same time to secure essential improvements which the present and prospective wants of the Road have rendered necessary; many of which are of a permanent character, adding largely to the permanent value of the property of the Corporation. In this connection it is obvious to remark, that the large proportion which the expenditures of a Railroad Corporation bears to its gross receipts is in some degree a test of its real prosperity and of its proper management. The constantly recurring claims of the public for more facilities, both in the opening of new channels of traffic and in the increase in the number of trains, and of the best equipment for all of them, and in the adoption of new improvements and safeguards which the inventive faculty of our people is daily offering as indispensable to every well managed railway, constitutes a large and growing tax upon the earnings of the most prosperous roads. We have a striking illustration of this inevitable increase of expenses in the experience of the last year; during which we have transported 540,266 passengers more than in the year next preceding it, have carried 203 168 tons more of freight, and the greater distance run by our locomotives in the same period is, 115 117 miles.

Referring to the tables for the respective amounts expended for objects not coming within the range of ordinary operating expenses, a brief summary of them, taken in connection with the proportion exhibited between our gross earnings and our net income, will prove to the most exacting advocate of the rights of the public in these *quasi* public corporations, that the managers of this Corporation have not been wanting in the largest liberality towards those who have had occasion to use the road either as passengers or freighters;—and this policy, which has repeatedly received the sanction and approval of the Stockholders, it is to be hoped will be continued by those who have the direction of its affairs, until it fairly earns the title, which no railroad in this country has yet reached, of a "perfect road" in all its appointments and its management.

Among the most conspicuous of the expenditures of the character above stated, is the cost of erecting new Station Houses along the line of the road. Of these, there have been completed during the year, one at Pawtucket in connection with the Providence and Worcester Railroad Co., one at Dodgeville, one at Boylston Station, one at Hyde Park, and one at Heath Street in Boston. We have now in process of construction, one at the corner of Camden Street in Boston, one at Forest Hills, and one at Attleboro' in connection with the Taunton Branch Railroad Co.

In addition to these we are now diligently engaged in forwarding with all practicable despatch the erection of our principal passenger station house in Boston; rendered necessary by the sale to the City of Boston, of the principal portion of

the site of the present structure, of which the Stockholders were informed in the last annual report. It is premature to speak of the character or cost of this edifice. But it is proper to say, that the Directors have determined to carry out what they believe to be the wishes of the Stockholders, in making it in every respect a model structure, adapted to all the uses of the Corporation and the public in the future as well as the present, worthy of the commanding and eligible site on which it will stand, in harmony with its spacious and attractive surroundings, and an ornament to the City, whose wise and liberal policy in reference to this locality constrains us to meet them in a spirit of corresponding liberality. After its completion, and the erection of a new passenger station at Readville, which will be commenced in the Spring, the hope that was expressed in the report of the last year, "that before the close of the year 1873 we shall have rebuilt every station on the line of the road, thereby terminating all our extraordinary expenses in that department for years to come," will be fulfilled.

The purchase of considerable parcels of land adjoining our premises in Boston and in other localities, which the exigencies of our business or the prospect of a near future rendered important to us, constitutes another item of the expenditures before referred to. In regard to all these purchases we have been extremely fortunate, both in the circumstances surrounding them and in the prices paid for them.

The removal of the old car house in Boston from the site of the new passenger station, required the erection of another without delay. We have accordingly built on the land of the Corporation, near Ruggles street and in convenient proximity to our machine shops, at a very moderate cost, by utilizing the roof of the old freight house which was found to be in excellent condition, a commodious brick structure with a capacity for housing twenty-four long passenger cars.

Beside keeping up our equipment to a better condition than it has ever been in before, substituting new freight cars for all that have been destroyed or become unserviceable, in addition to those hereafter specified—thus more than covering depreciation in this rapidly depreciating class of railroad equipment, without including any of the new ones mentioned. We have added to our stock four new first class locomotives, eleven new passenger cars, and one hundred and five new freight cars.

Among the items of increased expenditure in the operation of the road, the running of an increased number of trains before adverted to, is one to which the Directors desire to call the more particular attention both of the Stockholders and the public, as it does not appear in the Treasurer's accounts as a separate item, but is necessarily included in the general charges for freight and passenger business. Since the last annual report, the Third Track, to which reference was then made as approaching completion, has been put in operation; and notwithstanding the increased facilities given by it to our suburban travel in the large number of trains run over it daily, for nearly the whole year, we have, in addition to all these, established six new trains for the convenience of the general travelling public. When the large expense attending the running of every new train is considered, the proportion before alluded to, in which the public shares with the Stockholders every fresh access of prosperity to the road is seen in a striking manner, and should make the former disposed to promote that prosperity at least equally with the latter, even on selfish grounds.

An opportunity having arisen during the year to place the relations of this Corporation with the Stoughton Branch Railroad upon a more satisfactory basis, the Directors promptly availed themselves of it, and took such steps to secure it as will leave the Stockholders at liberty to adopt their action or otherwise, as they may elect. This will be made the subject of a special communication to the Stockholders, for them to take such course in reference to it as they may deem expedient.

In concluding this Report, the Directors deem it but just to a most exemplary efficient and trustworthy body of men, many of whom have been reared from boyhood in the service of this Corporation, to bear their testimony to the fidelity with which the interests of the Stockholders have been served by their employes in every department of our operations, and to express their conviction, that whoever may be entrusted with the administration of its affairs, they can have no more reliable assurance for the continuance of its prosperity, than the zealous co-operation of those who have contributed so largely to it in the past.

TRIAL BALANCE, SEPTEMBER 30, 1872.

Construction and equipment	$3,906,538 31	
Cash and cash funds	11,534 31	
Stoughton Branch Railroad stock	85,400 00	
Mansfield and Framingham Railroad stock	15,000 00	
Real estate	148,141 78	
City of Boston	325,000 00	
Materials on hand	144,662 07	
Balances due from other roads, etc.	97,123 24	
	$4,733,399 71	
Capital stock		$3,950,000 00
Unclaimed dividends		5,603 00
Dividend due Nov. 15th, 1872		197,500 00
Balances due to other roads, etc		152,374 33
Income account		427,922 38
		$4,733,399 71

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—BENJ. B. TORREY.

Superintendent.—A. A. FOLSOM.

Atlantic, Mississippi and Ohio Railroad.

The Petersburg *Index* extracts the following figures from the annual report of the Atlantic, Mississippi and Ohio Railroad Company:

During the past year the floating debt of the various companies merged in the Atlantic, Mississippi and Ohio Railroad has been met and extinguished with a portion of the proceeds of the loan effected upon the bonds of the company.

In the road department there has been expended: on the Norfolk and Petersburg division, $67,698 09; on the Southside division, $387,761 57; on the Virginia and Tennessee division, $508,791 09—total, $909,250 75.

In the transportation department the receipts have been: from passenger trains, $569,042 91; from tonnage trains, $1,385,278 89—total, $1,954,278 89. The transportation of passengers has increased during the year $19,415, or 4½ per cent., while the freight transportation has increased $48,668, or 4 per cent., this latter derived mainly from local business. The cost per mile of running the trains was this year 48.77 cents, against 58.61 cents the year before, a decrease of nearly 17 per cent., by which the improved condition of the road is fully shown. The gross revenue of the line has been $1,969,053 06; its current expenses, $1,284,725 14; balance, $734,327 92—an increase of net revenue of over 15 per cent.

☞ The Frankfort *Yeoman* says that the Frankfort, Paris and Big Sandy Railroad is to be seventy-five miles, long, uniting with the Chesapeake and Ohio in Bath County, and extending to Frankfort. Towards its construction the county of Bath has subscribed $150,000, Bourbon $400,000, Scott $350 000 already, and that it is now proposed that the city of Louisville shall subscribe $500,000 and the county of Franklin $100,000, to make a total of $1,500,000, which is deemed sufficient to guarantee the construction of the line.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.
$3,500,000.

This is an EAST AND WEST ROAD RUNNING ON THE 40TH PARALLEL FROM INDIANAPOLIS, IND., TO DECATUR, ILL., 152 miles; through the richest agricultural and mineral country of both states; and connecting at termini with the GREAT THROUGH ROUTES to the East and West.

It is the only East and West road in a belt averaging 30 miles wide, and passes through the best part of the rich

BLOCK COAL FIELD

of Indiana, in which the COMPANY OWNS 2,000 ACRES OF BLOCK COAL LANDS. It owns, also, 90,000 acres of Farming lands.

$1,400,000 IN CASH HAS BEEN ALREADY EXPENDED ON THIS ROAD, of which 30 miles in Illinois are finished and in operation. Fifty-five miles more, completing the Western Division, Decatur to the Coal Fields, will be completed this fall and the whole road in 1873.

Upwards of TWO MILLIONS OF DOLLARS more are pledged to the enterprise, partly by counties, towns and individuals along the line, but chiefly by wealthy capitalists, among whom are W. H. GUION (of WILLIAMS & GUION), SIDNEY DILLON, JAY COOKE & CO., CLARK, DODGE & CO., J. & W. SELIGMAN, VIBBARD, FOOTE & CO., and PAUL S. FORBES, of New York, BENJ. E. BATES, of Boston, HENRY LEWIS, of Philadelphia, and GEO. M. PULLMAN, of Chicago.

Bonds $1,000 each, payable in 30 years, principal and interest in *Gold, free of Government Tax.* Sinking Fund 2½ per cent. on Gross Earnings.

For sale at 90 and accrued interest by the Financial Agents of the Co. (of whom pamphlets and information may be obtained.)

Walker, Andrews & CO.,
NO. 14 WALL STREET.

☞ The Denver and Rio Grande Railroad has recently opened its Arkansas Valley Branch, 38 miles long, to reach coal fields. The company has now 155¼ miles of road in operation, all completed in 18 months.

☞ The first train over the Warren and Venango Railroad arrived at Titusville on the 15th inst. from Dunkirk, N. Y. The distance over the road from that point is eighty-five miles, and the run was made in five hours.

☞ The Massachusetts Central Railroad Company will at once commence surveys from its terminus in Weston to the Lexington and Arlington Branch of the Lowell Railroad.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,300	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	634,450	546,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	1,299,990	.... ..	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,604	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,944	440,457	435,192	482,987	572,331	496,062	543,518	454,916	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	428,598	386,914	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	408,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460.573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,526	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	559,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98.482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119 169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,498	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,094	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414 604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,516	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,256	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 155	496,561	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,313	908,313	791,014	599 758	7,420,421
1871	396,760	327,431	400.149	433,884	662,868	658,017	481,113	506,557	815,343	841.150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	591,901	488,348	565,729	811,961	950,945	702 8 8	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224.963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 330 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300.971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	248,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,096
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416 341	566,979	957,194	1,121.205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1.109 267	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436 990	10,637,124
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,061	1,159,726	1,113,398	589,924	8.735,088
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828.447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,968	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,501	364,724	382,996	406,766	351,760	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,242,343
1870	257,604	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393.455	443,611	453,009	439,515	553,994	552,079	558,817	600,295	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	484,465	614,175	.....	621,351	489,341	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,383	716.829	5,709,183
1870	528,529	500 139	630,238	706,603	902,586	746,450	643.058	664 061	728.521	719,698	670 168	505.053	7,654.094
1871	479.573	373,925	499,899	654.540	724,466	728,174	678,898	681,865	800,402	777,362	708,142	542,906	7,574,949
1872	573,936	534,115	565,863	699 420	890,442	835,459	748,832	789,567	868,754	980,706	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of Track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,953	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,757	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	63,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	68,746	590,245	13,1 3	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.6	50	46	....
Sept. 30,'71	14.85	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads.....N.Y.	45,000	22,500	—	3,200	(Not in	opers.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	306	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. P'k.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	30.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,018	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	39	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	60¼
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.39	14	4	Northampton & Winburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,345	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,000	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)...N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham...Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,468	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,623	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31,'71	6.75	236	49	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Oct. 31,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Sept. 30,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,798	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,000	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,000	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Abstract Page.
	$	pc			
Albany.					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1890	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1894	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.& J.	1894	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
B'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.B'w. & Battery:					
1st Mortgage.....	700,000	7	M&S	1876	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'n & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	1871	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067 800	J. & J.	Jan. '73 3½
Allegheny Valley.....50	2,226 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '72 0
Bloomsburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....100	2,215,000	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D	Dec. '72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " pref.100	1,033,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J.A J.O.	Oct. '72 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod.....100	915,577	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv... 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R.*100	6,880,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.AJ&O	Oct. '72 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	880,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '72 4
Chicago & N. Western..100	24,720,959	J. & D.	Dec. '72 3½
" " pref.100	20,415,013	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	3,944,000	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	1,057,509	M. & N.	May '72 3½
Cleveland & Pittsburg*. 50	7,494,588	F.M.A N	Aug '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug.'72 5
Concord.....50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut Rive.....10	1,700,000	J. & J.	July '72 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '72 4
East Mahanoy *.....50	392,950	J. & J.	Jan.'72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.).....100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '73 4
Georgia.....100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,350	M. & N.	Nov. '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	18,159,400	J.A. J.O.	Oct. '72 0½
Little Miami.*.....50	5,871,450	J.A. J.O.	Oct. '72 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '72 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A N	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug 69 12-
N Haven & Northamp..100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428,330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,600,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	Oct. '72 2½
Nag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
N rthern N. Hampsh..100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan.'72 4
Norwich & Worcester*..100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,996,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '72 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Oct. '72 1½
" Special Imp.100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces...100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	676,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,968,150	J. & J	July '72 6
Tol., Peo.& War.1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,800,000	M. & N.	Nov.'72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July '72 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'72 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl'n 0	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston,Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.). 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '72 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '72 2
Second & Third St.(Ph.) 50	902,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.).....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Oct. '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 50	1,933,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,838,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Dec. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 35c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '72 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1872.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,741,000	6	Jan. & July.	1880	114½
.. .. coupon	4,674,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,433,000	6	Jan. & July	1881	114½
.. ..coupon	63,888,250	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112½
.. .. .. (5-20s).....coupon	235,784,150	6	" "	1882	112½
Loan of March 3, 1863.....registered	53,459,850	6	Jan. & July.	1881	114½
.. ..coupon	21,540,150	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	112½
Loan of June 30, 1864 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112½
.. .. (5-20s).....coupon	36,227,650	6	" "	1884	112½
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	112
.. .. .. (5-20s).....coupon	119,892,900	6	" "	1885	113
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	151,601,950	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	225,505,400	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113½
.. .. .. (5-20s).....coupon	24,831,950	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	139,496,150	5	Mar. & Sept.	1904	109½
.. .. .. (10-40s).....coupon	55,071,150	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	127,737,800	5	F. M. A. & N.	1881	111½
.. .. coupon	72,262,200	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	4 030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency.....	401,852,333	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	45
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	98
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,534	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	103½
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	....

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,862):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	95½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	451,000	6	" "	1878	100
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	96
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'80-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	200,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plns.	....
.. General Fund Stock	1,189,780	6	" "	plns.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1887	105½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	35
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	22
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1898	27
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($3,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1886	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	502,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	27
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	23½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	79½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	90
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	40½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'00	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	March & Sept.	New York.	1896	94½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855-'90 (Balt.) sks fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sks fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R., assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	82
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	42½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55
Mass. L. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sks f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sks fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sks fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1894	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88½
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,168,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sks fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	85
2d Mort. (" ") coupon	196,000	6	" "	" "	1872	....
3d Mort. (" ") coupon	918,000	6	" "	" "	1884	....
Income (" ") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1592	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	90½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135.000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng & Cars $2,750,0 0)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R. I. & Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n(C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1886	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067 421	7	June & Dec	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1901	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'86	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1885	98
4th (now 3d) Mortgage guar.	1,096,600	6	Jan. & July.	" "	1892	80½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	88
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.22.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1899	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Dany., Hazleton & Wilkesburre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	76
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1879	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1873	100
2d Mort. (Del., Lack. & Wtn.)	1,683,000	7	March & Sept.	" "	1884	96
Company B'ds (Del. Lack. & W.).	5,000,000	7	June & Dec.	" "	1892	97
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1878	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1890	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Rel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5/, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500.000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	96½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'80	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1880	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm.R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1900	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	6*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,360	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18..3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B's.&Ph.	1890	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1880	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	94½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July	" "	1886	102½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	103½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1903	95
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	83
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1896	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	92
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1876	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1896	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1898	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	72-77	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'88	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1882	....
Equipment Mortgage	150,000	7	" "	" "	1870	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1886	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1899	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1888	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1876	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1886	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1896	85
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1876	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1923	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1890	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1896	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1896	93
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
M lw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,554,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage.	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1869	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1869	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	104,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	96½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,809,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	94½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	81½
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1884	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage	Dollar coupon..	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	1,462,000	7	" "	"	1911	101
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
June 1, 1871.	Gold or stg reg..	624,000	6*	" "	" "	1911	....
	Dollar coupon..	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	80
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1885	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	860,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	65
Equipment Mortgage ..	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	92½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1873	....
Sand., Mansfield & Newark(O&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	660,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	" "	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	279,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	95½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	91
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	80½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	98
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	85
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	39
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	96
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mort. gage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mort. gage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mort. gage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan Sce U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	89½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,305,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,750	6	" "	"	1888	80
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,600	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" Statesaid Railroads are distinguished by a "¶."

Years ending.	Railroad. In Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	920,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
June. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forecl	osed and	sold—No	returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)			—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	construct	ion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be	complet	ed by Dec.	1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to	Cheshire.)			7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	—	308,030	73,307	87,571	446,933	151,629	—	100	25
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mpleted M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	160	79	33	3,380	Atlantic and Great West. N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since			June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	26,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.... W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	58	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,077	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,988	10	100	146½
Sept. 30, 1871	23.4	—	1.0	—	2	2	—	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916.000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	9
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	137
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	892,913	4,921,274	—	646,893	1,012,570	144.7	1,093,138	3,873,587	486,444	1,904,689	571,117	8	100	125
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	148
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	18	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	25.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,068	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Philt. N.Y. & Penn.	963.982	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	346.818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9¼ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	16	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	285,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	554,328	202,575	—	50	38
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Canenovia and Canastota..... New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	109
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	84½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	23	3,645	*Central Pacific of California* ¶.. California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.6	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers..... Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	—	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*		304,930	84,463	2,153,300	884,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*		864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	112
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*		—	—	18,649,910	5,534 957	—	—	764.0	.....	.....	.....	7,569.009	2,619,177	10	100	138½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*		—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*		—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–71.)				—	100	...
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000		10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No retur	ns furnish	ed.)				—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*		.....	.....	2,000,000	2,925,000	.....	.....	—	(Opene	d in Dece	mber, 187	1.)			—	100	....
Dec. 31, 1871	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*		.....	.....	1,280.000	2,200,000	.....	.....	—	(Recenly	opened.)					—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	—	3,916,300	810,000	—	—	—	(Leased	o C. & N.	W.)	371,319	371,319	10	100	112
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*		—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)				—	100	....
May 31, 1872	13889	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*		2,342,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	82½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*		.....	.....	1,500,000	1,340,000	.....	.....	—	(New roa	d—No rep	ort.)				—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*		—	—	1,400,000	700,000	—	—	—	(Under	construct	on—no rep	ort.)			—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*		387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	111½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern	Illinois. Ill. & Ind.	4,878,000	*		.....	.....	3,078 000	3,078,000	.....	.....	—	(Under	r construc	tion—ope	n 19 mile	s.)		—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*		—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic R.	I. & Pac.)				—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)		—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)			8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251		948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*		.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Cin. and Lafayette.)				6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*		.....	.....	4,000,000	1,500,000	.....	.....	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552		700	81,813	382,600	565,000	86,298	.....	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000	—	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)			—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,884,514	*		176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	184
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	—	5,000,000	6.000.000	—	—	—	(Under	construct	on.)				—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*		1,629 225	1,386,437	12,791.350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1 177,657	3,866,076	6,215,537	7	100	93
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	68.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*		.....	.....	1,165,000	1,500,000	.....	.....	76.3	127,000	129,770	135,090	245.304	90,333	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719		.....	.....	7,867,950	3,859.500	.....	.....	225.0	1,968,331	609,736	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*		.....	.....	15,000,000	23,230,174	.....	.....	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	36½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	—	—	—	—	347.800	225,000	282.126	—	18.0	34,500	17,404	12,811	56,537	5,219	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298		84,536	36,158	894,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)			—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,500,000	*		63,041	106,631	1,500,000	—	134,863	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	162
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*		60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,535	695,587	283,665	6	100	8.9
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*		232,712	227,897	1,700,000	260,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,167	10	100	132
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*		—	—	1,500,000	1,000,000	—	—	41.6	(It	ecently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	196	Connecticut Western	Connecticut.	3,605,723	*		.....	.....	1,497,223	2,008,500	.....	.....	68.0	.....	Recently	opened.)				—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	.....	.....	1,278,300	1,060,600	.....	.....	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*		.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*		517,418	94,798	1,328,650	362,300	67,856	448,865	140.4	258,452	302,804	297,367	557.639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250		350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783		74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	5	620	Dayton and Michigan	Ohio	5,958,575	765,256		373,725	1,851	3,317,497	3,430,000	265,178	—	202.0	.....	.....	.....	1,101.612	371,376	3	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*		—	—	82,350	527,445	12,906	—	31.8	104,000	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	.....	.....	309,276	701,000	.....	.....	—	(Leased	to Little	Miami.)				—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*		.....	.....	1,230,941	873,250	.....	.....	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*		21,615,694	.....	15,000,000	10,000,000	.....	.....	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*		5,132,109	.....	10,104,000	3,348,000	3,776,123	417,054	115.0	2,418,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	92½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*		.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—	—	—	—	1,216,000	1,216,000	—	—	—	(Opened	in May 18	72.)				—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be	re-organi	zed as t	he St. Lo	uis, Kook	uk and	Dakota	R. R.)	—	—	—	—	—	—	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Rel River and Illinois	Michigan.	2,386,000	*		.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*		.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)			—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*		351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,249	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	.....	.....	.....	.....	Detroit, Howell and Lansing	Michigan.	6,275,000	*		.....	.....	3,000,000	3,275,000	.....	.....	164.0	.....	(A new li	ne—no ret	urns.)			—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No info	rmation	furnishe	d.)	—	—	—	—	—	33.5	.....	11,404	5.161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	—	645,249	—	4,999,200	894,000	—	15 901	—	(Leased	to Illinois	Central.)			4	100	64
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*		10,484	31,677	1,174,977	550,000	14,247	63,075	64.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	64.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*		—	—	1,075,500	1,190,000	55,000	—	—	—	(Opened	August 20,	1871.)	—	—	100	....
Dec. 31, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*		—	771 393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73.443	153,242	40,250	—	100	....
Sept 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	—	40,185	350.000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Sept. 30, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)				50	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*		138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287.323	383,377	—	100	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	Eastern	Massachusetts.	5,927,520	1,218,509		1,334,751	270,491	4,262,660	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610 277	365,965	1,871,037	635,308	8	100	105
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern Kentucky	Kentucky.	—	(No info	rmation	—	furnishe	d.)	—	—	—	28.0	37,507	14,409	26,857	87,888	42,663	—	100	....
Dec. 31, 1871	23.0	5.0	2 5	—	3	2	—	86	Eastern Shore ¶	Maryland.	875,000	*		—	—	295,000	58 0,000	—	—	40.0	(N	o statemen	t furnish	ed.)			—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	.....	.....	.....	Elizabeth and Paducah	Kentucky.	5,589,319	*		826,099	48,207	3,107,050	2,982,000	374,475	—	—	—	(Complet	d in 1871 a	nd 1872.)	—	—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796 854	409,592	361,524	5	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	—	1,000.000	1,620,000	—	—	78.0	504,154	108.714	360,870	541,297	.....	5	50	54½
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	59,842,740	*		.....	.....	86,636,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	60½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie and Genesee Valley	New York.	158,854	*		.....	.....	134,600	—	40,000	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Louisville	Ohio.	1,700,000	*		.....	.....	3.500,000	3,880,000	—	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Pittsburg	Pennsylvania.	5,177,000	*		.....	.....	2 000,000	3,177,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686.082	7	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	European and North American ¶	Maine.	5,463,964	*		.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184.752	97.942	280,014	93,338	—	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	Evansville and Crawfordsville	Indiana.	2,432,428	396,814		50,727	63,683	1,544,254	1,164,000	61,999	582,400	132.0	346,732	155,795	180,000	538,173	170,157	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville, Henderson and Nashville	Ky.	3,000.000	*		.....	.....	2,000,000	1,000.000	.....	.....	98.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*		.....	.....	750,000	750,000	.....	.....	—	—	(Recently	completed.)	—	—	—	—	100	....
Jun. 30, 1871	55.0	—	2.7	—	3	4	2	—	Fall River, Warren and Providence	R. I.	330.798	—	—	—	—	150,000	200,000	272,607	—	5.8	11,164	82,136	—	33,137	9,866	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	—	107,400	—	—	—	12.7	(Leased	to Phg. an	d Connell	sville.)	—	—	74	50	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fitchburg	Massachusetts.	3,440,000	560,000		521,002	.....	817.680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316.738	8	100	131½
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Flemington	New Jersey.	394,095	—	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)		17,358	loss.	—	100	....
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—																									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	—	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	....
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	66,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin.....Wisconsin.	800,000	*	.....	.....	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	.....	.....	.....	.....	.....	.....	.....	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	(No statement furnished.)		99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	48
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,560	—	.....	.....	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	84	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,900	—	1,113,082	78.0	617,783	1,215,374	489,902	1,648,195	597,232	12	100	141
Dec. 31, 1871	122.4	0.6	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7.000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	26
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	125
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640.000	*	.....	.....	1,000,000	500,000	100,000	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	*	.....	.....	.....	.....	.....	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	40,841	1,402,000	3,150,000	32,717	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	78.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	183.7	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	5.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	—	82,617	34,292	4,558	—	50	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					—	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	—	—	—	(Leased to Michigan Central.)					7	100	92
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	8	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	—						—	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	32.0	(Leased to Michigan Central.)					—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	—	—	35.0	(Recently opened —operations not reported.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,078	625,000	.....	.....	1,334,000	2,225,000	202,271	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	—	—	80.0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	95½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000,000	—	.....	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,081,959	*				5,125,000	7,700,000			211.0				429,225	10,233		100	
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence	Pennsylvania.	633,170	—	—	14,682		285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000	—	—	—		600,000	600,000	—	—	21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	442,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207		5,720,000	5,720,000	408,367	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925	—	—		18,158,600	9,219,000	645,142	—	235.2	3	867,271	1,673,748	5,290,725	1,828,695	10	50	119
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*	—	—		4,107,900	1,564,000	—	—	196.0	—	—	—	1,777,722	817,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.	—	*	—	—		6,000,000	8,500,000	—	—	—	(Under	construct	ion.)	—	—	—	100	
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—	—	—		2,646,100	771,800	—	—	38.8	(Lea	to Phila. &	Reading.)	—	—	7	50	93
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania.	115,616	—	—	—		34,850	40,000	686	—	9	ed	4,703	15,035	70,546	1,816	—	50	
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*	—	—		1,500,000	1,500,000	—	—	—	(Recently	opened	—No retu	rns.)	—	—	—	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,349	80,579	36,323	19,294		442,340	490,405	150,866	—	24.5	48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*	—	—		3,000,000	1,500,000	180,000	—	158.0	—	—	—	830,661	261,860	3	50	
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914	—	—	—		4,198,582	4,300,000	—	—	—	(Leased to	Chicago a	nd Alton	.)	—	—	100	
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington	Ky.	7,218,782	*	281,966	181,948		2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979		8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	536,711	3,153,007	1,054,635	7	100	79
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.	—	—	—	—		3,000,000	—	—	—	288.0	—	227,340	174,577	787,311	148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*	—	17,342		200,000	66,700	11,164	102,636	12.3	—	(Leased to	Boston an	d Lowell.	29,688	6	100	
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.		1,057,495	*	115,500	64,593		1,168,153	—	68,732	703	10.0	—	(Under	construct	ion.)	—	—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	—	—	—		600,000	—	—	—	20.8	(Leased	to Summit	Branch.)	—	62,500	11	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	—	—	—		1,631,900	770,000	—	—	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	—	—		3,500,000	3,750,000	—	—	197.5	—	(Not repo	rted—Sma	ll.)	—	—	—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*	—	—		2,500,000	150,000	—	—	199.0	—	—	—	674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	
Mar. 31, 1871	22.4	3.6	3.2	—	—	—	—	—	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	34,736		1,000,000	—	15,297	91,563	22.4	—	(Operated	by Concor	d.)	101,392	10	100	130
Sept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham	Mass.	715,162	—	14,889	444		290,000	300,000	190,916	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	631	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738	—		13,980,080	8,844,447	2,233,426	—	283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.	—	*	—	—		1,235,000	1,500,000	—	—	—	(Will be	completed	100 miles	in 1872.)	—	—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—		500,000	1,000,000	—	—	54.0	—	(No return	ns obtaine	d.)	—	—	—	100	
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	—	—	—		400,000	400,000	—	—	33.4	(Leased	to Conn.	and Pass.	Rivers.)	—	6	100	
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.	—	*	—	—		—	700,000	—	—	49.5	(Recentl	y opened	—No retu	rns.)	—	—	100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.		8,753,559	*	1,157,068	—		5,312,725	4,157,387	469,855	—	308.0	801,661	313,017	—	1,417,441	218,435	—	100	
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶	Tenn.	—	(Owned	and oper.	by Loui	sville and	Nashvill	e.)	—	—	82.6	352,636	—	—	462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock	Arkansas.	—	—	—	—		—	2,700,000	—	—	131.0	(No ret	urns—ope	ned April	12, 1871.)	—	—	100	
Jun. 30, 1871	180.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*	—	—		1,074,288	3,500,000	—	—	180.7	497,646	210,189	—	924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.8	—	—	—	—	Mercer and Somerset	New Jersey.	506,443	—	—	—		265,625	—	55,000	—	4.7	(Leased	to United	Companie	s.)	—	—	100	
Mar. 31, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	—	—		800,000	250,000	424,000	—	27.0	—	—	—	73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	—	—	—	—	Michigan Air Line (E. D.)	Mich. & Ind.	—	—	—	—		—	225,000	—	—	20.0	(W.Div.	owned by	Michigan	Central.)	—	—	100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,167		17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	116
Dec. 31, 1871	67.0	—	3.3	—	4	—	2	19	Michigan Lake Shore	Michigan.	1,250,000	*	—	—		450,000	809,000	—	—	67.0	(Recentl	y opened	—No retu	rns.)	—	—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30'084	1,297	6,063		148,075	—	9,691	24,598	85.4	21,350	351.598	31,786	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618	—	—	—		121,420	68,500	—	—	—	(Leased	to N. Y.&	Oswego M	idland.)	—	—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	350,476	—	—	—		121,730	225,000	64,800	—	13 0	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,664		835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	—	—		1,500,000	1,100,000	—	—	58.0	(Recentl	y opened	—No retu	rns.)	—	—	100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—		65,426	118,500	—	—	12.5	—	(Leased to	Pennsylva	nia.)	—	—	25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579		22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	100	54
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*	—	—		510,000	18,000p.m	—	—	45.0	(Recentl	y opened	—No retu	rns.)	—	—	100	
Oct. 31, 1871	37.5	74.0	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—		3,850,450	—	—	—	—	(Leased	to Phila.&	Reading.)	—	—	8	50	107
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—		1,200,000	320,000	—	—	41.0	—	(No retur	ns furnish	ed.)	—	—	100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	—	—	—		770,000	1,000,000	—	—	38.5	(Oper. b	y Milw. &	St. Paul.)	—	—	100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.	—	—	—	—		—	4,557,980	—	—	237.0	—	—	—	1,263,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	—	—		825,407	2,196,547	380,439	—	100.0	245,025	—	—	486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.&Io.	1,600,000	*	—	—		800,000	800,000	—	—	—	(Recentl	y opened	—No retu	rns.)	—	—	100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*	—	—		1,500,000	—	—	—	62.0	(Recentl	y opened	—No retu	rns.)	—	—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*	—	—		12,045,000	12,491,000	—	—	463.0	—	(No infor	mation.)	—	—	100	41
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf	Kansas.	12,900,000	*	—	—		5,950,000	6,950,000	—	—	161.0	—	—	—	683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003	—	—	—		250,000	564,398	3,606	—	—	(Operat	ed by Mob	ile and Oh	io.)	—	—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama	2,109,718	*	14,465	10,556		1,278,377	711,000	126,145	—	87.0	100,735	48,778	—	201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama	5,490,416	624,590	66,000	219,340		2,034,800	2,596,500	769,046	—	164.0	—	—	—	667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.8	—	116	—	—	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341		4,428,036	10,760,674	1,482,110	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	352,855	*	—	—		197,500	99,825	—	—	—	(Recentl	y complet	ed—No re	turns.)	—	—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*	—	—		700,000	2,300,000	—	—	—	(Leased	to N. Y.&	Oswego M	idland.)	—	—	100	
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931	—	—	—		150,315	177,000	—	—	10.3	—	(Leased to	Erie.)	—	25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama	—	—	—	—		—	—	—	—	80.0	—	(No infor	mation.)	—	—	100	
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,936	—	53,329	—		418,500	650,000	39,788	—	23.8	15,207	24,290	11,329	26,807	11,244	—	100	00
Dec. 31, 1871	84.0	34.0	68.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240	—	—	—		13,698,250	11,614,000	—	—	118.0	—	—	—	2,987,211	668,914	7	100	137
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759	—		800,000	—	64,325	126,715	43.2	299,980	794,287	246,558	544,613	102,415	10	100	
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶	Tennessee.	5,196,258	*	1,100,241	226,166		1,896,935	1,964,000	2,662,228	—	173.0	902,859	202,706	276,761	1,446,133	396,442	—	100	
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶	Tenn. and Ala.	3,937,619	433,218	555,018	55,936		1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶	Tenn. & Ky.	—	(Sold to	Nashvill	e and C	hattanoo	ga.)	—	—	—	172.5	544,211	—	59,145	444,389	257,56	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139		1,872,400	112,500	28,913	286,290	61.5	217,462	334,121	183,247	624,762	240.	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285	—	—	—		977,150	600,000	789,735	—	—	(Leased	by New J	ersey Cen	Central.)	—	—	7	100	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	—	—	—		700,000	800,000	—	—	—	(Leased	to Balt. &	Ohio at 30	p. c.)	—	—	100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261		500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	57,128	—	100	
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Bruns.	2,500,000	*	—	—		—	972,000	—	—	126.0	—	23,005	97,443	144,439	—	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983	*	—	—		163,905	75,756	5,689	—	—	—	—	—	—	—	—	—	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—		600,000	93,300	2,000	—	14.9	(Leased	to Pitts.,	Ft. Wayne	and (Chicago.)	—	10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*	—	—		424,000	525,000	—	—	13.3	—	(Opened	August 18	71.)	—	—	100	
Dec. 31, 1871	23.0	—	0.8	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.	—	(Unfinished.)	—	—		3,000,000	1,500,000	—	—	23.0	—	—	8,041	—	—	—	—	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	542,209	180,515	—	100	124
Dec. 31, 1871	53.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,328	*	—	—		7,295,200	400,000	—	—	53.0	(Include	d in Unite	d Compan	ies)	—	10	100	
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*	—	—		2,000,000	4,500,000	—	—	68.0	(Leased	to N. Y. &	Oswego M	idland.)	—	7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.	—	*	1,106,000	—		4,000,000	2,870,000	—	—	115.5	257,021	334,921	87,313	403,227	165,005	—	100	25
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	230,871	4,997		1,003,500	699,000	—	63,499	115.6	370,953	437,263	222,390	505,335	138 098	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶	L. & M.	—	—	—	—		4,200,000	9,500,000	1,000,000	—	206.0	—	—	—	1,669,777	404,685	—	100	
Dec. 31, 1871	313.0	—	....	536 0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.	—	—	—	—		—	—	—	—	200.0	—	—	—	—	—	—	100	
—	—	—	208 4	107 9	—	424	448	129	8,849	N. York Central and Hudson River	N.Y.	60,413,657	*	—	—		89,428,330	15,231,719	1,167	—	844.5	10,631 797	—	—	21,972,105	8,269,816	8	100	977
—	—	—	—	—	—	—	—	—	—	—	—	18,205,060	1,592,481	1,678,798	—		8,500,000	6,717,725	—	—	156.9	862,174	1,682,500	323,409	2,698,763	1,929,088	8	100	116

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Mark.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,941	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—					New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700	—	7.0	(Recently	opened—	No returns.)			—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,600	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	141
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston.	C. & R. I.	2,568,000	*	—	—	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N.York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y.	Cent. & Har. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	—	—	—	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina §	North Carolina.	4,947,746	*	—	—	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern §	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	—	—	(No accounts obtainable.)	—	1,000,000	400,000	.....	—	72.0	(No accounts.)					—	100	....
Oct. 31, 1871	76.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99½
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.3	4.0	128.5	—	131	65	38	4,288	Northern Central §	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	(Leased to | Erie Company.)				8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0.	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)				100,000,000	50,000 p.m			278 0	(No accessible returns.)					—	100	....
Sept. 30, 1871	59.4	4. 0	12.5	—	20	14	5	642	Norwich and Worcester §	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125½
Dec. 31, 1871	113.0	32.1	14.6	—	22	26	12	3 6	Nova Scotia	Nova Scotia.	6,942,765	*	—	—	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	18	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	66½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	48	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	h. 7	—	87	43	24	1,377	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	48½
Oct. 31, 1871	95.0	3.5	43.	—	32	19	5	314	Oil Creek and Allegheny River	Penn	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	70½
Sept. 30, 1871	130.5	15.3	48.	—	49	76	20	274	Old Colony and Newport.	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	—	—	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap §	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	186,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	18.	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	—	1	1	16	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....	—	21.0	(Opened | April 17, 1871.)				—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri §	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	—	471.3	.....	669,200	.....	3,597,299	947,801	—	100	55
Dec. 31, 1871	63.5	—	6.3	101.5	6	—	—	43	Padu ah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	—	63.5		(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under construction.)				—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No returns.)				—	100	130
Apl. 20, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	(Construction in progress.)				245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5	(Leased to Erie.)				53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased to Erie at 35 p. c.)					—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350.000	—	—	—	248,000	80,000	—	—	15.1	(Leased to Erie.)				29,758	6	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased to Tol. Wab. and Western.)					—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased to United Companies.)					6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased to New Jersey Southern.)					—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently opened —No returns.)					—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	207	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	113
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000	—	—	(To be completed in 1872.)					—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased to Chicago R. I. & Pacific.)				125,000	8	100	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	16	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	—	—	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	—	—	1,200,000	2,300,000	.....	—	91.0	(Turned over to Co. Dec. 1, 1871.)					—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper. by Camden and Amboy.)					—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg §	Virginia	1,719,113	*	—	63,753	1,342,200	258.500	50,305	31,860	82.	168,592	34,953	52,345	268,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104 6	—	126	34	18	2,517	Philadelphia and Erie §	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	53
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	672,728	700,468	303,186	10	50	171½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	117
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	108
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713	—	11.3	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis. Pa. & W. Va.	Ohio.	18,000,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	—	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville §	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chicago	O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	....
Oct. 31, 1871	66.0	—	2.1	24 0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	(Not in running order.)					—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	—	—	250,000	218,500	—	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	....	60.0	2	.....	.....	.....	Port Royal	South Carolina	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	(Not in operation at date.)					—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway.	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	97
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,708	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	$1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Dec. 30, 1871	40.0	8.8	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,288	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sep. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	1.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.4	—	12	6	4	92	Richmond, Fredericksburg & Potomac ¶..Va.	2,248,989	*	464,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.9	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)			—	100	13
Apr. 30, 1872	1.92.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No returns fuanished.)					—	100	....
Dec. 31, 1871	5.4.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	4	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.6	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,900,000	4,000,000	.....	—	209.0	732,466	526,615	434,963	1,636,904	667,319	—	100	94
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25,	1871—No	returns.)		—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	....	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	15.2	—	25	14	5	168	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	4.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	2.4	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,182	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	167.0	(No report	furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	280,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	—	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently	opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	3.0	—	3	3	*	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	778	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	605,842	1,148,244	412,348	—	100	328
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	75
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	—	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	—	8,326,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,813,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central.)			8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	4	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	87
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently	opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	354,828	168,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	—	138.0	66,389	.....	.....	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,276,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	208,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,852	*	1,270,069	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	—	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	6	66	Wilmington and Reading.....Pennsylvania.	2,439,857	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	152,968	181.0	502,792	102,174	89,055	570,530	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,316 000	71,633	—	143.5	297,360	70,848	126,689	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	528,372	569,764	181,067	10	100	....
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,606,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	1,045,957	783,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	—	19,323,506	.....	8,789,880	15,028,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	73
Dec. 31, 1871	83.0	—	—	—	—	—	—	—	Monongahela Navigation Canal ....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	108 0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	2,891,214	—	—	110,670	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	800,552	142,898	—	50	100
Dec. 31, 1871	173.0	64 6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60c	50	154
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,510	270,505	.....	84.0	—	—	501,674	144.099	87.303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	121,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsy	lvania.)			—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount outstanding.	Div'ds Rate.	Paid.	Mark't Prices.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	....	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	....	73
Catawissa,* pref. and guar.....	2,200,000	7	7	84
Cayuga and Susquehanna,* guar....	589,110	....	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	40
Cheraung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	82
Chicago and Alton, pref.....	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	....	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	86
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	....	3½	....
Cochecho, preferred.....	177,750	8	....	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	....	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	80
Evansville and Crawfordsville pref..	100,000	....	....	....
Hannibal and St. Joseph, pref.....	5,078,224	....	....	70
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	....	....
Leeds and Farmington,* guar.....	.....	....	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	....	28
" " 2d pref	4,051,744	6	....	14½
Manchester and Lawrence*.....	1,000,000	....	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	....	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	....	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandalgua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.....	3,500,000	7	7	74
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	....	5	....
Peoria and Bureau Valley,* guar....	1,200,000	....	6	....
Philadelphia and Erie,*	5,996,700	....	....	....
Philadelphia and Reading, pref.....	1,551,800	....	10	....
Philadelphia and Trenton,* † guar..	1,099,720	....	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	....	7	....
Rutland, preferred.....	.....	7	7	58
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,566	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	....	....
" " " 2d pref.....	1,300,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	....	2	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.....	2,888,997	6	6	27½
Union, preferred.....	.....	6	....	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.....	.....	6	....	....
Mariposa Mining, pref.....	$1,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	54 — @ 55 —
Gartsherrie		50 — @ 51 —
Glengarnock		48 — @ 49 —
Eglinton		45 — @ 46 —
Pig, American, No. 1		45 — @ 50 —
Pig, American, No. 2		46 — @ 48 —
Pig, American, Forge		39 — @ 42 —
Bar, Refined, English and American		110— @ — —
Bar, Swedes, assorted sizes	(gold)	120— @130 —
	STORE PRICES.—	
Bar, Swedes, 1½ x¾ & 1½ x ½ to ¾ sq. 1½ to 5x¾ to ¾ & ½ to 2sq. 6 to 12 x ¾ & ½		145 — @155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in.		105 — @107 50
Bar, Refined, 1½ to 6 by ¾ & 5-16 in.		110 — @112 50
Bar, Refined, 1 & 1½ by ¾ & 5-16		112 50 @115 —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		112 50 @125 —
Scroll		120 — @150 —
Ovals and Half-round		130 — @150 —
Band, 1 to 6 in. by 3-16 to No. 12		— — @122 50
Horse Shoe		117 50 @127 50
Rods, ¾@3-16 inch		110 — @152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		127 50 @172 50
Nail Rod	per lb.	— — @ — 9
Sheet, Russia, as to assortment	(gold)	15½—@ — 16½
Sheet, Single D. and T. Common		— 6½@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7 @ — 8
Sheet, Galvanized		List. 15 per ct. disc.
Rails, English	(gold) per ton.	70 — @ 72 —
Rails, American, at Works in Penna. c'y.		80 — @ — —
Anvils, (Eagle)	per lb currency.	— 9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 11½@ — 16
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 11½@ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	$5 50 @ — —
8d. and 9d.	"	— — @ 5 75
6d. and 7d.	"	— — @ 6 —
4d. and 5d.	"	— — @ 6 25
3d.	"	— — @ 7 —
Cut, 2d and 3d. Fine		— — @ 7 75
4d. and 4½d. Sugar Box		— — @ 6 50
Cut Spikes, all sizes		— — @ 5 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @ — 33
Copper		— — @ — 45
Yellow Metal Sheathing and Slating		— 27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— — @ — 33
Straits	(gold).	— 31 @ — 44½
English	(gold).	— 31½@ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 10 87½@11 —	12 50 @ 13 —
I. C. Coke	9 50 @10 —	11 — @ 11 50
Coke Terne	8 50 @ 9 —	9 75 @ 10 25
Charcoal Terne	9 75 @10 —	11 25 @ 11 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 11½@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 16 @ — 17
Refined, Standard White (in ship'g order)	— — @ — 27½
Refined, S. W. (in jobbing lots)	— 27½@ — 28
Refined, S. W. (in tin)	— 29 @ — 29½
Naptha, Refined, (65 @ 73 gravity)	— 16½@ — 17
Residuum	per bbl. — 11 @ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @— 43
Copper, Bolts	— — @— 45
Copper, Braziers' (over 16 oz.)	— — @— 46
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 28 @— 30
Copper, English Pig	— — @— 32½
Copper, American Ingot	— 28½@— 29

LEAD—DUTY: Pig, $2 per 100 lb.; Old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb. 6 42½@ 6 50
German	(gold) 6 42½@ 6 50
English	(gold) 6 40@ 7 —
Bar	— — @ 9 25
Sheet	— — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe	1.5c per lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Authracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— @18 —
Liverpool House Cannel		— 22 @23 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co.	101½	102½	102½	102½	102½	....
Central Pacific 6s.	102½	...	102½	102½	....	
Central of N. Jersey	101½	100½	100	....	....	....
Chicago & Alton	....	112	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	112	....	....
Chic. & Northwestern	82½	....	....	....	....	....
" pref.	86½	87	86½	87	86	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	100	....	....
" Consol.	....	....	92	92	....	....
Chic., Rock Isl. & Pac.	110½	110	110½	111½	111½	....
Chi., R. I. & Pa. 7s, 1896	103½	....	103½	104	....	....
Clev., Col., C. and Ind.	....	....	....	93	93	....
Clev. & Pittsburg guar.	88	89	89	....	89	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	98	....	....
" 4 M.	....	....	....	86½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	35½	36½	36½	36½	36½	....
" 1 M.	88	88½	....	88	....	....
" 2 M.	73	....	....	73	73	....
Del. & Hudson Canal	119	119	....	119	119	....
Del. Lack. & Western.	92½	92½	92½	92½	92½	....
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	96	....	....
Erie Railway	57½	60½	59½	60½	60½	....
" pref.	78	78½	80	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	97½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	48½	48½	48½	48½	48	....
" pref.	68½	....	67	70	70	....
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	102½	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	125	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	94½	95	94½	95½	95½	....
Lake Shore Div. bonds	....	93	93	93½	....	....
Marietta & Cin. 1st pref.	28½	....	28	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	114½	115	115½	116	....	....
" S. F. 8s, 1882	115	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	93	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	....	2½	....	2½	....
Milw. and St. Paul.	54	55	55½	54½	54½	....
" pref.	77½	77½	77½	77½	77½	....
" 1st mort.	94	93½	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	93	....	....	....	....	....
" 7s, gold	98½	98½	....	....	....	....
Missouri 6s.	95	....	95	95½	95	....
" H. & St. J. 1ss	....	92	....	....	....	....
Morris and Essex	....	....	89½	90	....	....
" 1st mort.	....	....	....	....	103½	....
" 2d mort.	97½	97½	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	92	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97½	96½	97½	97½	....	....
N. York and Harlem	117	113	114½	116½	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873.	....	100½	....	....	....	....
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	47½	48	48½	48½	48½	....
" pref.	....	....	....	....	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. P. Co.	76½	78	78	75½	74½	....
Panama	130	....	....	....	....	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	....
" 1 M.	....	....	104	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	45	46½	46½	46½	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	100½	....	....	....
" 2 M. pref.	89	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old.	80½	80	80	....	79½	....
" new	80½	....	....	....	80	....
Tol., Wab. & Western.	72½	72½	72½	74½	75	....
" pref.	....	....	....	....	....	....
" 1 M.	99	....	....	....	....	....
" 2 M.	....	92	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	91½	....	....	....	....	....
Union Pacific	37½	38	37½	38	37½	....
" 1st mort.	89	88½	90	90½	91	....
" L. Gt. 7s	78½	78½	78½	78	73½	....
" Inc. 10s	....	80½	80½	80½	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	56	56½	56½	....	....	....
" def. cert.	....	15½	15½	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	109¾	109¾	....	
U. S. 5s, 10-40s, coup	109¾	109¾	109¾	109¾	109¾	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	114¼	....	....	....
U. S. 6s, 1881, coup	....	....	117¼	....	....	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	112¼	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	112¾	....	....	....	....
U. S. 6s, 5-20s, reg. '65	112	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112¼	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	115	....	....	115¼	115¼	....
U. S. 6s, 5-20s, reg. '67	....	....	....	112¼	112¾	....
U. S. 6s, 5-20s, c. 1867	116	115¾	116	116¼	116¾	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	116¼	116¼	....	....
U. S. 6s, Pac.R.R issue	112¼	112¾	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa preferred	42¼	....	....	....	42	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	36¾	37¼	37¼	36¼	36¾	....
" 6s, 1884	88	....	....	....	86¼	....
" Gold L.	....	....	....	89¼	....	....
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59¼	59¼	59¼	59¼	59¼	59¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	47¼	....	47¼
" 7s	....	....	....	....	....	....
Minehill	53¼	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	125	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	99¼	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Allcg. Riv.	....	....	35¼	35	35¼	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	56¼	56¼	55¾	56	56¼	56¼
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	....	97	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State. 6s.1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	109	....	....
Philadelphia City, 6s	....	....	....	....	....	95
" new	99¼	99¼	99¾	99¾	99¾	100
Philad., Germ. & Nor.	....	....	....	....	....	85¼
Phila. & Reading	58¼	58¼	58¼	58¼	58¼	58¼
Philadelphia and Erie	....	26	27	26¼	....	
" 6s	....	....	....	....	....	....
" 7s	92¼	....	....	92	....	
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	13¼	....	13¾	....	
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	124¼	124	....	....	121¼x	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
16th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	96¼	96¼	....	96¼	....	
" 1886	....	....	....	....	....	....
" 1890	96¼	96¼	....	....	96¼	....
" 1884	....	....	....	....	....	....
" 1900	96¼	....	....	....	....	....
Balt and Ohio	154¾	....	....	154¼	155	....
" bonds, 1875. 93	....	....	....	....	....	....
" " 1880	....	....	....	....	96¼	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	99	99¼	....	....	99¼	....
" 2d M.	....	86¼	....	....	86¼	....
" 3d M. 8s	85	....	....	....	85	....
Northern Central	....	38	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	95¼	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	56¼	55¼	....	....	....	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	147	...	146¼	146¼	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	126¾	....	126	125	....	....
Boston and Providence	149	149	148	148¾	148	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	43	42¾	42¼	42¼	42¾	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	....	....	....	....
Concord	....	....	....	....	....	....
Connecticut River	132	....	132	....	....	....
Eastern	105	105	105	105	....	
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114¼	114¼	114¼	114¼	....	....
Northern, N. H.	112¼	....	112¼	....	....	....
Ogdens. & Lake Champ.	....	66¼	66¼	....	....	....
" pref.	....	....	....	....	....	....
Old Colony & Newport	116	....	....	112⅝	....	
Ph., Wil. & Baltimore	55	....	55	55	54	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	37¼	....	....	....	....
" 6s	....	....	....	....	87	....
" Land Grant 7s	....	....	....	....	76¾	....
" Income 10s	78¼	....	....	....	77	....
Vermont & Canada	....	60	60	....	....	....
Vermont & Mass.	86	....	....	....	87	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	100	100¼	....	....	....
Metropolitan	60	60¼	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	36	....	....	....	....	....
Copper Falls	17¼	16¾	16¼	16¼	15¼	....
Franklin	....	....	....	....	10	....
National	5¼	....	....	....	....	....
Pewable	11¼	12	12	11¾	11¾	....
Quincy	....	....	....	47¼	48	....

London Stock Exchange.

	—Closing Prices.— Nov. 29.	Dec. 6.
Atlantic & Gt. W. 1st mort., $1,000	75 — 77	73 — 75
Do. 2d mort., $1,000	62 — 64	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	33 — 35
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	88 — 90	88 — 90
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	42¼ — 42	41¼ — 42
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	90 — 92	91 — 93
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	102 —104	101 —103
Do. Redemption mort. bonds 6 p.c.	97 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 98
Marietta and Cincinnati Rail. Bonds.	82 — 85	83 — 87
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	92 — 94
Pennsylvania, 2d mort.	98 —100	98 —100
Do. General mort.	93 — 95	95¼ — 96¼
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort.	93 — 95	93 — 95
Do. with option to be paid in Phila.	93 — 95	93 — 95

American Railroad Journal.

Saturday, December 28, 1872.

Stock Exchange and Money Market.

Money has been in quick request all through the week, especially for speculative purposes, and rates on call loans have been maintained at high figures, the minimum having been the legal quotation of 7 per cent. with, however, a fractional commission added for the use of funds from day to day, in the majority of instances in which aid was extended to needy borrowers. The city banks had to contract their loan and discount averages, having lost heavily in the lines of legal tender reserve, and of undrawn deposits, though reporting a gain of over a million in their specie hoard. The clearances of the banks averaged through the week 134⅝ millions a day, and amounted in the aggregate, for the whole week, to $807,602,654 as against $779,957,293 the preceding week. The call for help from the interior was more urgent. In the way of mercantile credits, there was not much activity, and on the best grades of commercial paper, rates ranged from 10@12 per cent. per annum. The U. S. Sub-Treasury at this point added nearly ¾ths of a million to its currency, and over 1¼ millions to its coin balances, as the result of the week's business.

The U. S. Sub-Treasury office last week received $4,916,108 of currency, and $3,891,470 of gold, the latter including $1,114,900 from customs; and disbursed $4,090,367 of currency and $2,625,347 of gold, the latter embracing $334,315 of coin interest.

The city banks, in their latest return, show a reduction of $2,590,300 of legal tender notes, with an increase of $1,054,400 of specie, and a falling off of $3,487,900 in their deposits, with a contraction of $1,809,000 in their loan and discount averages, and of $11,000 in their item of circulation. The city bank exchanges, last week, averaged 134⅝ millions. The banks now hold $662,875 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $12,778,400, against $22,764,700 same time last year. The city bank deposits are now $199,423,800 against $199,346,700, week ending Dec. 23, 1871. The legal tender reserve amounts to $44,624,400, against $41,217,800 same time last year. The circulation now stands at $27,522,700 against $28,575,600 same time last year. The loans are now $275,811,400 against $271,363,500 at this date last year.

The coin reserve of the city banks is now about 12¾ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 44⅝ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 199⅛ millions, against 247¼ millions on the 20th of July.

Government revenues continued to yield moderately. The excises yielded less than two millions, making the total, since July 1, $56,380,604. The customs at the port of New York, for the week, reached only $1,848,497, and at the outports, about $450,000, more, in coin or coin certificates.

Gold has been quite active, and despite the extreme Money pressure, the price has been remarkably well maintained, by the comparatively confident speculative movements. The customs call has been on a restricted scale, and the export drain light, the latter having fallen short of half a million dollars. The range of the price during the week has been from 111⅝@112¼, and the quotation on Tuesday was 111⅞ against 112⅝ the preceding Wednesday. The specie outflow last week, was $488,393. The Gold Exchange Bank clearances have averaged about 55¾ millions per day during the week.

The customs demand for Gold last week, averaged $235,700 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,488,647 against $8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $142,107,313 against $152,030,901 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $76,743,194, against $82,084,694 during the same time in 1871.

The export drain of specie was $438,292 last

week, against $297,882 same week preceding year. The shipments since January 1, 1872, have been $70,343,576 against $63,540,867 during the same portion of 1871.

Foreign Exchange has been in fair demand and quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109½; sight bills on London, 110⅜@110⅝.

Government securities have been in comparatively limited supply, and generally good request for investment account, closing more firmly with an upward tendency.

U. S. sixes of 1881 closed at 117⅝@117⅞; U. S. Five-Twenties of 1862, 112¼@112½; U. S. Five-Twenties of 1864 at 112¼@112½; U. S. Five-Twenties of 1865, 112⅝@112⅞; U. S. Five-Twenties of 1865 consolidated 115⅝@115⅞; U. S. Five Twenties of 1867, 116¾@117; U. S. Five-Twenties of 1868, 116⅝@116⅞; U. S. Tenforties at 109⅝@109¾; U. S. Fives of 1881 (Funding Loan) 101¼@112; Six per cent. currency Sixes from 112¾@112⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 11.	Dec. 18.	Dec. 24.
Consols	91⅜	91¾	92
U. S. 5-20s, 1865	91⅝	92	92⅛
" 1867	94	92	92
" 10-40s	88	88½	88¾
New Fives of 1881	89	89½	89⅝
Erie	42⅜	42⅞	49¾

State bonds have been generally quoted about steady on a moderate investment demand, for the favorite loans, which have not been offered with much freedom, despite the stringency in Money.

Railroad bonds have been in rather better request, and the more substantial loans have been held with increasing confidence. Central Pacific Sixes closed firmly at from 102@102¼.

Railway and Miscellaneous share property has been decidedly active and generally buoyant as to price, although the fluctuations have been frequent, notably so in the more prominent speculative favorites. The adjustment of the Erie litigation with Mr. Jay Gould, by a most unexpected compromise proposed by Mr. Gould himself, greatly stimulated speculation in Erie shares.

General business has been on a restricted scale, in most lines since our last. Domestic produce has been quite tame as a rule, though Flour and Wheat, Rosin, Spirits Turpentine, Petroleum and Hops attracted more attention, especially toward toward the close. Middling upland cotton, left off on Wednesday at 20¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,555,472 bales, against 1,270,669 bales same time in the preceding year; exports 748,038 bales against 626,000 bales in the previous year; stock at the ports at latest dates, 519,176 bales against 429,178 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair demand at from 8@16½ cts.; the latter rates for extra heavy choice Christmas stock. Veals at 6@10½ cts.; Sheep at from 5@8½ cts.; Lambs 5@8½ cts.; Swine, at 4¼@4½ cts. per lb. all live weight. The week's receipts were 6,664 Beeves, 1,780 Veal Calves, 14,354 Sheep and Lambs, and 51,486 Swine.

Foreign goods have been quiet and irregular. The week's imports of foreign goods reached the amount of $6,912,075 including $1,909,748 of dry goods.

Ocean freights have been more active and rather steadier as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. 2d mort., 95; Pacific R. R. of Mo., 2d mort., 83; Milwaukee and St. Paul 7s, Iowa Div., 89½; Ohio and Mississippi 2d mort., 84; do. consols, 94½; Central of New Jersey 1st mort., new, 103¾; Delaware, Lackawanna and Western consols, 97; Clev., Paines. and Ash. 7s, new, 94½; Buffalo and Erie 7s, new, 95; Burlington, Cedar Rapids and Minnesota 1st mort., 87½; Louisville and Nashville consols, 1898, 93; Clev. and Pittsburg consols, 94; N. Y. Central 6s, R. E., 87; do. Sub. bonds, 87; St. Louis and Iron Mt. R. R., 94; do. 1st mort., 96; Boston, Hartford and Erie R. R., 9; do. 1st mort., 42½; do. guar. bonds, 55: New Jersey Southern R. R., 25½; do. 1st mort., 74; St. Louis, Kansas City and Northern Pref., 65; Western Union Tel., 81; do. 7s, 95; Wells-Fargo Exp., 88½; Am. Mer. Union Exp., 67⅞; Adams Express, 93; U. S. Exp., 80; New Central Coal, 47½; Maryland Coal, 21; American Coal, 57; Atlantic Mail S. S. Co., 14; South Carolina 6s, new, Jan. and July, 23¼; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 105¼; Arkansas 6s, Fund Act, 45; North Carolina 6s, issued to N. C. R. R., 60; do. Fund Act 1866, 27; Michigan 6s, 1878, 100.

Philadelphia.—Warren and Franklin 1st mort., 80½; Lehigh Valley 7s, new, 103½; Philadelphia and Reading Gen'l mort. 7s, reg., 101; do. 7s, 1893, 103; Lehigh Nav. consol. gold loan, 93; Wilmington and Reading 7s, 98; Allegheny Valleys 7 3-10s, 94¼; Huntington and Broad Top Mt. consols, 61; Pittsburg, Cincinnati and St. Louis 7s, 80; Pennsylvania and New York Canal 7s, 94¾; Nesquehoning R. R., 55; Catawissa R. R., 19; West Jersey R. R., 54. The latest quotations are: City 6s, 95@95½; do. free of tax, 99⅞@100; Pennsylvania State 6s, 1st series, 102¾@102¾; do. 2d series, 107@108; do. 3d series, 109@109½; Philadelphia and Reading, 58¾@58¾; do. Gen'l mort. 7s, coup., 100@100⅜; do. reg., 101@101¾; do. mort. 6s, 1880, 95@95½; do. 7s, new, conv., 101½@101½; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 93¼@94; do. 1883, 91@92; do. 1889, —@87¾; Pennsylvania R. R., 56⅛@56⅜; do. 1st mort., 100@101; do. 2d mort., 97@97½; do. General mort. coupon, 94@95; do. reg., 93¾@95; Little Schuylkill R. R., 47@47½; Morris Canal, 50@50½; do. pref., 124¾@126; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75¾@78; Schuylkill Nav., 6@7; do pref., 13½@14; do. 6s, 1882, 73@73; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 97@98; do. 5s, 55@61; Lehigh Coal and Navigation, 36½@37; do. 6s, 1884, 87@88; do. R. R. Loan, 93@93; do. Gold Loan, 89¼@90; North Pennsylvania, 49@50; do. 6s, 99@99½; do., 7s, 94@95; do. Chattle 10s, 110@110; Philadelphia and Erie, 26¼@27; do. 6s, 88@90; Minehill, 53@53¼; Catawissa, 18@20; do. pref., 41½@42¼; do. 7s, 1900, 99⅛@100; Lehigh Valley, 59½@59½; do. 6s, new coupon, 93@95; do. reg., 95@95¼; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@59¾; Thirteenth and Fifteenth, 18½@20; Spruce and Pine, 32@32; Green and Coates, 47@—; Chestnut and Walnut, 57@60; Hestonville, 17@18½; Union, —@73; Germantown, —@25.

Boston.—Vermont Central 1st mort., 39; Connecticut and Passumpsic Rivers R. R., pref., 92; Portsmouth, Gt. Falls and Conway R. R., 97; Rutland pref., 58; do. 7s, 65; Cincinnati, Sandusky and Cleveland R. R., 18½; Summit Branch, 39; Atchison, Topeka and Santa Fe R. R., 25; Boston Water Power, 45; Cary Imp., 11; Waverly Land, 4¼; Maine 6s, 1889, 99¼; New Hampshire 6s, 98; Boston 6s, 1875@1877, currency, 98; do. 1880, 97½; do. 1880, reg., 96¼; Cook Co., Ills., 7s, 1880, 97¼; Allouez Mining Co., 14⅞; Astor, 25c.; Calumet and Hecla, 156; Humboldt, 1½; Madison, 62½; Rockland, 2½; Ridge, 11¾; Shuniah Silver, 2⅜; St. Clair, 2¾.

Baltimore.—Orange, Alex. and Manasssas 7s, 81; Virginia and Tennessee 3d mort. 8s, 91¾; Cincinnati and Baltimore 1st mort. 7s, 91½; Wilmington, Columbia and Augusta 7s, 76¾; Orange and Alexandria 4th mort. 8s, 83; N. W. Va. 1st mort., 102½; Richmond and Danville 1st mort., 75; Central Ohio 1st mort. 85½; Union R. R. 1st mort. guar., 94; Northern Central 6s, 1900, gold, 95½; Virginia 6s, old, reg., 40½; do. consol. 6s, reg., 50; do., consol. 6s, with full coupon on, 61; Memphis City 6s, 52⅛; Atlantic Coal, 2.25; Am. Gas Coal, 0.40. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76½@76¾; Virginia Central 6s, 80@85; Wilmington and Weldon bonds, 93½@100; Pittsburg and Connellsville 7s, 1898, 95@96; Baltimore and Ohio, 154@155; do., 6s, 1875, 88⅛@—; do., 1880, 96½@96½; do., 1885, 94½@95; Parkersburg Branch, 11@15; Washington Branch, 136@150; Northern Central 38¼@38½; do. 6s, 1885, 94½@96; do., 1900, 86½@87; do., 6s, 1900, gold, 96@96; N. W. Va. 1st mort., 102@105; do., 2d mort., 102⅝@102¾; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99½; do., 2d mort., 7s, 86½@87; do., 3d mort., 8s, 86@86⅛; Central Ohio, 35½@37; do., pref., 38¾@40; do. 1st mort., 85¼@85¾; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96½@100; do., 2d mort. guar., 96@97; do. 3d mort., guar., 96@96; do. 2d mort pref., 70⅛@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@78; Orange and Alexandria 1st mort. 6s, 95¼@96; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@83¼; Orange, Alex. and Manassas 7s, 80⅞@81; Virginia and Tennessee 1st mort. 6s, 96@102⅞; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91¼@92; Baltimore 6s, 1875, 96¾@96⅞; do., 1884, 95@96; do. 1886, 95¾@96; do., 1890 96¼@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, 96@96½; do. 1902, 96@—; Memphis City 6s, 52@53⅝; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 102¼@103; Virginia 6s, old, 38@42; do. consol. 6s, 56@57; do. reg. 47@50; do. Peelers, 45@50; West Virginia, 15¼@16¼; City Passenger R. R., 21⅛@23½; George's Creek Coal, 100@105.

☞ Bids have been let at Lexington, Ky., for grading the Lexington and Big Sandy Railroad from Mount Sterling to the Licking River.

Ware River Railroad.

The Springfield *Union* announces that the New York owners of stock in the Ware River Railroad have transferred their interest to Chester W. Chapin and others, and resigned their positions in the Board of Directors, their places being filled by Chester W. Chapin, James A. Rumrill, E. B. Gillett of Westfield, Franklin Morgan of Palmer, and William Richie. The lease of the Vermont Central expired November 30, but the road is still run by this corporation, which stands ready to give it up on thirty days' notice. There will probably be no change in the management till after the stockholders' meeting, January 11, although the road will eventually come under the direction of the Boston and Albany. The whole distance between Palmer and Winchendon is 49¼ miles, and the 33 miles above Gilbertville is still incomplete. Work has been suspended for some time for lack of funds, but it will be recommenced next spring, and can be finished in three months. When the gap of 16 miles between Hillsboro' bridge and Peterboro', N. H., is completed, as it is to be soon, there will be an unbroken line between Palmer and Concord, N. H.

The Virginia Funding Bill.

In announcing the refusal of the Virginia Court of Appeals to re-open the question of the constitutionality of the act, Judge Christian made the following statement:

"In disposing of this motion, we have only to say that the cases have been elaborately argued, and have been the subject of the most deliberate and anxious consideration of the court. Every possible view of the important questions to be considered were presented in argument or suggested by members of the court in the careful examination, which the large interests involved, and the high responsibilities of our position demanded. Under a deep and painful sense of these responsibilities our opinions were deliberately formed after the most careful investigation.

As to the correctness of these opinions there is not one of us (of the majority) who has the shadow of a doubt. A re-argument cannot possibly change our settled and conscientious convictions; and we have thought it proper to dispose of this motion at the earliest practicable moment, in order to remove any doubt or uncertainty in the public mind as to the final action of this court. The credit of the commonwealth and the public welfare alike requires that the important questions arising out of these cases should be put at rest, so far at least, as the action of this court can have that effect."

Chicago and Canada Southern R. R.

One hundred miles of this road are now graded and ready for the iron, from the west line of the State of Ohio to the Detroit river. Twenty-five miles from Blissfield, the crossing of the Lake Shore road, to Fayette, Ohio, are completed and in operation. The whole line will be completed to Chicago in 1873. The road runs from Trenton, fourteen miles south of Detroit, 255 miles to Chicago, and will be a steel rail low grade, and a direct line for through transportation. Grading with steam shovels will be prosecuted at three points in Indiana during the winter, the nearest of which is 40 miles from this city. This road will run in connection with the Canada Southern, which extends from Malden, opposite Trenton 229 miles to the Canada end of the international bridge at Buffalo, and which is nearly completed. The Canada Southern is building a branch from St. Clair to St. Thomas, a distance of sixty miles of which forty are completed, from St Clair to the Great Western crossing. They are also laying iron between Toledo and Trenton, on the old line of the Toledo, Canada Southern and Detroit Road, whose franchise they purchased. This system of railways is controlled by the same parties as the Toledo, Wabash and Western.—*Chicago Inter-Ocean.*

Port Huron and Lake Michigan Railroad.

The line of this road has been changed west of Flint. Instead of striking the Milwaukee road at Corunna, it will tap it at Gaines, and there connect with the road to Lansing. Its managers intend to have this link completed next Summer.

At the stockholders' meeting, held recently, the following directors and officers were chosen: W. L. Bancroft, Edgar White, of Port Huron; Artemus Thayer, of Flint; Isaac Gale, of Corunna; W. K. Muir, Joseph Price, of Hamilton, Ont.; Townsend Cox, of New York. President, W. L. Bancroft; Vice-President, Townsend Cox; Treasurer, Edgar White; Secretary, E. B. Taylor.

The financial report shows that the traffic of the road during the past year has been large, and that its affairs generally are in a very satisfactory condition.

☞ The Columbus, Mt. Vernon and Delaware Railroad company have filed a supplementary certificate of incorporation with the Secretary of State of Ohio, to enable them to construct a branch from the main line near Oxford, in Holmes county, through Holmes, Coshocton and Muskingum counties, to connect with the Pittsburg, Cincinnati and St. Louis railway and the Cincinnati and Muskingum Valley railroad, near Dresden. Accompanying this certificate was one increasing the capital stock of the company $1,000,000, making the total capital stock $3,000,000.

☞ In the suit of Thomas St. John vs. the Erie Railway Company for dividends on preferred stock of the company held by him, on the ground that this stock was entitled to a 7 per cent. dividend before interest was paid on the £1,000,000 sterling bonds issued in 1865, and before rent was paid on any leases taken since January 1, 1862, Judge Blatchford decided that the preferred stock is not to be entitled to priority over anything but the common stock. He accordingly dismissed the suit with costs.

☞ The *Mining Gazette* gives the statistics of the copper production of the Lake Superior mines in 1872, with a comparison with last years' yield. The three counties from which the returns are given are Houghton, Keweenaw and Ontonagon. The product in 1871 was 16,076 tons 743 lbs; in 1872, 15,174 tons 213 lbs; showing a decrease of 902 tons 530 lbs. In spite of this decrease in the quanity of copper produced, the profits this year have exceeded those of 1871, owing to the greater demand for copper which has prevailed throughout the season.

☞ The Dallas (Texas) *Herald* says that the grading and bridging on the Texas and Pacific Railroad is all let, and work is progressing from Dallas east to Long View, and from Dallas west to Fort Worth. All contracts to the east are to be completed by March 1, 1873.

☞ The Lake Ontario Shore Railroad Company (from Oswego to Lewiston) have, it is said, determined to cross the Niagara river at the site of the Lewiston Suspension bridge, now erecting, but which is located at the most available point for crossing.

BANKING OFFICE OF FISK & HATCH.
NEW-YORK, Dec. 28, 1872.

The CHESAPEAKE AND OHIO RAILROAD is about completed. Its immediate promise of business is very large; its earnings on the disconnected portions will reach this year nearly $1,000,000, without mineral or through business, from which its revenues as a completed road will be largely derived. Coal mining, iron furnaces, rolling-mills and manufactories of all kinds will soon crowd its whole line; while the producing West and manufacturing East are eagerly awaiting the opening of this new Trunk Line, which is destined to have so important an influence upon the transportation of their products.

The FIRST MORTGAGE SIX PER CENT. GOLD BONDS of the Company, the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par—the price today being 102 to 102¼, with coupon on due Jan. 1, of 3 per cent, gold.

The WESTERN PACIFIC SIX PER CENT. GOLD Bonds amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by them. Their market price to-day is 92 to 92¼, also with a three per cent. gold coupon on, due January 1. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value.

The CHESAPEAKE and OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off in gold another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ The coupons of the following Railroad Loans, due Jan. 1, are announced to be paid at the Banking House of Messrs Fisk & Hatch, 5 Nassau St.

Central Pacific six per cent. Gold Bonds	$25,885,000
Western Pacific six per cent. Gold Bonds	2,735,000
California and Oregon six per cent. Gold Bonds	6,000,000
Chesapeake and Ohio Debenture seven per cent. Bonds	5,000,000
Total	$39,620,000

Journal of Railroad Law.

RAILROAD COMPANIES—NEGLIGENCE—WHAT IS *per se* NEGLIGENCE ON PART OF PARENT.

The facts in the late case of Downs *vs.* The New York Central Railroad Company, (47 N. Y., 83,) are fully and clearly stated in the following opinion by—

ALLEN, J.—There was a conflict of evidence as to the circumstances under which the plaintiff received the injury complained of, and bearing upon the question of negligence on the part of the defendant, and whether the plaintiff was chargeable with contributory fault. That the verdict is supported by evidence and cannot be disturbed by this court as wholly without proof, is not controverted by the counsel for the appellant. The question of fact litigated upon the trial, and submitted to the jury, was whether the plaintiff attempted to get off the cars while they were in motion, and in making the attempt was thrown by a sudden and unexpected starting of the train; and there is no complaint that the question was not fairly submitted to the jury with proper instructions. The jury have found upon the evidence warranting the verdict, if believed, that the train had stopped and was not in motion when the plaintiff opened the door, and was in the act of going out and down upon the ground in the usual and ordinary manner, and was thrown from the platform by the sudden jerking of the car, and that the injury was the result of negligence on the part of the defendant's servants and agents. The jury have also by their verdict necessarily found that the plaintiff was free from any negligence or fault contributing to the injury. Under the instructions they could not have rendered a verdict for the plaintiff without finding that fact. The plaintiff at the time of the accident, was twelve years of age; and being unable to find a seat in the car with his mother, by her permission went to the smoking car, and finding a seat there, remained in it until the train reached Rome, when, in the effort to leave the car to return to his mother, he received the injury in the manner described by the witnesses. It was not *per se* a negligent act on the part of the mother to permit a lad of that age, of ordinary capacity, to go from one car to another under the circumstances and for the purpose stated. It was submitted to the jury to determine whether there was anything in the youth, the inexperience or the want of ability of the plaintiff to take proper care of himself, which in the absence of the protection and guidance of his mother produced the injury, or contributed to produce it; and if there was, they were instructed to find for the defendant. This was as favorable a submission of the question as the defendant could have asked, and the jury have found adversely to the defendant upon it. Upon the trial the defendant was only held to the degree of care which the law exacts from carriers of persons in respect to all, and the plaintiff was held to the exercise of the same circumspection and care of his own person, and the degree of responsibility for his own acts as is required of adults under the same circumstances. The jury have exonerated the plaintiff from all fault and negligence, and have charged the injury wholly to the negligence of the defendant. The verdict is well supported by the evidence and the motion to dismiss the complaint at the close of the evidence was properly denied. The newspaper account of the transaction as published in the "Seneca County *Courier*" a day or two thereafter, prepared by the publisher of the paper from accounts he received at Rome on the day of the accident, was properly excluded. The author of the article was examined as a witness, but had no distinct recollection of anything that was said to him at Rome, and could not tell from whom principally he received his information; he talked with them all, the plaintiff, his father and mother. He talked with the plaintiff about it, and supposed he learned from him, but could not remember anything distinctly that he said, and in the course of his testimony said "I can only say what I published then; these are the facts that I got at Rome. I cannot state distinctly whom I got them from. I talked with different persons. I was there all the evening at the Hotel. Of course there was a great deal of excitement and talk about it." The witness after his recollection had been refreshed by reading the article, was unable to testify that he received the statement sought to be given in evidence from the plaintiff or from whom he did receive it. The article did not purport to be, and was not, in truth, a statement of a conversation with, or declaration made by, the plaintiff, and was not a memorandum made by the witness of a particular conversation at or near the time it was had, and which the witness could state under oath was a correct memorandum of such conversation. It was not, therefore, competent as evidence of a statement made by the plaintiff material to the issue or inconsistent with his testimony on the trial. The printed paper was not the original memorandum made by the witness; neither did he, or could he testify that the article, or a copy from which it was printed, was a correct memorandum or reproduction of the statement of the plaintiff, and it is not within the principle of any of the cases relied upon by the defendant. In all the cases the original memoranda have been produced, and the persons by whom they were made have vouched for their correctness. The article was but a summary of the facts collected by the writer from all sources, or rather of his understanding of the facts. After the defendant had given in evidence, declarations of the plaintiff and of his mother in his presence, made in the presence of Dr. Pope and others which it was supposed might be claimed to be inconsistent with the statements of the plaintiff as a witness, the plaintiff recalled J. W. Hurlbert who had taken the plaintiff from under the cars, and had testified that he thought he had his hands on him from that time until the amputation, and examined him as to his recollection of conversation and declarations of and in the presence of the plaintiff during that time, and then propounded this question. "Did he state on that occasion (immediately on carrying him in) that the way the accident happened was, that he was standing on the threshold of the car and that the cars were jerked up and threw him under the train and that they ran over him, or in substance that?" To which the answer was: "That was the substance of his reply" The question was objected to as leading, and that it was incompetent to prove the plaintiff's declarations. The evidence was not inconsistent with the declarations proved by the defendant, but it did tend to corroborate testimony of the plaintiff by the fact that his statements had been consistent. This was not allowable. The conversation was not proved to have been a part of the same given in evidence by the defendant. Had it been so, the evidence would have been competent. The plaintiff could have proved the whole of a conversation, a part of which the defendant had given in evidence, if it was connected and all related to the same subject. But the case shows no connection between the declarations and conversations proved by the defendant and those proved by a witness, Hurlbert, or that they were simultaneous. The admission of this evidence was error. It was within the discretion of the judge at the trial to suffer a question, leading in form, to be put, and the judgment will not be reversed for an error in that respect.

The evidence of negotiations for a settlement of the claim with officers of the defendant for several years after the injury, was competent in explanation of the delay in bringing the action which had been brought out by the defendant; and which but for the explanation, might have prejudiced the plaintiff.

The judgment for the error in the admission of the statements of the plaintiff to Hurlbert, must be reversed and a new trial granted.

Judgment reversed.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $26,783,000 of which $36,762,300 has been paid. The receipts for the year ending June 30, 1872, from the transportation of passengers, were $3,067,808 17; of freight, $4,122,651 20; and from miscellaneous sources, $771,711 41; total, $7,962,170 78. The entire cost of the road and fixtures to said date (unadjusted balances with contractors not included), was $114,258,535 97. The indebtedness of the company at the same date amounted to $75,894 512, of which $27,236,512 is due to the United States.

The Central Pacific Railroad Company, by consolidation, now embraces, besides the original company of that name, also the Western Pacific, the San Francisco and Oakland, the San Francisco and Alameda, and the California and Oregon companies. Stock to the amount of $59,644,000 has been subscribed, and $54,283,190 paid. The receipts for the year ending June 30, 1872, from transportation of passengers, were $3,620 519 33, and of freight, $5,753,246; total, $9,373,765 33. The expenses were $4,317,332 32, leaving net earnings to the amount of $5,056,433 01. At the close of said year the indebtedness of the company amounted to $8,900,135 37, of which $27,855,680 was to the United States. The stock subscription of the Central Branch Union Pacific Railroad company is $1,000,000 of which $980,600 has been paid. The receipts for transportation of passengers for the year ending June 10, 1872, were $60,807,65, and for freight, $83,662 03; total, $144,469 68. The expenses of the road and fixtures have been $3,723,700. The company's indebtedness (exclusive of first mortgage bonds, $1,600,000, and the Government loan, $1,600,000), is $94,896 34.

The amount of stock of the Kansas Pacific Railway Company subscribed is $9,992,500, and the amount paid in is $9,621,950. Receipts for the year ended June 30, 1872, from transportation of passengers, were $1,351,837 51; of freight, $2,156,190 21; and from miscellaneous sources, $79,600 75; total $3,551,628 47. The construction and equipment of the road have cost $29,602,974 28. The total funded debt of the company is $26,044,600, and the amount of other liabilities and indebtedness is $2,081,102 16, making

a total of $28,125,702 16, of which $6,303,000 is due to the United States. On the 19th of October, 1872, you accepted the western part of this road, extending from the 393.9425 mile, and terminating in Denver, Colorado territory, 638.6 miles from the initial point.

The amount of stock of the Denver Pacific Railway and Telegraph Company, subscribed and paid in, is $4,000,000. This road, running in a nearly north course, 106.33 miles from Denver, Colorado territory, to Cheyenne, Wyoming territory where it connects with the Union Pacific road, was completed in the summer of 1870. The receipts for the year ended June 30, 1872, for transportation of passengers, were $176,312 46; of freight, $170,709 83; and from miscellaneous sources, $8,066 40; total, $355,088 69. The cost of construction and equipment of the road and telegraph to the date last above stated was $6,493,800, and the indebtedness of the company to that date was $2,519,076 25. The road and telegraph line were, on re-examination, accepted by you on the 3d day of May last.

The amount of stock of the Sioux City and Pacific Railroad Company subscribed is $1,478,500, of which $1,791,400 has been paid in. The receipts for the year ending June 30, 1872, from the transportation of passengers, were $63,548 71; of freight, $85,803 24; of mails, $7,549 40; from express, $1,735 80; and from miscellaneous sources, $3,768 56; total, $162,405 71. The expenses during that period were $152,062 98. The indebtedness of the company is $5,361,977 86, of which $1,628,320 is due to the United States.

At the close of the last fiscal year (June 30, 1872), the amount of subscribed stock of the Southern Pacific Railroad Company was $9,384,000, and the amount actually paid in, $8,404,000. The company reports that surveys have been made from the end of the completed road, a point one hundred and three-tenth miles from San Francisco, to Fort Mohave, on the Colorado river, via Tehachapi Pass, and from said pass to Fort Yuma, on the Colorado, via Los Angelos and San Bernardino. The cost of these surveys has been $66,894 84. The amount received during said year for transportation of passengers was $383,563 93. The expenses on account of the road and fixtures for said period were $376,278 11 The indebtedness of the company is $5,750,000. Seventy and twenty-six hundredths miles of this road have been completed in a first-class manner, and have been accepted. The road commences at San Jose, California. The entire cost of the road and fixtures, together with the lands for stations, &c., since the organization of the company, is estimated at about $12,000,000.

The amount of stock of the Texas and Pacific Railway Company subscribed is $2,000,000, of which $200,000 has been paid in. The company has neither bonded or floating debt. It is progressing rapidly with its surveys, having a number of corps in the field, but as the final reports have not been received, no definite description can be given of the line of road surveyed and fixed upon for construction. The receipts of the company from the 15th of April, 1871—the date of its organization—to the 1st of July, 1872, have been $204,392 05, and the disbursements amount to $125,056 87, leaving a balance in hand of $79,335 18.

The report of the Atlantic and Pacific Railroad Company for the year ended June 30, 1872, shows that $16,400,000 of stock has been subscribed, and that $16,375,000 has been paid in. The company has completed, since the date of its last annual report, the road from Prairie City, in the Indian Territory, to Vinita, in same Territory, a distance of 21¼ miles. The road and telegraph from Pacific, Mo., to Vinita, a distance of 327¼ miles, has been completed. Parties have during the last year, surveying for the road in Texas, New Mexico, Arizona and California. The total cost of surveys to June 30, 1872, was $162,173, and the amount received during the year ending on that date, from passengers, was $325,607 87, and for freight $790,030 43. The cost of railroad and fixtures up to the same time was $31,608,044 54. The total indebtedness to that date (including assumed debt of $7,161,050 of South Pacific Company, whose road from Pacific, Mo., to Springfield, it has obtained by purchase) was $15,013,999 53. The mortgages of the company were received and recorded by the department as required by law, in November and December, 1871. One hundred and twenty-five miles of this road and its telegraph line have been accepted, of which fifty were accepted by you on the 6th of December last.

Stock of the Northern Pacific Railroad Company has been subscribed to the amount of $100,000,000, and certificates for 165,336 shares, of $100 each, have been issued. The cost of surveys up to July 1, 1872 (so far as reports have been received by the company), was 454,689 70. The accounts, &c., are not yet in a condition to render an accurate report of the amounts received from passengers and freight during the year. The expenses of the road and fixtures have been $11,481,467 70. The indebtedness of the company is reported to be $20,442,245 49. On the 20th of February last a map of preliminary route from the crossing of the Red River of the North, at Fargo, in Dakota, to a point opposite the mouth of Walla Walla river, Washington Territory, a distance of about 1,143 miles, was received by the department. On the 1st inst., commissioners were ordered to examine and report upon the completed portion "from the junction with the Lake Superior and Mississippi Railroad near Thomson, Minnesota, to the Red River of the North," a distance of about 228 miles. Their report has not yet been received. The company report that on the 30th ultimo cars passed over the track for a distance of 113 miles west of the Red River. Track has recently been laid at the rate of 2½ miles a day. The report states that, at the present rate of construction, the road would be completed to the Missouri River by the 3d of December. The character of the soil in Dakota, through which the road passes, is reported very good, adapted to grain and grazing, of an average excellence, equal to Illinois lands. Water is abundant. Timber is scarce. The construction of buildings for depots, engine houses, and water stations is progressing rapidly. The work of the company in establishing and preparing for construction the line of route to the Yellowstone River and up that stream was resumed during the year. The location of the line of route has been greatly retarded at various points by hostile Indians. The company has this year surveyed and examined the Missouri River above the Great Falls, and determined that it is practicable for steamboat navigation up to Gallatin Forks, a distance of 220 miles. They have also found that a short railroad is practicable around those falls, at small expense. Thus the whole course of the Missouri River can be made available to commence and to the settlement of the vast region it drains. Surveys have been in progress on the Salmon River line in Montana, making a connection therewith of the survey in progress on the Wisdom River line. The survey of the route from Columbia River to Lake Pend d'Oreille is reported complete. It is also reported that 75 miles of the road from the Columbia River to Puget Sound will be in operation at the close of the season.

Virginia and Truckee Railroad.

The Virginia and Truckee Railroad is now completed from Virginia City via Carson City to Reno in Washoe county, connecting at that point with the Central Pacific Railroad. This road is 51 miles in length, over which 22 trains run daily, transporting about 200 ton of merchandise per day, besides carrying about 600 tons of quartz from the mines of Story County to the various mills located on Carson River. The company have now in use 11 locomotives and will add from 3 to 5 more first-class engines to this number by the 1st of January next—the car capacity of the road being about 160 cars, embracing all kinds. There is now within the borders of the county about 17 miles in length of railroad track belonging to this road.

☞ The Canada Central Railway has been completed between Sand Point and Renfrew, and successfully opened.

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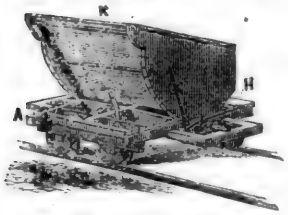
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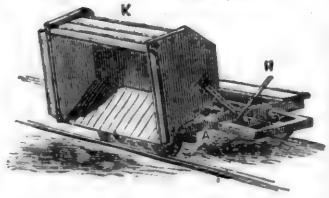


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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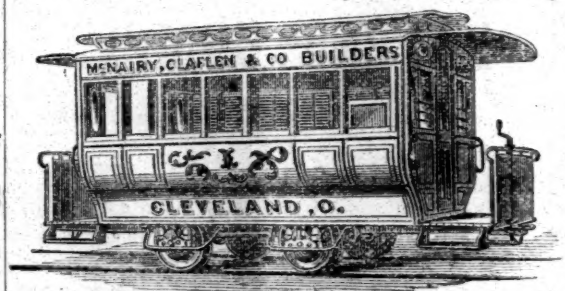
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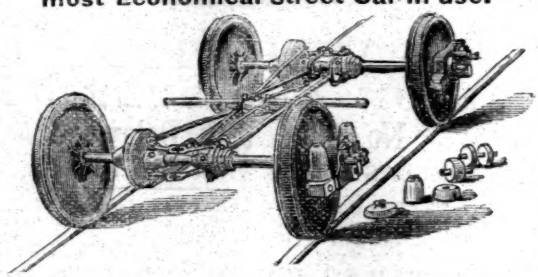
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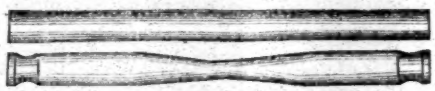
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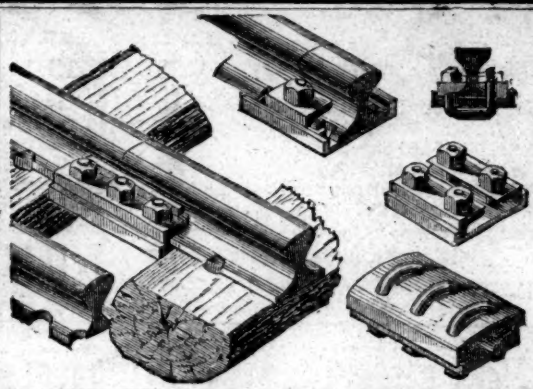
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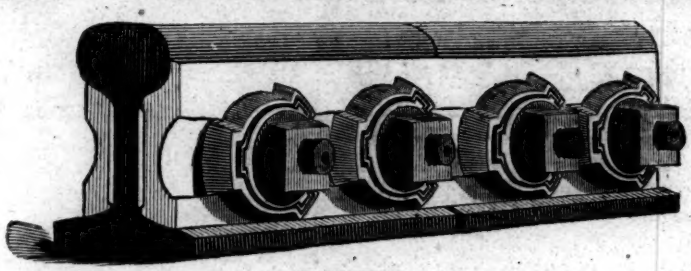
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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